City of Rialto

Regular Meeting - Final

Wednesday, December 17, 2025

REGULAR MEETING - 6:00 P.M.

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

Planning Commission

Public Participation Procedures

THE PUBLIC WILL HAVE THE OPPORTUNITY TO SPEAK ON ANY ITEM USING THE PODIUM INSIDE THE COUNCIL CHAMBERS.

IF YOU ARE UNABLE TO ATTEND THE MEETING, YOU MAY PROVIDE COMMENTS ON ANY AGENDA ITEM USING ANY OF THE FOLLOWING METHODS:

• IN WRITING VIA MAIL TO: CITY OF RIALTO "ATTN: PLANNING COMMISSION C/O COMMUNITY DEVELOPMENT," 150 S PALM AVE, RIALTO, CA 92376

• IN WRITING VIA EMAIL TO PLANNING@RIALTOCA.GOV AT LEAST TWO (2) HOURS BEFORE THE MEETING.

YOU MAY CALL THE COMMUNITY DEVELOPMENT DEPARTMENT AT (909) 820-2505 DURING REGULAR BUSINESS HOURS OR SEND AN EMAIL TO PLANNING@RIALTOCA.GOV TO FIND OUT WHAT DECISIONS THE PLANNING COMMISSION MADE ON THE AGENDA ITEMS.

Call To Order

Pledge of Allegiance

Roll Call

Chair Mike Story, Vice-Chair Jerry Gutierrez, Dale Estvander, Ray Corral, Terrie Schneider, Terry Thompson, and Virginia Avalos-Villalobos

Oral Communications from the Audience on items not on the Agenda

Planning Commission Minutes

PC-25-0833 Minutes from the December 3, 2025 Planning Commission meeting.

Attachments: Minutes from the December 3, 2025 Planning Commission Meeting

Public Hearings

PC-25-0820

Variance No. 25-0002: A request to allow a variance from Section 18.58.050E(4) of the Rialto Municipal Code (RMC) to reduce the minimum required parking within an existing commercial shopping center from 139 parking spaces to 113 parking spaces, as it relates to the establishment of a children's indoor playground within an existing 25,750 square foot commercial building located at 155 East Baseline Road within the Community Shopping Center (C-1A) zone.

Attachments:
Exhibit A - Location Map
Exhibit B - Site Plan
Exhibit C - Floor Plan
Exhibit D - Parking Demand Analysis
Exhibit E - Draft Resolution for VAR25-0002

PC-25-0832

Tentative Parcel Map No. 2023-0006 (TPM 20809): Consideration of a Tentative Parcel Map to provide right-of-way dedications and to resolve underlying past recordings and instruments related to one (1) 38.89 gross acre (38.78 net acre) parcel of land (APN: 0239-192-23) located at the southwest corner of Locust Avenue and Lowell Street within the General Manufacturing (I-GM) land use district of the Rialto Airport Specific Plan.

Conditional Development Permit No. 2023-0032: A request to allow the development and operation of a 664,859 square foot industrial warehouse building on 38.78 net acres of land (APN: 0239-192-23) located at the southwest corner of Locust Avenue and Lowell Street within the General Manufacturing (I-GM) land use district of the Rialto Airport Specific Plan.

Precise Plan of Design No. 2023-0041: A request to allow the development of a 664,859 square foot industrial warehouse building with associated paving, landscaping, fencing, lighting, and drainage improvements on approximately 38.78 net acres of land (APN: 0239-192-23) located at the southwest corner of Locust Avenue and Lowell Street within the General Manufacturing (I-GM) land use district of the Rialto Airport Specific Plan.

Development Agreement No. 2024-0002: Consideration of a Development Agreement between the City of Rialto and IV5 Locust Gateway Logistics Center LLC to memorialize certain benefits and terms related to the development of a 664,859 square foot industrial warehouse building on 38.78 net acres of land (APN: 0239-192-23) located at the southwest corner of Locust Avenue and Lowell Street within the General Manufacturing (I-GM) land use district of the Rialto Airport Specific Plan.

Environmental Assessment Review No. 2023-0051: An Environmental Impact Report has been prepared for consideration in conjunction with Tentative Parcel Map No. 2023-0006 (TPM 20809), Conditional Development Permit No. 2023-0032, Precise Plan of Design No. 2023-0041, and Development Agreement No. 2024-0002, in accordance with the California Environmental Quality Act (CEQA).

Attachments: Exhibit A - Location Map
Exhibit B - Site Plan
Exhibit C - Floor Plan
Exhibit D - Exterior Elevations
Exhibit E - Concept Landscape Plan
Exhibit F - Transportation Impact Study
Exhibit G - Tentative Parcel Map No. 20809
Exhibit H - EDC Minutes September 18, 2025
Exhibit I - Draft Environmental Impact Report
Exhibit J - Final Environmental Impact Report
Exhibit K - Draft Resolution for EAR No. 2023-0051
Exhibit L - Draft Resolution for TPM No. 2023-0006
Exhibit M - Draft Resolution for CDP No. 2023-0032
Exhibit N - Draft Resolution for PPD No. 2023-0041
Exhibit O - Draft Resolution for DA No. 2024-0002

PC-25-0817 Building Appeals Board to Review and Consider Adoption of a Resolution to Uphold the Building Officials Decision regarding a Junior Accessory Dwelling Unit (JADU) at 1443 N. Riverside Avenue, in accordance with Government Code 66332.

Attachments: Exhibit A - Appellant Appeal Dated October 31, 2025
Exhibit B - Building Officials Decision dated September 25, 2025
Exhibit C - Appellant Request to Apply Government Code 66332 Dated September 17,
Exhibit D - San Bernardino County Office of the Assessor Property Information Manag
Exhibit E - Photos Dated May 12, 2023
Exhibit F - Photos Dated June 23, 2023
Exhibit G - Government Code Section 66332
Exhibit H - Draft Resolution

Action Items

None.

Community Development Director Comments

PC-25-0837 ***Information Item - Draft 2021-2029 Housing Element Update (Receive and File):*** The draft Housing Element is provided to the Planning Commission for review ahead of the January 21, 2026 meeting, at which it will be formally presented and discussed for City Council recommendation. No action is required at this time.

Attachments: Exhibit A - City of Rialto 6th Cycle Housing Element

Planning Commissioner Comments

Adjournment

File #: PC-25-0833, **Version:** 1, **Agenda #:**

Minutes from the December 3, 2025 Planning Commission meeting.

CITY OF RIALTO

THE REGULAR MEETING MINUTES OF PLANNING COMMISSION

December 3, 2025 - 6:00 p.m.

The regularly scheduled Planning Commission meeting 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 December 3, 2025.

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 Mike Story called the meeting to order at 6:00 p.m.

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PLEDGE OF ALLEGIANCE

Commissioner Ray Corral led the pledge of allegiance.

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ROLL CALL

Roll Call was taken by Administrative Assistant Heidy Gonzalez.

Present:
Chair Mike Story
Vice-Chair Jerry Gutierrez
Commissioner Ray Corral
Commissioner Dale Estvander
Commissioner Terrie Schneider
Commissioner Terry Thompson

Absent:
Commissioner Virginia Avalos-Villalobos

Staff Present:
Assistant City Attorney, Robert Khuu
Community Development Director, Christina Taylor
Community Development Manager, Daniel Casey
Senior Planner, Daniel Rosas
Senior Planner, Sandra Robles
Administrative Assistant, Heidy Gonzalez

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ORAL COMMUNICATION

Chair Story asked if there were any oral communications from the public not on the agenda. Mrs. Gonzalez stated there was none.

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PLANNING COMMISSION MEETING MINUTES

Chair Story announced that the first item on the agenda is Planning Commission Meeting Minutes.

Motion by Commissioner Terry Thompson, seconded by Commissioner Dale Estvander to move to approve November 5, 2025, Planning Commission meeting minutes.

Four were in favor with two abstentions, *motion carried*, 4-0.

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PUBLIC HEARINGS

Chair Story stated the next item on the agenda is Conditional Development Permit No. 25-0001 (File PC-25-0807).

Senior Planner Sandra Robles made the presentation.

Conditional Development Permit No. 25-0001: A request to allow the operation of a massage parlor within an existing 900 square-foot commercial tenant space located at 2012 North Riverside Avenue, Suite F (APN: 0264-371-01-P-007) within the Neighborhood Commercial (C-1) zone. The project is categorically exempt pursuant to CEQA Section 15301 (Existing Facilities).

Ms. Robles advised that staff requested the item be continued to the next Planning Commission meeting.

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Chair Story opened the Public Hearing.

Chair Story made a motion to continue the item to an unspecified date, seconded by Commissioner Estvander.

Motion passes.

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Chair Story stated that the next item on the agenda is Conditional Development Permit No. 25-0004 (File PC-25-0809).

Senior Planner Daniel Rosas made the presentation.

PUBLIC HEARINGS

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Conditional Development Permit No. 25-0004: A request to allow the installation of electronic message board signage on an existing dental office building located at 1817 North Riverside Avenue within the C-1 (Neighborhood Commercial) zone. This project is categorically exempt pursuant to Section 15301 (Existing Facilities) of the California Environmental Quality Act (CEQA).

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Commissioner Thompson asked whether the message board would display fixed or moving imagery. Mr. Rosas stated that it would display a variety of images related to the dental office. Commissioner Corral asked if advertising for other businesses would be included. Mr. Rosas confirmed that the content would be limited to the dental office only.

The applicant, Bob Hunt, provided a brief description of the project.

Chair Story opened the Public Hearing.

Commissioner Estvander made a motion to close the Public Hearing, seconded by Commissioner Thompson.

Chair Story closed the Public Hearing.

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Commissioner Estvander made a motion to approve the Conditional Development Permit No. 25-0004. Seconded by Commissioner Thompson.

Vote on the motion:
AYES: 6 (Corral, Estvander, Gutierrez, Schneider, Story, Thompson)
NOES: 0
ABSTENTION: 0
ABSENT: 1 (Avalos-Villalobos)

Motion passes.

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COMMUNITY DEVELOPMENT DIRECTOR COMMENTS

Chair Story stated that the next item on the agenda is Community Development Director comments.

Christina Taylor informed the Commissioners that on Saturday, December 6, the City's tree lighting and Christmas event will take place. Ms. Taylor also noted that the next Planning Commission meeting is scheduled for December

17th. She advised that the first Planning Commission meeting in January will be canceled.

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PLANNING COMMISSIONER COMMENTS

Chair Story stated the next item on the agenda is Planning Commissioner comments.

Commissioner Thompson requested that the meeting be adjourned in honor of two community members: Dan Hirtz, a local merchant who passed away, and Mike Visser, a retired Fire Lieutenant.

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ADJOURNMENT

Chair Story made a motion to adjourn the meeting in memory of Dan Hirtz and Mike Visser. Commissioner Estvander seconded the motion.

The Regular Planning Commission meeting on Wednesday, December 3, 2025, adjourned at 6:19 p.m.

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Minutes prepared by Heidy Gonzalez
Administrative Assistant

_____

Mike Story
Chair, Planning Commission

File #: PC-25-0820, **Version:** 1, **Agenda #:**

For the Planning Commission Meeting of December 17, 2025

TO: Honorable Chairman and Planning Commissioners

APPROVAL: Christina Taylor, Director of Community Development

REVIEWED BY: Daniel Casey, Community Development Manager

FROM: Brian Vazquez, Planning Technician

Variance No. 25-0002: A request to allow a variance from Section 18.58.050E(4) of the Rialto Municipal Code (RMC) to reduce the minimum required parking within an existing commercial shopping center from 139 parking spaces to 113 parking spaces, as it relates to the establishment of a children's indoor playground within an existing 25,750 square foot commercial building located at 155 East Baseline Road within the Community Shopping Center (C-1A) zone.

APPLICANT:

Zebra World

c/o

Sam Nourafshan, Reliable Properties, 6420 Wilshire Blvd #1500 Los Angeles, CA 90048.

LOCATION:

The project site consists of one (1) parcel of land (APN: 0127-321-45) located at 155 E. Baseline Road, which is on the south side of Baseline Road approximately 175 feet east of Riverside Avenue (Refer to the attached Location Map (**Exhibit A**)).

BACKGROUND:

Surrounding General Plan Land Use Designations

Location	***General Plan Designation***
Site	Community Commercial
North	Community Commercial
East	Community Commercial
South	Residential 21 (12.1 - 21.0 du/acre)
West	Community Commercial

Surrounding Zoning Designations

Location	***Zoning***
Site	Community Shopping Center (C-1A)
North	Community Shopping Center (C-1A)
East	Community Shopping Center (C-1A)
South	Multi-Family Residential (R-3)
West	Community Shopping Center (C-1A)

Site Characteristics
The proposed Zebra World location is at an existing vacant commercial space. The property is 2.35 acres at the southeast corner of East Baseline Road and North Riverside Avenue. The shopping plaza currently includes two operating businesses-Taco Gavilan and Dollar Store Plus Market. Additionally, an approved Dutch Bros Coffee is under development immediately west of the commercial space.

Surrounding Area
The project site is bound by Baseline Road to the north and Riverside Avenue to the west. To the north, across Baseline Road, is the North Rialto Center commercial shopping center anchored by Stater Bros., Harbor Freight, and Walgreens, and to the east is an approximately 5,000 square foot commercial building that currently contains a sole proprietor dollar store. To the south are several existing multifamily triplexes and quadruplexes, and to the west, across Riverside Avenue, in existing commercial shopping center anchored by Superior Grocers.

ANALYSIS/DISCUSSION:

Project Proposal
The applicant, Zebra World, proposes to establish and operate a children's indoor playground within the entirety of the 25,750-square-foot commercial building located on the project site (**Exhibit B**). Zebra World will function as a full-service indoor recreational facility for children. Planned operations include the use of renovated areas such as the main open play space, which will feature a children's obstacle course, trampolines, and ball pits. The facility will also include a kitchen equipped with a service and food preparation area (**Exhibit C**). Zebra World will operate seven days a week. Proposed hours of operation are 12:00 p.m. to 9:00 p.m. Monday through Friday and 11:00 a.m. to 8:00 p.m**.** on Saturday and Sunday.

Parking
Per Section 18.58.050E(4) of the Rialto Municipal Code, children's indoor playgrounds, such as Zebra World, require one (1) parking space for every 200 square feet of gross floor area devoted to such use, and per Section 18.58.050I(2) of the Rialto Municipal Code, coffee shops, such as Dutch Bros., require one (1) parking space for every 75 square feet of gross floor area devoted to such use with credit for three (3) spaces for any drive-thru lane. Upon completion of the Dutch Bros., which as previously mentioned is currently under construction, the project site will have 113 parking spaces.

This quantity is less than the minimum parking required by Chapter 18.58 (Off-Street Parking) of the Rialto Municipal Code and as shown in the parking calculation chart below:

Type of Use	***Floor Area (square feet)***	***Parking Ratio***	***Number of spaces required***
Indoor Playground (Zebra World) Coffee Shop (Dutch Bros.) Drive-Thru Credit	25,750 950 N/A	1 / 200 sf 1 / 75 sf -3 per DT	129 13 -3
Total Required/Total Provided Total "Unde -Parked"			**139/113 -26**

The project site will not meet the parking requirements of Chapter 18.58 (Off-Street Parking) of the Rialto Municipal Code to accommodate both the Dutch Bros. coffee shop and the proposed Zebra World indoor playground. To address the parking deficiency the applicant filed a Variance application with the Planning Division.

Variance Request
The applicant filed Variance No. 25-0002 to reduce the minimum number of parking spaces required for the project site from 139 parking spaces to 113 parking spaces. The applicant engaged Lochner, Inc. to prepare a Parking Demand Analysis for the Zebra World operation and the site as a whole (**Exhibit D**). The analysis examined the real demand for parking at an existing 20,000 square foot Zebra World location in Cathedral City, CA. Parking surveys were conducted on both weekdays and weekends, and the surveys found the peak weekday demand to be 33 parking spaces at 1:15 p.m. and the peak weekend demand to be 57 parking spaces at 5:00 p.m. When adjusting for the building size difference between the Zebra World location in Cathedral City and the proposed Zebra World location in the City of Rialto, the analysis concluded that at peak demand the Zebra World in the City of Rialto would need 73 parking spaces. Coupled with ten (10) parking spaces required for Dutch Bros. the analysis concludes that the project site needs 83 parking spaces to meet real demand. Given that the site will have 113 parking spaces and the analysis determined the real demand to be 83 parking spaces, the project site will have adequate parking to meet the real demand and justify the variance request.

The purpose of a variance is to provide flexibility to prevent practical difficulties or unnecessary hardships that occur through the strict enforcement of development standards. However, the following findings from Section 18.64.020 of the Rialto Municipal Code must be made prior to Planning Commission approval of Variance No. 25-0002:

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

   Strict enforcement of the parking standard of one (1) parking space for every 200 square feet required by the Section 18.58.050(E)(4) of the Rialto Municipal Code would obligate the

applicant to provide more parking spaces than are necessary for the efficient operation of an indoor children's playground, as documented in the Parking Demand Analysis prepared for the Project by Lochner, Inc. The analysis concluded that only 83 parking spaces would be required during peak days and hours, resulting in a surplus of 30 unoccupied spaces. With the requested variance, the proposed use would be able to operate efficiently and fully occupy the vacant commercial site.

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

   The existing 25,750 square foot commercial building on the Site is currently vacant and is likely to remain vacant under the existing parking requirements. Approval of this variance would allow the property to achieve its highest and best use consistent with the current zoning. As demonstrated in the Parking Demand Analysis prepared for the Project by Lochner, Inc., adequate parking will be available to accommodate both the Dutch Bros. coffee shop and the proposed Zebra World children's indoor playground.

   Additionally, the variance will allow for a more appropriate parking allocation and support full occupancy of the shopping plaza.

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

   Granting this variance would enable the establishment of an indoor playground where nearby residents can bring their children to enjoy recreational activities within a safe, enclosed environment. This addition would enhance the availability of family-oriented amenities in the area and promote the overall public welfare.

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

   Granting the variance will facilitate the establishment of a quality use within an existing commercial building in keeping with General Plan Economic Development Element Goal 3-1, which requires the City to "Strengthen and diversify the economic base and employment opportunities and maintain a positive business climate". Additionally, the establishment of a children's indoor playground is permitted by right within the Community Shopping Center (C-1A) zone.

As demonstrated above, all of the required findings necessary for granting the variance can be made in a positive manner.

GENERAL PLAN CONSISTENCY:

The General Plan land use designation of the site is Community Commercial. According to Chapter 2 (Managing Our Land Supply) of the Rialto General Plan, commercial service uses, such as indoor playgrounds, are consistent with the Community Commercial designation. Furthermore, the project is consistent with the following goal of the Economic Development Element of the Rialto General Plan:

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

ENVIRONMENTAL IMPACT:

California Environmental Quality Act
The project is Exempt in accordance with the categorical exemption requirements of the California Environmental Act (CEQA) Section 15301 Exiting Facilities (Environmental Assessment Review No. 25-0016). The project consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topological features, involving negligible or no expansion of existing or former use. The applicant proposes to operate within an existing commercial building, thereby qualifying it for a categorical exemption pursuant to Section 15301 Existing Facilities.

PUBLIC NOTICE:

The City published a public hearing notice for proposed project in the *San Bernardino Sun* newspaper, posted copies of the public hearing notice outside the Council Chambers, and mailed public hearing notices to all property owners within 660 feet of the project site, as required by State law.

RECOMMENDATION:

The Planning Division recommends that the Planning Commission:

1. Adopt the attached Resolution **(Exhibit E)** to approve Variance No. 25-0002 allowing a reduction in the required parking for the project site from 139 parking spaces to 113 parking spaces, based upon the findings and subject to the conditions therein.

Project Location Map

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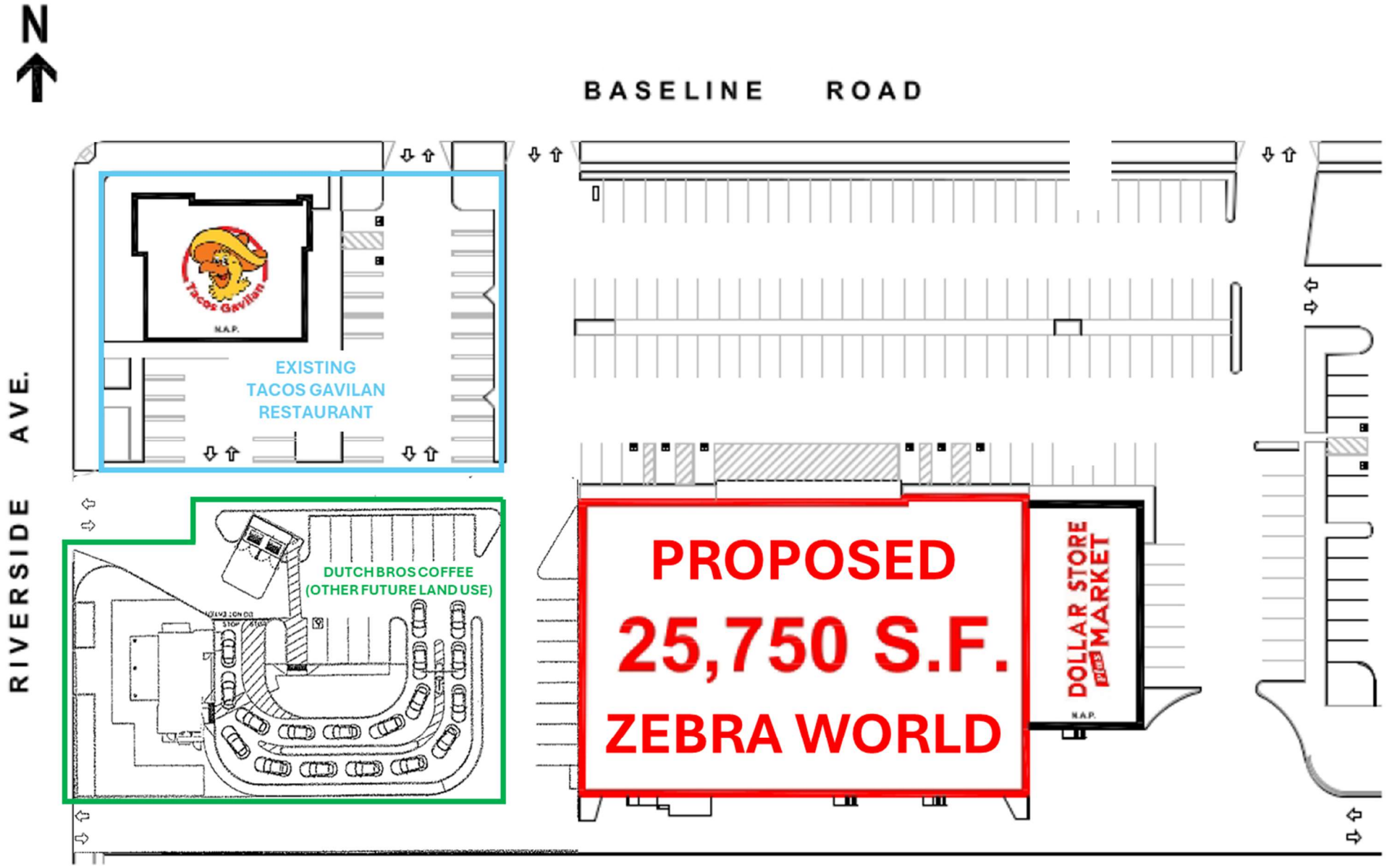
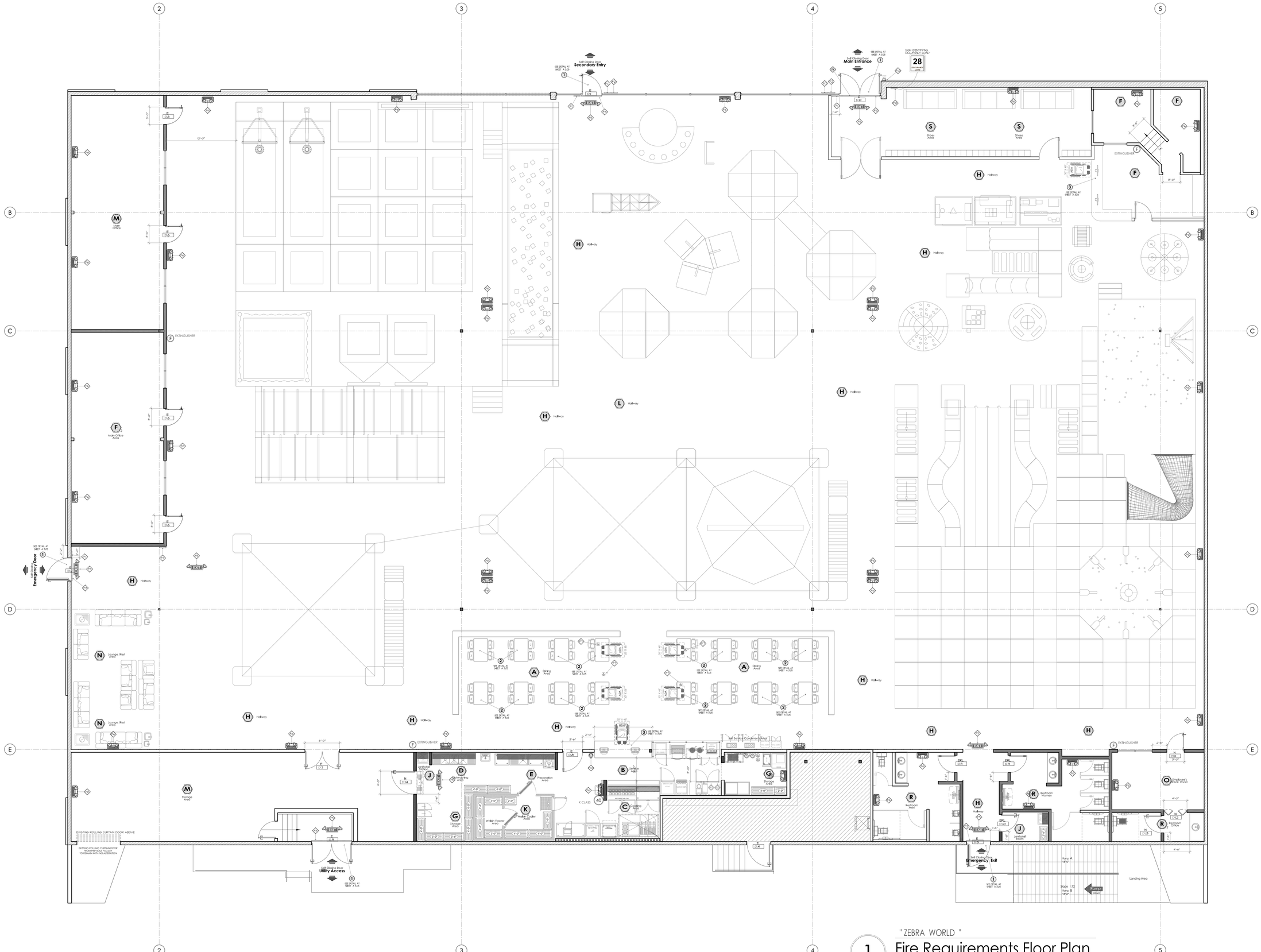
Figure 1 – Project Site Plan





"ZEBRA WORLD"

1 Fire Requirements Floor Plan

SCALE : 3/16" = 1'-0"

THESE DRAWING ARE INSTRUMENTS OF SERVICE AND ARE THE SOLE PROPERTY OF URBARC DESIGN. ALL DESIGN AND OTHER INFORMATION ON THESE DRAWING ARE FOR USE ON THE SPECIFIED PROJECT ONLY. THESE DRAWINGS SHALL NOT BE ALTERED IN ANY WAY, SHALL NOT BE DISCLOSED OR ASSIGNED TO ANY THIRD PARTY, AND SHALL NOT BE USED ON ANY OTHER PROJECT WITHOUT EXPRESS WRITTEN PERMISSION OF URBARC DESIGN

urbarc design
drafting | smart design | 3d & renderings | land planning

WENDELL W. VEITH
ARCHITECT
LICENSED ARCHITECT
WENDELL W. VEITH
NO. C5297
REN. 11-30-25
STATE OF CALIFORNIA

Alejandro Ontiveros
Principal and Lead Designer
73733 Fred Waring Drive, Suite 203,
Palm Desert,CA. 92260
442-484-1072 / 760-884-4170
info@urbarc.com @urbardesign
@urbarc design group, inc

adFaone
Advanced Design
Francisco Aguilar
Commercial | Kitchen Consulting
Phone 760 844 3581
adfa.one@gmail.com

CITY APPROVAL

CITY APPROVAL

TENANT IMPROVEMENT
ZEBRA WORLD INDOOR KIDS PLAYGROUND
155 E. BASELINE , RIALTO CA

REVISION LIST

1		PLANNING DEPT.
2		BUILDING DEPT.
3		CONSTRUCTION
4		HEALTH

SHEET TITLE
OVERALL FLOOR PLAN

DRAWING DATE:	09/25/2025
DRAWING BY	JAO
PROJECT NO.	25-000
SCALE AS INDICATED	

SHEET #
A 3.02
OF __ SHEET

Lochner

333 S. Anita Drive, Suite 800 • Orange, CA 92868
OFFICE 714.573.0317 • hwlochner.com

November 21, 2025

To: Sam Nourafshan
Reliable Properties
6420 Wilshire Boulevard, Suite 1500
Los Angeles, CA 90048

From: Hilary Mau – Project Manager, Lochner

Subject: Parking Demand Analysis for Proposed Zebra World at 155 East Baseline Road, City of Rialto

Dear Sam:

Lochner has prepared this updated parking demand analysis to determine if there would be adequate on-site parking supply with a proposed Zebra World (children's indoor play area) that would re-occupy the previous Big Lot building located at 155 East Baseline Road in the City of Rialto.

Should you have any questions or if you would like to discuss the parking analysis, please contact me at hmau@hwlochner.com or (310) 981-4377.

PROJECT BACKGROUND

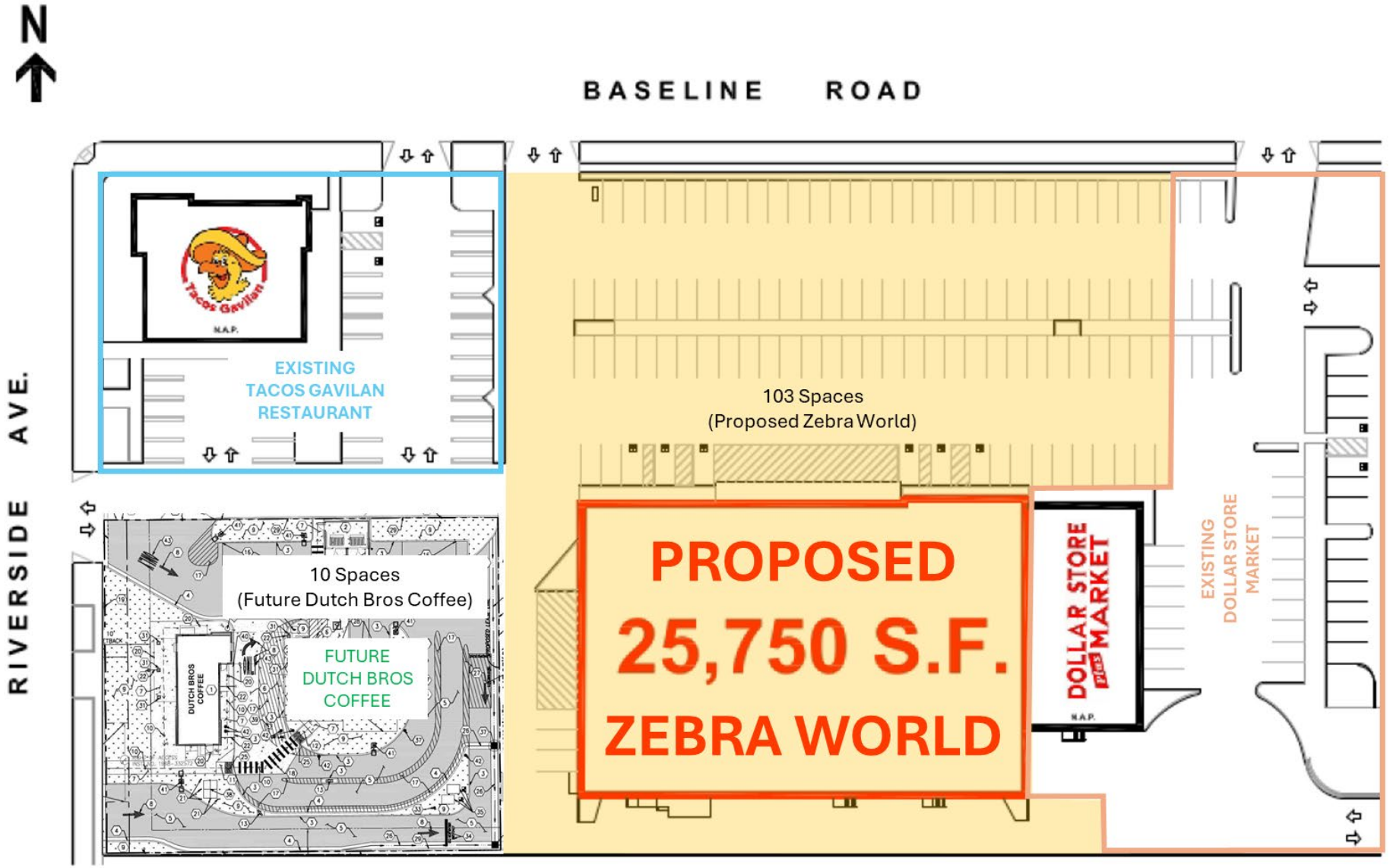
The proposed project will consist of a 25,750 square-foot indoor children's play area called Zebra World that will occupy a currently vacant Big Lot store building in a commercial center located on the southeast corner of Baseline Road and Riverside Avenue. The project is expected to provide 103 parking spaces.

In addition, a planned 950 square-foot coffee chain restaurant (Dutch Bros Coffee) is scheduled to be constructed on the southwest portion of the commercial center. This project is a separate project and is not part of the proposed Zebra World project. The restaurant will provide 10 parking spaces resulting in 113 shared parking spaces in the commercial center.

An existing 4,900 square-foot discount store business (Dollar Store Market) is located immediately adjacent to and east of the proposed Zebra World. This business does not share a parking agreement with the site of the proposed Zebra World and is not included in this parking analysis. Additionally, the parcel located on the northwest portion of the commercial center is occupied by an existing chain restaurant named Tacos Gavilan. The parking facility on this parcel is not shared with the other three aforementioned businesses. Therefore, the parking facility at the Taco Gavilan is also not included in this parking analysis.

The project site plan is depicted in **Figure 1**.

Figure 1 – Project Site Plan



Lochner

PARKING DEMAND ANALYSIS

A parking demand analysis was conducted to determine if there will be adequate parking capacity to accommodate the site's parking demand with the proposed Zebra World. **Table 1** shows the number of parking spaces required for each business (land use) according to City Code requirements and in discussion with City staff. Zebra World is required to provide a total of 129 parking spaces. Dutch Bros Coffee is required to provide a total of 10 spaces (a credit of three spaces was applied to the initial requirement of 13 spaces per City Code due to the presence of a drive-through lane).

Table 1 – Parking Rates and Requirements

Land Use	Size	Parking Rate	Number of Parking Spaces Required
Zebra World [1]	25,750 Sq. Ft.	1 space per 200 sq. ft. GFA on Ground Floor	129
Dutch Bros Coffee [2]	950 Sq. Ft.	1 space per 75 sq. ft. GFA on Ground Floor	10 (13 minus 3 spaces in Drive-Thru Lane)

[1] Parking rates are based on an analysis conducted by City of Rialto staff

[2] Parking rates are based on City of Rialto Municipal Code, Section 18.58.050

The maximum parking demand for the planned Dutch Bros Coffee restaurant was assumed to be 10 spaces based on parking rates from the City's Municipal Code. To estimate the maximum parking demand for both weekday and weekend scenarios for the proposed Zebra World, parking utilization counts at an existing 20,000 square-foot Zebra World site in Cathedral City were utilized. According to Zebra World, the peak demand occurs on Mondays for weekdays and on Saturdays for weekends. The hours of operation at the Zebra World in Cathedral City are from noon to 9:00 PM on weekdays and from 11:00 AM to 8:00 PM on weekends. Therefore, the parking utilization counts were collected on Monday, August 18, 2025, from 11:00 AM (one hour before opening) to 9:00 PM and on Saturday, August 16, 2025, from 10:00 AM (one hour before opening) to 8:00 PM. These counts were proportionally adjusted to reflect the larger land use size (25,750 square feet) of the proposed Zebra World project. The parking utilization count sheets containing the original counts are provided in the Attachment.

As shown in **Table 2**, the estimated parking demand for both the proposed Zebra World and the future Dutch Bros Coffee restaurant is 53 spaces for weekday and 83 spaces for weekend. As previously mentioned, a supply of 113 parking spaces is expected to be shared between the two developments once both are complete.

Table 2 – Parking Demand Analysis

Land Use	Size	Parking Demand		Parking Supply	Surplus/(Deficit)	
		Weekday	Weekend		Weekday	Weekend
Zebra World [1]	25,750 Sq. Ft.	43	73	103	60	30
Dutch Bros Coffee	950 Sq. Ft.	10		10	0	
Total		**53**	**83**	**113**	**60**	**30**

[1] The parking demand for weekday and weekend is based on parking utilization counts from an existing Zebra World located in Cathedral City.

CONCLUSION

When comparing the estimated parking demand for the proposed Zebra World to the future parking supply available, a surplus of a minimum of 60 parking spaces is expected to be available on the weekdays and a surplus of a minimum of 30 parking spaces is expected to be available on weekends. The future Dutch Bros Coffee restaurant will provide a parking supply that is equal to the number of parking spaces required per City's Municipal Code. Therefore, it is concluded that the future on-site parking supply for the proposed Zebra World and the future Dutch Bros Coffee restaurant would be adequate to accommodate the future parking demand of these two businesses.

ATTACHMENT

ZEBRA WORLD COUNT SHEETS (CATHEDRAL CITY SITE)

SurveyCount **Project: SC0345** *Contact: (949)-543-5767*

For	Cathedral City	
Location	http://maps.google.com/maps?z=12&t=m&q=loc:33.778778, -116.457388	
Date	8/16/2025	Saturday

Parking Study

***Initia parking prior to 10 am:** **10** **parking spaces**

	Observed Car Parking Activities for Zebra World			Parking
	In	Out	Dif	Demand
10:00 AM	**0**	**0**	0	10
10:15 AM	**0**	**0**	0	10
10:30 AM	**1**	**1**	0	10
10:45 AM	**7**	**1**	6	16
11:00 AM	**6**	**2**	4	20
11:15 AM	**10**	**2**	8	28
11:30 AM	**2**	**1**	1	29
11:45 AM	**3**	**1**	2	31
12:00 PM	**9**	**1**	8	39
12:15 PM	**1**	**1**	0	39
12:30 PM	**5**	**1**	4	43
12:45 PM	**2**	**7**	-5	38
1:00 PM	**3**	**5**	-2	36
1:15 PM	**4**	**4**	0	36
1:30 PM	**5**	**4**	1	37
1:45 PM	**5**	**2**	3	40
2:00 PM	**5**	**1**	4	44
2:15 PM	**3**	**2**	1	45
2:30 PM	**4**	**2**	2	47
2:45 PM	**6**	**6**	0	47
3:00 PM	**6**	**2**	4	51
3:15 PM	**7**	**2**	5	56
3:30 PM	**3**	**7**	-4	52
3:45 PM	**7**	**6**	1	53
4:00 PM	**5**	**3**	2	55
4:15 PM	**2**	**7**	-5	50
4:30 PM	**2**	**2**	0	50
4:45 PM	**10**	**5**	5	55
5:00 PM	**9**	**7**	2	57
5:15 PM	**4**	**6**	-2	55
5:30 PM	**7**	**11**	-4	51
5:45 PM	**1**	**4**	-3	48
6:00 PM	**7**	**9**	-2	46
6:15 PM	**4**	**2**	2	48
6:30 PM	**2**	**4**	-2	46
6:45 PM	**1**	**3**	-2	44
7:00 PM	**1**	**7**	-6	38
7:15 PM	**1**	**6**	-5	33
7:30 PM	**0**	**2**	-2	31
7:45 PM	**5**	**5**	0	31

SurveyCount **Project: SC0345** *Contact: (949)-543-5767*

For	Cathedral City	
Location	http://maps.google.com/maps?z=12&t=m&q=loc:33.778778, -116.457388	
Date	8/18/2025	Monday

Parking Study

***Initia parking prior to 11 am:** **10** **parking spaces**

	Observed Car Parking Activities for Zebra World			Parking
	In	Out	Dif	Demand
11:00 AM	**0**	**0**	10	10
11:15 AM	**1**	**0**	1	11
11:30 AM	**1**	**0**	1	12
11:45 AM	**4**	**0**	4	16
12:00 PM	**2**	**0**	2	18
12:15 PM	**2**	**0**	2	20
12:30 PM	**4**	**1**	3	23
12:45 PM	**2**	**0**	2	25
1:00 PM	**1**	**0**	1	26
1:15 PM	**8**	**1**	7	33
1:30 PM	**0**	**0**	0	33
1:45 PM	**1**	**1**	0	33
2:00 PM	**1**	**1**	0	33
2:15 PM	**0**	**2**	-2	31
2:30 PM	**0**	**2**	-2	29
2:45 PM	**2**	**4**	-2	27
3:00 PM	**1**	**1**	0	27
3:15 PM	**1**	**2**	-1	26
3:30 PM	**2**	**2**	0	26
3:45 PM	**7**	**4**	3	29
4:00 PM	**1**	**4**	-3	26
4:15 PM	**1**	**1**	0	26
4:30 PM	**0**	**2**	-2	24
4:45 PM	**1**	**1**	0	24
5:00 PM	**3**	**2**	1	25
5:15 PM	**1**	**1**	0	25
5:30 PM	**0**	**2**	-2	23
5:45 PM	**0**	**2**	-2	21
6:00 PM	**1**	**2**	-1	20
6:15 PM	**1**	**0**	1	21
6:30 PM	**1**	**2**	-1	20
6:45 PM	**1**	**0**	1	21
7:00 PM	**0**	**1**	-1	20
7:15 PM	**0**	**0**	0	20
7:30 PM	**0**	**2**	-2	18
7:45 PM	**0**	**0**	0	18
8:00 PM	**0**	**0**	0	18
8:15 PM	**0**	**0**	0	18
8:30 PM	**0**	**2**	-2	16
8:45 PM	**0**	**2**	-2	14

RESOLUTION NO. 2025-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA, APPROVING VARIANCE NO. 25-0002 TO REDUCE THE MINIMUM REQUIRED PARKING SPACES WITHIN AN EXISTING COMMERCIAL SHOPPING CENTER FROM ONE HUNDRED AND THIRTY-NINE (139) SPACES TO ONE HUNDRED AND THIRTEEN (113) SPACES, AS IT RELATES TO THE ESTABLISHMENT OF A CHILDREN'S INDOOR PLAYGROUND WITHIN AN EXISTING 25,750 SQUARE FOOT COMMERCIAL BUILDING LOCATED AT 155 EAST BASELINE ROAD (APN: 0127-321-45) WITHIN THE COMMUNITY SHOPPING CENTER (C-1A) ZONE.

WHEREAS, the applicant, Zebra World, proposes to establish and operate a children's indoor playground ("Project") within an existing 25,750 square-foot commercial building located on 2.35 acres of land (APN: 0127-321-45) located on the south side of Baseline Road approximately 175 feet east of Riverside Avenue within the Community Shopping Center (C-1A) zone ("Site"); and

WHEREAS, the Site also contains a 950 square foot Dutch Bros. coffee shop, which is currently under construction; and

WHEREAS, pursuant to Section 18.58.050E(4) of the Rialto Municipal Code, the Zebra World children's indoor playground requires one (1) parking space for every 200 square feet of gross floor area, which equates to 129 parking spaces required; and

WHEREAS, pursuant to Section 18.58.050I(2) of the Rialto Municipal Code, the previously approved and under construction Dutch Bros. coffee shop requires one (1) parking space for every 75 square feet of gross floor area with credit for three (3) parking spaces for any drive-thru lane, which equates to 10 parking spaces required; and

WHEREAS, the Site requires a total of 139 parking spaces to accommodate the proposed Zebra World children's indoor playground and the previously approved and under construction Dutch Bros. coffee shop; and

WHEREAS, upon completion of the Dutch Bros. coffee shop, the Site will have 113 parking spaces; and

WHEREAS, the Site contains 26 parking spaces less than the amount required to accommodate both the proposed Zebra World children's indoor playground and the previously approved and under construction Dutch Bros. coffee shop; and

WHEREAS, the proposed establishment of the Zebra World children's indoor playground does not comply with the parking requirements of Section 18.58.050E(4) of the Rialto Municipal Code; and

WHEREAS, pursuant to Chapter 18.64 (Variances) of the Rialto Municipal Code, the Project requires the approval of a Variance, and the applicant has applied for Variance No. 25-0002 ("VAR No. 25-0002") to reduce the minimum parking space requirement of the Site from 139 parking spaces to 113 parking spaces.

WHEREAS, on December 17, 2025, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on VAR No. 25-0002, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed VAR No. 25-0002; and closed the public hearing; and

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

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

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

SECTION 2. Based on substantial evidence presented to the Planning Commission during the public hearing conducted with regard to VAR No. 25-0002, including written staff reports, verbal testimony, site plan, the conditions of approval and other documents, stated herein, the Planning Commission hereby determines that VAR No. 25-0002 satisfies the requirements the requirements of Section 18.64.020 of the Rialto Municipal Code pertaining to the findings which must be made precedent to granting a variance. The findings are as follows:

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

This finding is supported by the following facts:

Strict enforcement of the parking standard of one (1) parking space for every 200 square feet required by the Section 18.58.050(E)(4) of the Rialto Municipal Code would obligate the applicant to provide more parking spaces than are necessary for the efficient operation of an indoor children's playground, as documented in the Parking Demand Analysis prepared for the Project by Lochner, Inc. attached herein as Exhibit A. In an effort to utilize an existing developed, but currently vacant site, the applicant conducted a parking study to determine the parking demand associated with the proposed use. Because the use is oriented towards children, the business anticipates that the number of occupied parking spaces will be lower than that of a use designed to serve all age groups. The study concluded that only 83 parking spaces would be required during peak days and hours, resulting in a surplus of 30 unoccupied spaces. With the requested variance, the proposed use would be able to operate efficiently and fully occupy the vacant commercial site.

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

This finding is supported by the following facts:

The existing 25,750 square foot commercial building on the Site is currently vacant and is likely to remain vacant under the existing parking requirements. Approval of this variance would allow the property to achieve its highest and best use consistent with the current zoning. As demonstrated in the Parking Demand Analysis prepared for the Project by Lochner, Inc., adequate parking will be available to accommodate both the Dutch Bros. coffee shop and the proposed Zebra World children's indoor playground.

Additionally, the variance will allow for a more appropriate parking allocation and support full occupancy of the shopping plaza.

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

This finding is supported by the following facts:

Granting this variance would enable the establishment of an indoor playground where nearby residents can bring their children to enjoy recreational activities within a safe, enclosed environment. This addition would enhance the availability of family-oriented amenities in the area and promote overall public welfare.

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

This finding is supported by the following facts:

Granting the variance will facilitate the establishment of a quality use within an existing commercial building in keeping with General Plan Economic Development Element Goal 3-1, which requires the City to "Strengthen and diversify the economic base and employment opportunities and maintain a positive business climate". Additionally, the establishment of a children's indoor playground is permitted by right within the Community Shopping Center (C-1A) zone.

SECTION 3. The Project is Exempt in accordance with the categorical exemption requirements of the California Environmental Quality Act (CEQA) Section 15301 Existing Facilities. The project consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topological features, involving negligible or no expansion of existing or former use. No further environmental review is required for VAR No. 25-0002.

SECTION 4. VAR No. 25-0002 is granted to Zebra World, in accordance with the plans and application on file with the Planning Division, subject to the following conditions:

1. VAR No. 25-0002 is approved to reduce the minimum required parking from 139 parking spaces to 113 parking spaces, as it relates to a proposal to establish a children's indoor playground within an existing 25,750 square foot commercial building located at 155 E. Baseline Road (APN: 0127-321-45) within the Community Shopping Center (C-1A) zone, as shown on the project plans attached as Exhibit B, and as approved by the Planning Commission.

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

3. The applicant shall defend, indemnify, and hold harmless the City of Rialto, its agents, officers, or employees from any claims, damages, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void, or annul any approval of the City, its advisory agencies, appeal boards, or legislative body concerning VAR No. 25-0002. The City will promptly notify the applicant of any such claim, action, or proceeding against the City, and the parties will cooperate fully in the defense.

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

5. The following improvements shall be completed prior to occupancy, including, but not limited to the following:

    a. Repaint the exterior of the 25,750 square foot building and repair any areas with mismatched or deteriorated finishes.

    b. Submit a landscape plan review permit and install updated landscaping within all existing planter areas.

    c. Slurry-seal and restripe the existing parking lot on Site, ensuring that all cracks are repaired and striping is clearly visible.

    d. Enhance visibility through the front windows by removing any obstructions that impede clear sightlines.

    e. Obtain all necessary building and related permits to complete these and any additional required improvements.

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 17th day of December, 2025.

_____
MICHAEL E. STORY, CHAIR
CITY OF RIALTO PLANNING COMMISSION

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO) ss
CITY OF RIALTO)

I, Heidy Gonzalez, Administrative Assistant of the City of Rialto, do hereby certify that the foregoing Resolution No. ____ was duly passed and adopted at a regular meeting of the Planning Commission of the City of Rialto held on the ___th day of ____, 2025.

Upon motion of Planning Commissioner_____., seconded by Planning Commissioner ____, the foregoing Resolution No. ____was duly passed and adopted.

Vote on the motion:

AYES:

NOES:

ABSENT:

IN WITNESS WHEREOF, I have hereunto set my hand and the Official Seal of the City of Rialto this __th day of ___, 2025.

_____

HEIDY GONZALEZ, ADMINISTRATIVE ASSISTANT

EXHIBIT A

Lochner

333 S. Anita Drive, Suite 800 · Orange, CA 92868
OFFICE 714.573.0317 · hwlochner.com

November 21, 2025

To: Sam Nourafshan
Reliable Properties
6420 Wilshire Boulevard, Suite 1500
Los Angeles, CA 90048

From: Hilary Mau – Project Manager, Lochner

Subject: Parking Demand Analysis for Proposed Zebra World at 155 East Baseline Road, City of Rialto

Dear Sam:

Lochner has prepared this updated parking demand analysis to determine if there would be adequate on-site parking supply with a proposed Zebra World (children's indoor play area) that would re-occupy the previous Big Lot building located at 155 East Baseline Road in the City of Rialto.

Should you have any questions or if you would like to discuss the parking analysis, please contact me at hmau@hwlochner.com or (310) 981-4377.

PROJECT BACKGROUND

The proposed project will consist of a 25,750 square-foot indoor children's play area called Zebra World that will occupy a currently vacant Big Lot store building in a commercial center located on the southeast corner of Baseline Road and Riverside Avenue. The project is expected to provide 103 parking spaces.

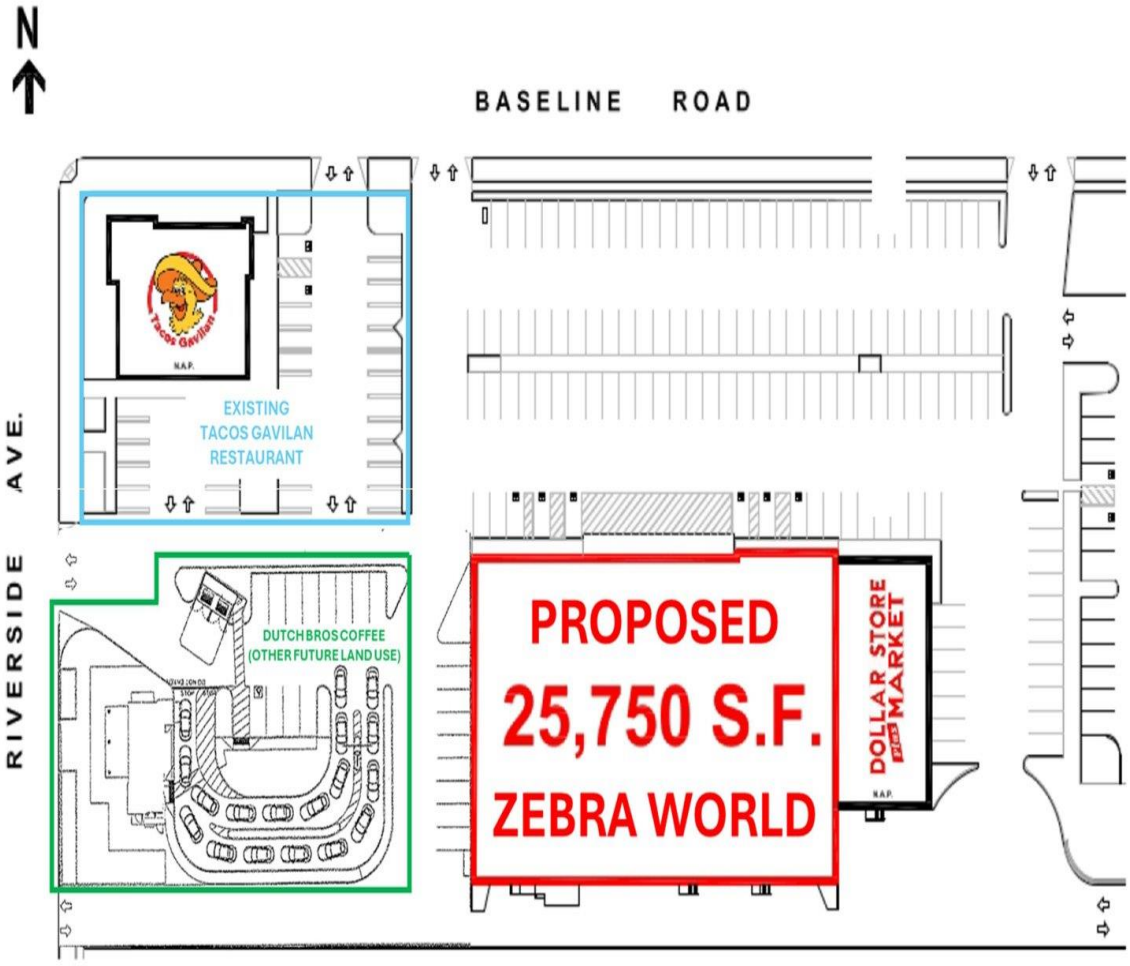
In addition, a planned 950 square-foot coffee chain restaurant (Dutch Bros Coffee) is scheduled to be constructed on the southwest portion of the commercial center. This project is a separate project and is not part of the proposed Zebra World project. The restaurant will provide 10 parking spaces resulting in 113 shared parking spaces in the commercial center.

An existing 4,900 square-foot discount store business (Dollar Store Market) is located immediately adjacent to and east of the proposed Zebra World. This business does not share a parking agreement with the site of the proposed Zebra World and is not included in this parking analysis. Additionally, the parcel located on the northwest portion of the commercial center is occupied by an existing chain restaurant named Tacos Gavilan. The parking facility on this parcel is not shared with the other three aforementioned businesses. Therefore, the parking facility at the Taco Gavilan is also not included in this parking analysis.

The project site plan is depicted in **Figure 1**.

Lochner

Figure 1 – Project Site Plan



Lochner

PARKING DEMAND ANALYSIS

A parking demand analysis was conducted to determine if there will be adequate parking capacity to accommodate the site's parking demand with the proposed Zebra World. **Table 1** shows the number of parking spaces required for each business (land use) according to City Code requirements and in discussion with City staff. Zebra World is required to provide a total of 129 parking spaces. Dutch Bros Coffee is required to provide a total of 10 spaces (a credit of three spaces was applied to the initial requirement of 13 spaces per City Code due to the presence of a drive-through lane).

Table 1 – Parking Rates and Requirements

Land Use	Size	Parking Rate	Number of Parking Spaces Required
Zebra World [1]	25,750 Sq. Ft.	1 space per 200 sq. ft. GFA on Ground Floor	129
Dutch Bros Coffee [2]	950 Sq. Ft.	1 space per 75 sq. ft. GFA on Ground Floor	10 (13 minus 3 spaces in Drive-Thru Lane)

[1] Parking rates are based on an analysis conducted by City of Rialto staff

[2] Parking rates are based on City of Rialto Municipal Code, Section 18.58.050

The maximum parking demand for the planned Dutch Bros Coffee restaurant was assumed to be 10 spaces based on parking rates from the City's Municipal Code. To estimate the maximum parking demand for both weekday and weekend scenarios for the proposed Zebra World, parking utilization counts at an existing 20,000 square-foot Zebra World site in Cathedral City were utilized. According to Zebra World, the peak demand occurs on Mondays for weekdays and on Saturdays for weekends. The hours of operation at the Zebra World in Cathedral City are from noon to 9:00 PM on weekdays and from 11:00 AM to 8:00 PM on weekends. Therefore, the parking utilization counts were collected on Monday, August 18, 2025, from 11:00 AM (one hour before opening) to 9:00 PM and on Saturday, August 16, 2025, from 10:00 AM (one hour before opening) to 8:00 PM. These counts were proportionally adjusted to reflect the larger land use size (25,750 square feet) of the proposed Zebra World project. The parking utilization count sheets containing the original counts are provided in the Attachment.

As shown in **Table 2**, the estimated parking demand for both the proposed Zebra World and the future Dutch Bros Coffee restaurant is 53 spaces for weekday and 83 spaces for weekend. As previously mentioned, a supply of 113 parking spaces is expected to be shared between the two developments once both are complete.

Table 2 – Parking Demand Analysis

Land Use	Size	Parking Demand		Parking Supply	Surplus/(Deficit)	
		Weekday	Weekend		Weekday	Weekend
Zebra World [1]	25,750 Sq. Ft.	43	73	103	60	30
Dutch Bros Coffee	950 Sq. Ft.	10		10	0	
Total		**53**	**83**	**113**	**60**	**30**

[1] The parking demand for weekday and weekend is based on parking utilization counts from an existing Zebra World located in Cathedral City.

CONCLUSION

When comparing the estimated parking demand for the proposed Zebra World to the future parking supply available, a surplus of a minimum of 60 parking spaces is expected to be available on the weekdays and a surplus of a minimum of 30 parking spaces is expected to be available on weekends. The future Dutch Bros Coffee restaurant will provide a parking supply that is equal to the number of parking spaces required per City's Municipal Code. Therefore, it is concluded that the future on-site parking supply for the proposed Zebra World and the future Dutch Bros Coffee restaurant would be adequate to accommodate the future parking demand of these two businesses.

Lochner

ATTACHMENT

ZEBRA WORLD COUNT SHEETS (CATHEDRAL CITY SITE)

SurveyCount **Project: SC0345** *Contact: (949)-543-5767*

For	Cathedral City	
Location	http://maps.google.com/maps?z=12&t=m&q=loc:33.778778, -116.457388	
Date	8/16/2025	Saturday

Parking Study

***Initia parking prior to 10 am:** **10** **parking spaces**

	Observed Car Parking Activities for Zebra World			Parking
	In	Out	Dif	Demand
10:00 AM	**0**	**0**	0	10
10:15 AM	**0**	**0**	0	10
10:30 AM	**1**	**1**	0	10
10:45 AM	**7**	**1**	6	16
11:00 AM	**6**	**2**	4	20
11:15 AM	**10**	**2**	8	28
11:30 AM	**2**	**1**	1	29
11:45 AM	**3**	**1**	2	31
12:00 PM	**9**	**1**	8	39
12:15 PM	**1**	**1**	0	39
12:30 PM	**5**	**1**	4	43
12:45 PM	**2**	**7**	-5	38
1:00 PM	**3**	**5**	-2	36
1:15 PM	**4**	**4**	0	36
1:30 PM	**5**	**4**	1	37
1:45 PM	**5**	**2**	3	40
2:00 PM	**5**	**1**	4	44
2:15 PM	**3**	**2**	1	45
2:30 PM	**4**	**2**	2	47
2:45 PM	**6**	**6**	0	47
3:00 PM	**6**	**2**	4	51
3:15 PM	**7**	**2**	5	56
3:30 PM	**3**	**7**	-4	52
3:45 PM	**7**	**6**	1	53
4:00 PM	**5**	**3**	2	55
4:15 PM	**2**	**7**	-5	50
4:30 PM	**2**	**2**	0	50
4:45 PM	**10**	**5**	5	55
5:00 PM	**9**	**7**	2	57
5:15 PM	**4**	**6**	-2	55
5:30 PM	**7**	**11**	-4	51
5:45 PM	**1**	**4**	-3	48
6:00 PM	**7**	**9**	-2	46
6:15 PM	**4**	**2**	2	48
6:30 PM	**2**	**4**	-2	46
6:45 PM	**1**	**3**	-2	44
7:00 PM	**1**	**7**	-6	38
7:15 PM	**1**	**6**	-5	33
7:30 PM	**0**	**2**	-2	31
7:45 PM	**5**	**5**	0	31

SurveyCount **Project: SC0345** *Contact: (949)-543-5767*

For	Cathedral City	
Location	http://maps.google.com/maps?z=12&t=m&q=loc:33.778778, -116.457388	
Date	8/18/2025	Monday

Parking Study

***Initia parking prior to 11 am:** **10** **parking spaces**

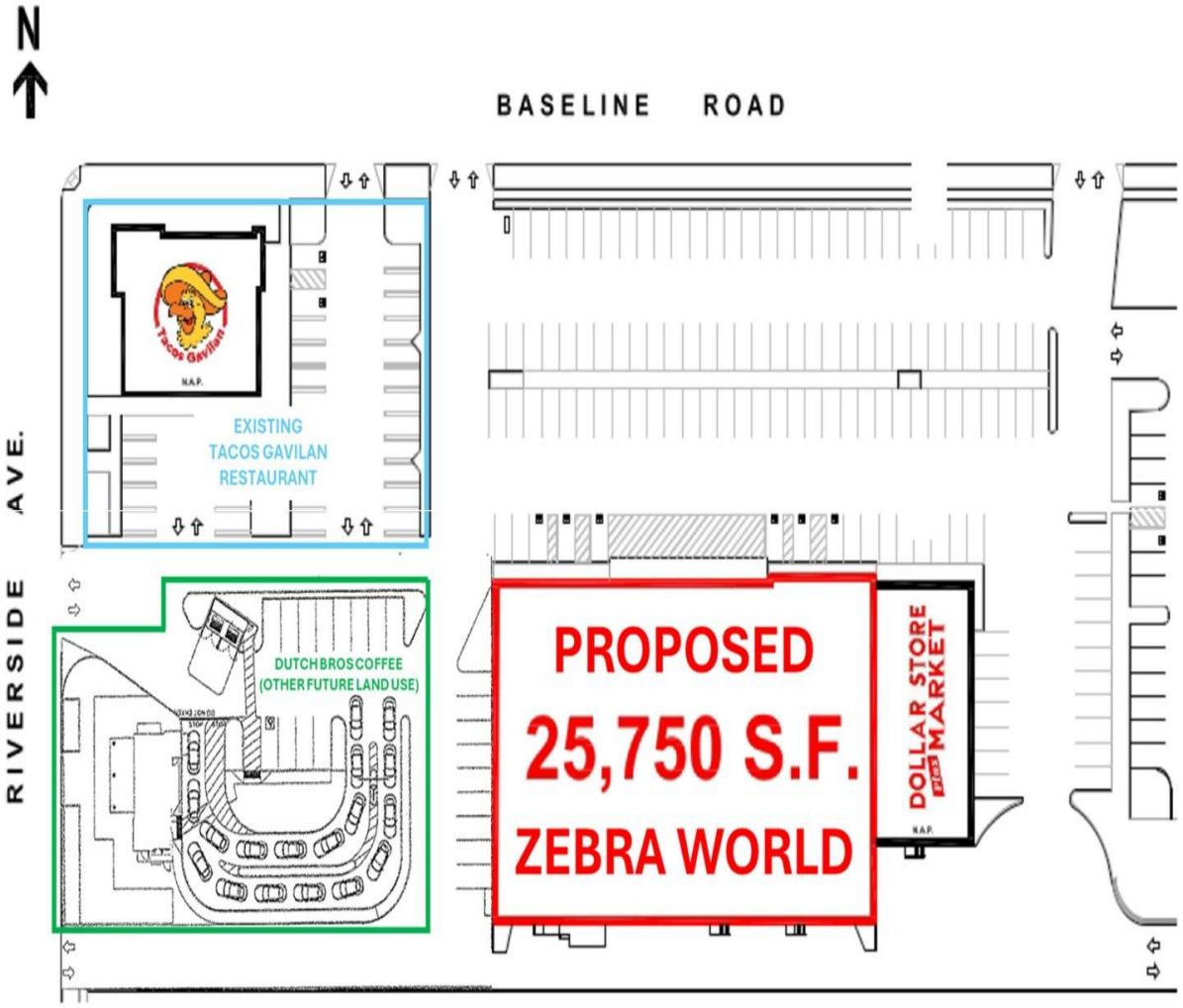
	Observed Car Parking Activities for Zebra World			Parking
	In	Out	Dif	Demand
11:00 AM	0	0	10	10
11:15 AM	1	0	1	11
11:30 AM	1	0	1	12
11:45 AM	4	0	4	16
12:00 PM	2	0	2	18
12:15 PM	2	0	2	20
12:30 PM	4	1	3	23
12:45 PM	2	0	2	25
1:00 PM	1	0	1	26
1:15 PM	8	1	7	33
1:30 PM	0	0	0	33
1:45 PM	1	1	0	33
2:00 PM	1	1	0	33
2:15 PM	0	2	-2	31
2:30 PM	0	2	-2	29
2:45 PM	2	4	-2	27
3:00 PM	1	1	0	27
3:15 PM	1	2	-1	26
3:30 PM	2	2	0	26
3:45 PM	7	4	3	29
4:00 PM	1	4	-3	26
4:15 PM	1	1	0	26
4:30 PM	0	2	-2	24
4:45 PM	1	1	0	24
5:00 PM	3	2	1	25
5:15 PM	1	1	0	25
5:30 PM	0	2	-2	23
5:45 PM	0	2	-2	21
6:00 PM	1	2	-1	20
6:15 PM	1	0	1	21
6:30 PM	1	2	-1	20
6:45 PM	1	0	1	21
7:00 PM	0	1	-1	20
7:15 PM	0	0	0	20
7:30 PM	0	2	-2	18
7:45 PM	0	0	0	18
8:00 PM	0	0	0	18
8:15 PM	0	0	0	18
8:30 PM	0	2	-2	16
8:45 PM	0	2	-2	14

END OF EXHIBIT A

EXHIBIT B

Lochner

Figure 1 – Project Site Plan



END OF EXHIBIT B

File #: PC-25-0832, **Version:** 1, **Agenda #:**

For the Planning Commission Meeting of December 17, 2025

TO: Honorable Chairman and Planning Commissioners

APPROVAL: Christina Taylor, Director of Community Development

FROM: Daniel Casey, Community Development Manager

Tentative Parcel Map No. 2023-0006 (TPM 20809): Consideration of a Tentative Parcel Map to provide right-of-way dedications and to resolve underlying past recordings and instruments related to one (1) 38.89 gross acre (38.78 net acre) parcel of land (APN: 0239-192-23) located at the southwest corner of Locust Avenue and Lowell Street within the General Manufacturing (I-GM) land use district of the Rialto Airport Specific Plan.

Conditional Development Permit No. 2023-0032: A request to allow the development and operation of a 664,859 square foot industrial warehouse building on 38.78 net acres of land (APN: 0239-192-23) located at the southwest corner of Locust Avenue and Lowell Street within the General Manufacturing (I-GM) land use district of the Rialto Airport Specific Plan.

Precise Plan of Design No. 2023-0041: A request to allow the development of a 664,859 square foot industrial warehouse building with associated paving, landscaping, fencing, lighting, and drainage improvements on approximately 38.78 net acres of land (APN: 0239-192-23) located at the southwest corner of Locust Avenue and Lowell Street within the General Manufacturing (I-GM) land use district of the Rialto Airport Specific Plan.

Development Agreement No. 2024-0002: Consideration of a Development Agreement between the City of Rialto and IV5 Locust Gateway Logistics Center LLC to memorialize certain benefits and terms related to the development of a 664,859 square foot industrial warehouse building on 38.78 net acres of land (APN: 0239-192-23) located at the southwest corner of Locust Avenue and Lowell Street within the General Manufacturing (I-GM) land use district of the Rialto Airport Specific Plan.

Environmental Assessment Review No. 2023-0051: An Environmental Impact Report has been prepared for consideration in conjunction with Tentative Parcel Map No. 2023-0006 (TPM 20809), Conditional Development Permit No. 2023-0032, Precise Plan of Design No. 2023-0041, and Development Agreement No. 2024-0002, in accordance with the California Environmental Quality Act (CEQA).

APPLICANT:

IV5 Locust Gateway Logistics Center LLC, 333 S. Grand Avenue, Suite 300, Los Angeles, CA 90071.

LOCATION:

The project site consists of one (1) parcel of land (APN: 0239-192-23) located at the southwest corner of Locust Avenue and Lowell Street (Refer to the attached Location Map (**Exhibit A**)).

BACKGROUND:

Surrounding General Plan Land Use Designations

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

Surrounding Zoning/Specific Plan Land Use Designations

Location	***Zoning***
Site	Rialto Airport Specific Plan (General Manufacturing (I-GM))
North	Rialto Airport Specific Plan (General Manufacturing (I-GM))
East	Rialto Airport Specific Plan (Planned Industrial Development (I-PID))
South	Agua Mansa Specific Plan (Heavy Industrial (H-IND))
West	Agua Mansa Specific Plan (Heavy Industrial (H-IND))

Site Characteristics
The project site is a relatively flat, “L” shaped piece of land comprised of one (1) parcel approximately 38.89 gross acres in size with approximate maximum dimensions of 2,000 feet (north-south) and 1,925 feet (east-west). The project site is bound on the north by and existing segment of Lowell Street and on the east by an existing segment of Locust Avenue, which is a designated truck route. The property is entirely vacant and covered by only natural grasses and shrubs.

Surrounding Area
To the north of the project site, across Lowell Street, are several existing industrial developments, and to the east, across Locust Avenue, is approximately 4.75 acres of vacant land. To the south are several existing industrial developments, and to the west is a concrete mix manufacturing facility operated by Robertson’s Ready Mix.

ANALYSIS/DISCUSSION:

Project Proposal
IV5 Locust Gateway Logistics Center LLC, the applicant, proposes to construct a 664,859 square foot industrial warehouse building and install associated paving, landscaping, fencing, lighting, and drainage improvements on the project site. There is no proposed tenant for the new building at this

time, but the design of the building will accommodate various storage and distribution uses.

Entitlement Requirements
The following entitlements are required for the applicant's proposal:

- Conditional Development Permit: The development and operation of an industrial warehouse use within the General Manufacturing (I-GM) land use district of the Rialto Airport Specific Plan requires the approval of a Conditional Development Permit.

- Precise Plan of Design: The design of the development and the related site improvements (e.g. building exterior, landscaping, etc.) requires the approval of a Precise Plan of Design.

Site Design
As shown on the plan (**Exhibit B**), the applicant proposes to construct a 664,859 square foot industrial warehouse building on the west end of the project site. The proposed layout includes one (1) enclosed truck court on the east side of the building and another enclosed truck court on the northeast end of the project site along the frontage of both Locust Avenue and Lowell Street. The layout also includes passenger vehicle parking areas along the north, south, and west sides of the building. The truck courts will accommodate a maximum of 480 trucks and trailers, while the passenger vehicle parking areas will provide for the parking of up to 365 passenger vehicles.

Additional on-site improvements include paving, lighting, landscape planters throughout the site, screen walls around the truck court, and an underground infiltration basin for runoff water quality treatment and retention. Off-site improvements along the frontages of Locust Avenue and Lowell Street will include new curb, gutter, sidewalk, street paving, and the undergrounding of overhead utilities.

Access
Five (5) new driveways will provide access to the site. Three (3) driveways are proposed to be connected to Lowell Street - a forty (40) foot wide driveway on the west end of the Lowell Street frontage will provide left-in/right-out access for passenger vehicles only, a second forty (40) foot wide driveway in the middle of the Lowell Street frontage will provide left-in/right-out access for trucks and passenger vehicles, and a third forty (40) foot wide driveway on the east end of the Lowell Street frontage will provide left-in/right-out access for trucks only. One (1) forty (40) foot wide driveway connected to Locust Street will provide right-out exit access only for trucks, and one (1) forty-two (42) foot wide driveway connected to a private road adjacent to the west side of the project site will provide full access for emergency vehicles only.

Floor Plan
The floor plan for the proposed building (**Exhibit C**) indicates that the building will consist of 657,146 square feet of warehouse space and 7,713 square feet of office space. The office space will potentially occupy any of the four (4) corners of the building, with 4,112 square feet on the ground floor and an additional 3,601 square feet on a second-floor mezzanine. The east side of the building will have up to 82 dock high loading doors and two (2) grade level roll-up doors.

Architectural Design
The proposed building will feature significant vertical and horizontal wall plane articulation in the form

of recessed wall panels, projected wall panels, and panel height variations on all four (4) sides of the building. As shown on the elevations (**Exhibit D**), the height of the building will range from 42.5 feet to 50 feet from the finished floor level. The exterior of the building will be of concrete tilt-up wall construction painted with a palette of five (5) different colors - three (3) white and gray tones and two (2) blue accents. Additional architectural features of the building include marmorio stone accents, composite wood siding, wall panel reveals, metal eyebrow accents, and glazing.

Parking
The development will have 365 passenger vehicle parking spaces, including twelve (12) ADA accessible 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) of the Rialto Municipal Code:

Type of Use	***Floor Area (square feet)***	***Parking Ratio***	***Number of spaces required***
Office Ground floor Above ground floor Warehouse	4,112 3,601	1 / 250 1 / 500	17 8
Floor area up to 10,000 square feet Floor area 10,001 square feet or more	10,000 647,146	1 / 1,000 1 / 2,000	10 324
Total Required/Total Provided			**359/365**

Landscaping
The landscape coverage for the project is 9.5 percent. This includes twenty (20) foot wide landscape setbacks along the frontages of both Locust Avenue and Lowell Street, ten (10) foot wide planters around the perimeter of the building and the project site, and planter fingers and diamonds throughout the passenger vehicle parking areas. All the landscape planters will feature a variety of trees spaced every thirty (30) linear feet and an abundant number of shrubs and groundcover (**Exhibit E**).

Traffic
Kimley-Horn and Associates, Inc. prepared a Transportation Impact Study (TIS), dated June 2024, to assess the project's potential impact on local streets and intersections (**Exhibit F**). The TIS estimates that the project will generate approximately 1,138 daily vehicle trips (1,908 PCE daily vehicle trips) with 113 trips in the AM peak hour and 120 trips in the PM peak hour. Trucks will constitute a maximum of 455 of the 1,138 new daily vehicle trips.

The TIS analyzed the following 12 intersections in the project vicinity:

Int. #	Intersection
1	Locust Avenue at Riverside Avenue
2	Locust Avenue at Casa Grande Drive
3	Locust Avenue at Lowell Street
4	Locust Avenue at Casmalia Street
5	Locust Avenue at Renaissance Parkway
6	Alder Avenue at Casmalia Street
7	Alder Avenue at SR-210 WB Ramps
8	Alder Avenue at SR-210 EB Ramps
D1	Lowell Street at Project Driveway 1
D2	Lowell Street at Project Driveway 2
D3	Lowell Street at Project Driveway 3
D4	Locust Avenue at Project Driveway 4

Three (3) of the intersections were identified to have infrastructure deficiencies that would result in an unacceptable level of service and/or queuing issues under existing conditions combined with ambient growth, project generated traffic, cumulative growth without any mitigation. The specific intersections are (1) Locust Avenue & Casa Grande Drive, (2) Locust Avenue & Lowell Street, and (3) Locust Avenue & Casmalia Street. The TIS recommends various improvements to mitigate potential traffic impacts to these intersections. The recommended improvements to mitigate the traffic impacts consist of the installation of a new traffic signal at the intersection of Locust Avenue & Casa Grande Drive, modifying the median on Casmalia Street to extend the eastbound left-turn pocket to 250 feet at the intersection of Locust Avenue & Casmalia Street, the restriping of Lowell Street to create dedicated left-turn and right-turn lanes at the intersection of Locust Avenue & Lowell Street, and the addition of a northbound left-turn lane on Locust Avenue at the intersection of Locust Avenue & Lowell Street.

The City's Traffic Impact Analysis Guidelines and Requirements and the project TIS conclude that the payment of "fair share" fees constitutes adequate mitigation to address the infrastructure deficiencies. The applicant will be responsible for fair share payments in the amount of $364,699. The fair share fees are calculated based upon the project's anticipated portion of traffic generated at each of the affected intersections. Specifically, the applicant is responsible for 30.8% of the cost of the traffic signal at Locust Avenue & Casa Grande Drive, 28.2% of the cost of the median modification at Locust Avenue & Casmalia Street, and 100% of the cost of the striping improvements at the Locust Avenue & Lowell Street intersection.

Parcel Map
The project site currently consists of one (1) parcel of land, which is sufficient to accommodate the project. However, the parcel that makes up the project site was created under a compilation of several past recordings that are reflected in the legal description. Furthermore, additional public right-of-way dedication is needed along the Locust Avenue frontage to comply with the Circulation Element of the Rialto General Plan. Subsequently, the applicant submitted a tentative parcel map (**Exhibit G**) to provide the necessary public right-of-way dedication and to resolve the underlying past recordings within the legal description. The right-of-way dedication along the frontage of Locust Avenue will reduce the size of the project site from 38.89 gross acres to 38.78 net acres. The size of the final parcel greatly exceeds the minimum parcel size of 0.50 acres required by Table 9 (Development Standards Non-Residential Designations) of the Rialto Airport Specific Plan.

Development Agreement
In conjunction with the project, the applicant proposes to enter into a Development Agreement with the City of Rialto to memorialize certain benefits and terms related to the project. Mainly, as part of the Development Agreement, the applicant proposes to contribute $4,000,000 to the City prior to the issuance of a Certificate of Occupancy. The use of the funds will be at the discretion of the City Council. In exchange, the Development Agreement will vest the project for five (5) years, with a possible five (5) year extension, and lock in the Development Impact Fee rates for the project at the current Fiscal Year 2025/2026 rates.

Economic Development Committee
The Economic Development Committee (EDC) reviewed the project on September 18, 2025. At its meeting, the EDC discussed the project and the Development Agreement, and directed staff and the applicant to proceed forward with the project and the required public hearings. The minutes from the September 18, 2025 EDC meeting are attached as **Exhibit H**.

Land Use Compatibility
The project is consistent with the I-GM land use district, the Rialto Airport Specific Plan, the regulations contained within Chapter 18.112 (Indoor Storage Uses) of the Rialto Municipal Code, and the industrial uses surrounding the project site. Additionally, the Draft Resolutions contain conditions of approval requiring that the project not exceed the traffic estimates contained within the TIS, thereby ensuring that the project will not significantly impact local streets and intersections. The project will be compatible with the existing uses in the surrounding area and an improvement to the site.

GENERAL PLAN CONSISTENCY:

The General Plan land use designation of the site is General Industrial with a Specific Plan Overlay. This designation requires the underlying Specific Plan to establish distinct land use designations within the Specific Plan itself. Exhibit 3 (Land Use Plan) of the Rialto Airport Specific Plan indicates that the land use designation for the project site is General Manufacturing (I-GM). According to Section 3.3.4 of the Rialto Airport Specific Plan, the I-GM designation is intended to facilitate the most intensive industrial uses with the Specific Plan area, including warehousing, manufacturing, and multi-tenant spaces. As a result, the project is consistent with the I-GM designation. Furthermore, 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 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:

Greenhouse Gas Emissions
As indicated by Table 4.7-3 (Project Greenhouse Gas Emissions) of the Locust Gateway Development Project Draft Environmental Impact Report prepared by Kimley Horn and Associates, Inc. for the project, the project will potentially generate Greenhouse Gas (GHG) emissions up to approximately 10,172 $MTCO_2e$/yr (Metric Tons of Carbon Dioxide Equivalent Per Year). The threshold set by SCAQMD for all new development projects is 3,000 $MTCO_2e$/yr. The project GHG emissions will exceed the threshold established by SCAQMD.

Up to 93% of the project's GHG emissions will be generated by mobile sources (vehicle traffic). There are no feasible mitigation measures that can substantively or materially reduce the project's mobile source GHG emissions below the SCAQMD established threshold under current industry conditions. As such, the impact of the project's GHG emissions is considered significant and unavoidable, resulting in the need to prepare an Environmental Impact Report ("EIR") for the project.

California Environmental Quality Act
The applicant engaged Kimley-Horn and Associates, Inc. to prepare an EIR (Environmental Assessment Review No. 2023-0051) for the project in accordance with the requirements of the California Environmental Quality Act (CEQA). The City of Rialto subsequently engaged EcoTierra Consulting to conduct a peer review of the Environmental Impact Report and all of the related environmental documents. A Notice of Preparation (NOP) was distributed to the State Clearinghouse, as well as agencies, organizations, and persons considered likely to be interested in the project and the potential impacts. The NOP comment period occurred from June 27, 2024 to July 26, 2024. Two (2) comment letters were received during the comment period. The commenters included the Native American Heritage Commission and the California Department of Fish and Wildlife. Each of the comments received were subsequently addressed in the preparation of the Draft Environmental Impact Report (DEIR). The completed DEIR concluded that the project would create unavoidable significant impacts to greenhouse gas emissions.

A Notice of Availability (NOA) and the DEIR was distributed and circulated for public review from September 5, 2025 to October 20, 2025. Eight (8) comment letters were received during the comment period. The commenters included the Western States Regional Council of Carpenters, United Association Local 364 Plumbers & Pipefitters, Reinforcing Ironworkers Local 416, Ironworkers Local 433, Blum Collins & Ho, LLP on behalf of the Golden State Environmental Justice Alliance (GSEJA), Californians Allied for a Responsible Economy (CARE CA), the Center for Community Action and Environmental Justice (CCAEJ) ,and from Advocates for the Environment. Kimley-Horn and Associates, Inc. prepared responses to comments received. The responses to comments and the final Mitigation Monitoring & Reporting Program (MMRP) were input into the Final Environmental

Impact Report (FEIR). Planning staff determined that the Environmental Impact Report prepared for the project appropriately satisfies the requirements of CEQA. The DEIR and FEIR are attached to the agenda report (**Exhibits I & J**).

PUBLIC NOTICE:

The City published a public hearing notice for proposed project in the *San Bernardino Sun* newspaper, posted copies of the public hearing notice outside the Council Chambers, and mailed public hearing notices to all property owners within 1,000 feet of the project site, as required by State law.

RECOMMENDATION:

The Planning Division recommends that the Planning Commission:

- Adopt the attached Resolution (**Exhibit K**) forwarding to the City Council a recommendation to certify the Final Environmental Impact Report (Environmental Assessment Review No. 2023-0051) prepared for the project; and

- Adopt the attached Resolution (**Exhibit L**) forwarding to the City Council a recommendation to approve Tentative Parcel Map No. 2023-0006, based upon the findings and subject to the conditions therein; and

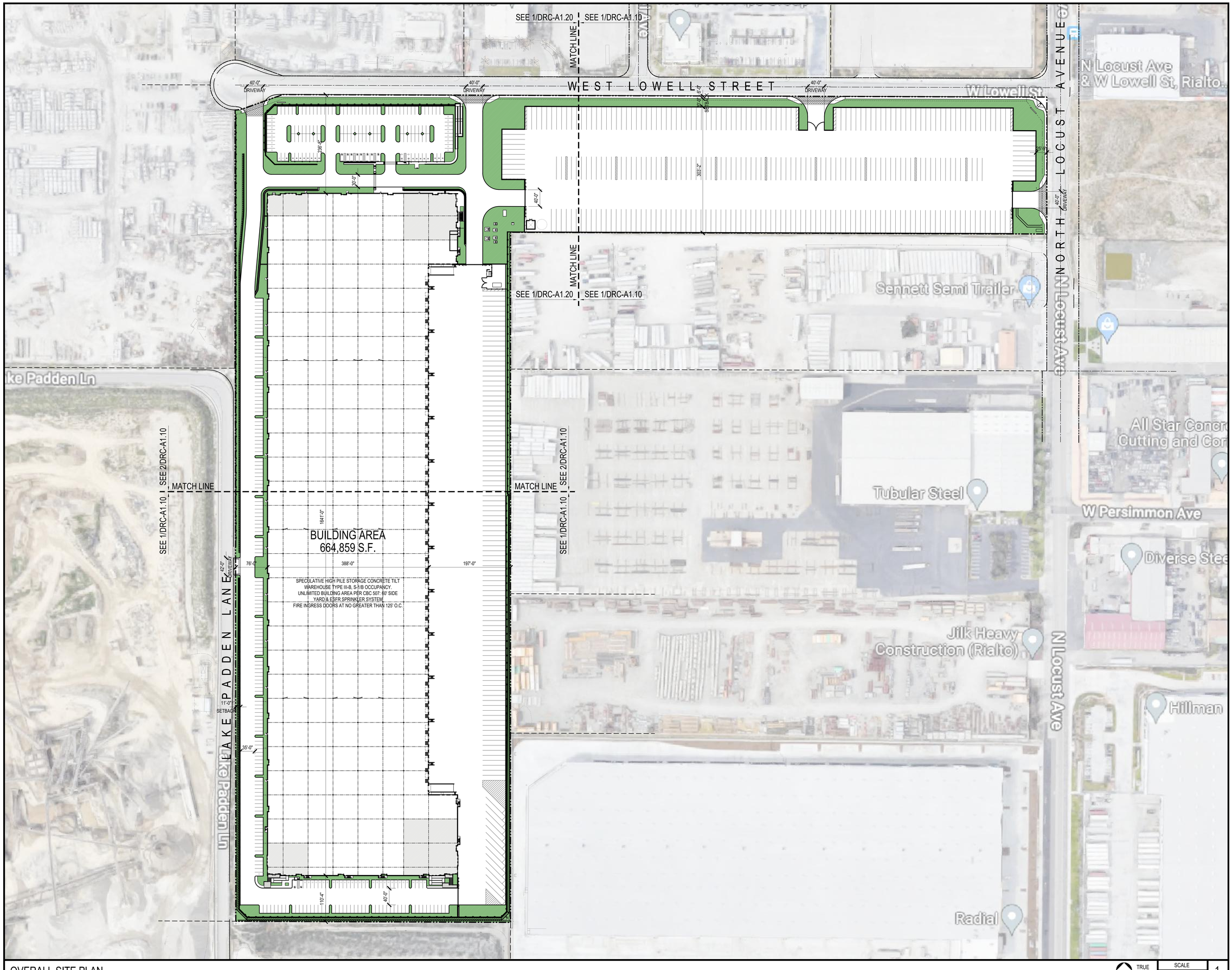
- Adopt the attached Resolution (**Exhibit M**) forwarding to the City Council a recommendation to approve Conditional Development Permit No. 2023-0032, based upon the findings and subject to the conditions therein; and

- Adopt the attached Resolution (**Exhibit N**) forwarding to the City Council a recommendation to approve Precise Plan of Design No. 2023-0041, based upon the findings and subject to the conditions therein; and

- Adopt the attached Resolution (**Exhibit O**) forwarding to the City Council a recommendation to adopt an Ordinance approving a Development Agreement between the City of Rialto and IV5 Locust Gateway Logistics Center LLC (Development Agreement No. 2024-0002).

Project Location Map

N



OVERALL SITE PLAN

TRUE NORTH

SCALE 1" = 80'-0"

1

SKH ARCHITECT

STEVE K HONG ARCHITECT
4000 WESTERLY PLACE SUIT 100
NEWPORT BEACH CALIFORNIA 92660
PROJECT MANAGER: STEVE HONG
714 - 822 - 1171, STEVE@SKHARCHITECT.COM

LICENSED ARCHITECT STEVE K. HONG NO. C-13577 REN 12/31/22 STATE OF CALIFORNIA

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CONSULTANTS

STRUCTURAL ENGINEER
DARIN FONG AND ASSOCIATES
3230 E. IMPERIAL HWY SUITE 302
BREA, CA 92821
DIRECT: 951-219-2849
EMAIL: DARIN@DFAENGINEERING.COM
ATTN: DARIN FONG

MECHANICAL ENGINEER
AIR CONTROL SYSTEMS INC.
1940 S. GROVE AVE.
ONTARIO, CA 91761
DIRECT: 949-450-1229
EMAIL: CWILLIAMS@AIRCONTROLSYSTEMS.NET
ATTN: CHAD WILLIAMS

ELECTRICAL ENGINEER
GREGG ELECTRIC
608 W. EMPORIA STREET
ONTARIO, CA 91762
DIRECT: 909-983-1794
EMAIL: JOHNB@GREGGELECTRIC.COM
ATTN: JOHN BRENNAN

PLUMBING ENGINEER
AMERICAN CONTRACTORS, INC.
404 WEST BLUERIDGE AVE.
ORANGE, CA 92865
DIRECT: 714-282-5700
ATTN: LAURA FANG
LAURA@ACIPLUMBING.COM

CIVIL ENGINEER
KIMLEY-HORN | 3801 UNIVERSITY AVE,
SUITE 300 RIVERSIDE, CA 92501
DIRECT: 619-744-0144|
MOBILE: 619-300-5087
ATTN: DAVIE COWAN
DAVIE.COWAN@KIMLEY-HORN.COM

GEOTECHNICAL ENGINER
SOUTHERN CALIFORNIA GEOTECHNICAL
22885 SAVI RANCH PKWY SUITE E
YORBA LINDA, CA 92887
714-685-1115
EMAIL: RTRAZO@SOCALGEO.COM
ATTN: ROBERT G TRAZO

LOCUST GATEWAY LOGISTICS CENTER

2125 W. LOWELL STREET
RIALTO CA 92377

Brookfield Properties

2101 ROSECRANS AVENUE, SUITE 6250
EL SEGUNDO, CALIFORNIA 90245

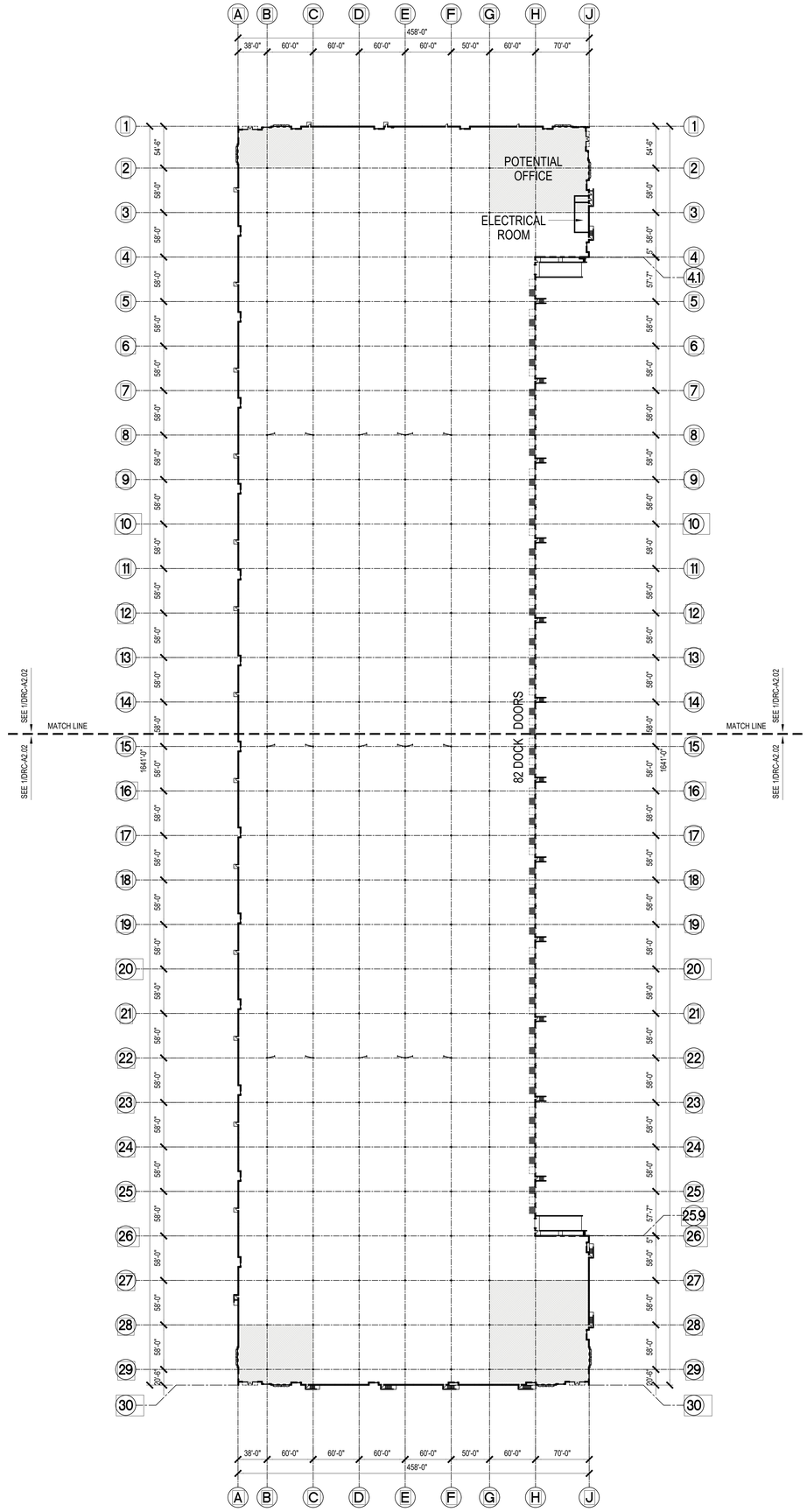
No.	ISSUANCE	DATE

JOB No.
23-013

DRAWN STEVE HONG
CHECKED STEVE HONG

SHEET TITLE
ARCHITECTURAL
OVERALL SITE PLAN

SHEET NUMBER
DRC-A1.00



GENERAL NOTES

1. REFER TO CIVIL DRAWINGS FOR SLAB ON GRADE FINISH FLOOR ELEVATION ANY DIRECTION OF SLOPE IF ANY.
2. SLOPE POUR STRIP ¾" TO EXTERIOR AT ALL MAN DOORS AND DOCK DOORS. SEE STRUCTURAL DRAWINGS FOR POUR STRIP LOCATIONS.
3. ALL DIMENSIONS ARE TO FACE OF CONCRETE PANEL WALL, GRID LINE OR FACE OF STUD UNLESS NOTED OTHERWISE.
4. REFER TO CIVIL DRAWINGS FOR POINT CONNECTION TO OFF-SITE UTILITIES AND CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS.
5. CONTRACTOR TO PROTECT AND KEEP FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DIAPERED INCLUDING CARS AND TRUCKS TO PREVENT OIL SPILLS.
6. CONCRETE SLAB TO HAVE STEEL FLOAT TROWEL BURNISHED FINISH.
7. ALL FLOOR SLAB NAIL OR BRACE FRAME HOLES SHALL BE FILLED WITH APPROVED 2 PART EPOXY COMPOUND TO MATCH CONCRETE COLOR.
8. PROVIDE MM-EP-90 AT CONTROL/EXPANSION JOINTS AT THE SPEEDBAY ONLY.

PAINT NOTES

1. INTERIOR CONCRETE WALL: SINGLE COAT OF ACRYLIC PAINT ON INTERIOR WALLS. SHERWIN WILLIAMS, "SNOWBOUND" SW 7004 - FLAT SHEEN.
2. ALL STRUCTURAL STEEL MEMBER INCLUDING COLUMNS, LEDGERS, JOISTS, GIRDERS SHALL RECEIVE LIGHT GRAY SHOP PRIMER. ANY FIELD WELDS SHALL BE TOUCHED UP TO MATCH SHOP PRIMER.
3. STRUCTURAL COLUMNS SHALL, SHALL RECEIVE A COAT OF OSHA YELLOW SAFETY WARNING COLOR, PAINT UP TO 12' ABOVE FINISH FLOOR.
4. ARCHITECTURAL COATINGS REQUIRE USE OF HVLP SPRAYING EQUIPMENT OR MINIMUM TRANSFER RATE OF AT LEAST 50% OR MANUAL APPLICATION TECHNIQUE.
5. PAINT SHALL BE OF "SUPER COMPLIANT" LOW VOC PER SCAQMD RULE 1113.

SKH ARCHITECT

STEVE K HONG ARCHITECT
4000 WESTERLY PLACE SUIT 100
NEWPORT BEACH CALIFORNIA 92660
PROJECT MANAGER: STEVE HONG
714 - 822 - 1171, STEVE@SKHARCHITECT.COM

LICENSED ARCHITECT
STEVE K. HONG
NO. C-33677
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CONSULTANTS

STRUCTURAL ENGINEER
DARIN FONG AND ASSOCIATES
3230 E. IMPERIAL HWY SUITE 302
BREA, CA 92821
DIRECT: 951-219-2849
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MECHANICAL ENGINEER
AIR CONTROL SYSTEMS INC.
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SHEET TITLE
ARCHITECTURAL
OVERALL FLOOR PLAN

SHEET NUMBER
DRC-A2.01

OVERALL FLOOR PLAN

TRUE NORTH

SCALE 1" = 70'-0"

NORTH ELEVATION

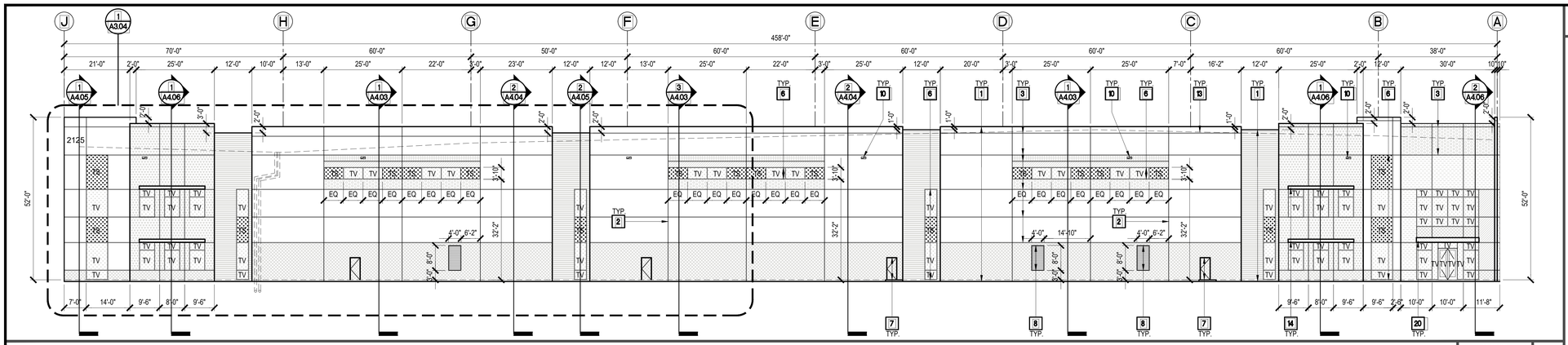
WEST ELEVATION

SOUTH ELEVATION

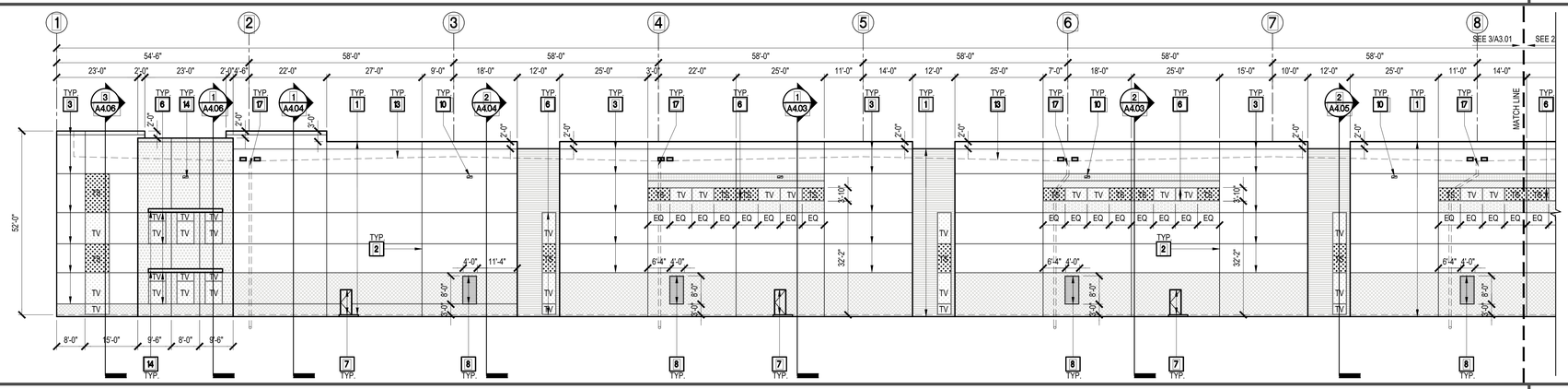
EAST ELEVATION

OVERALL COLORED ELEVATIONS DESIGN

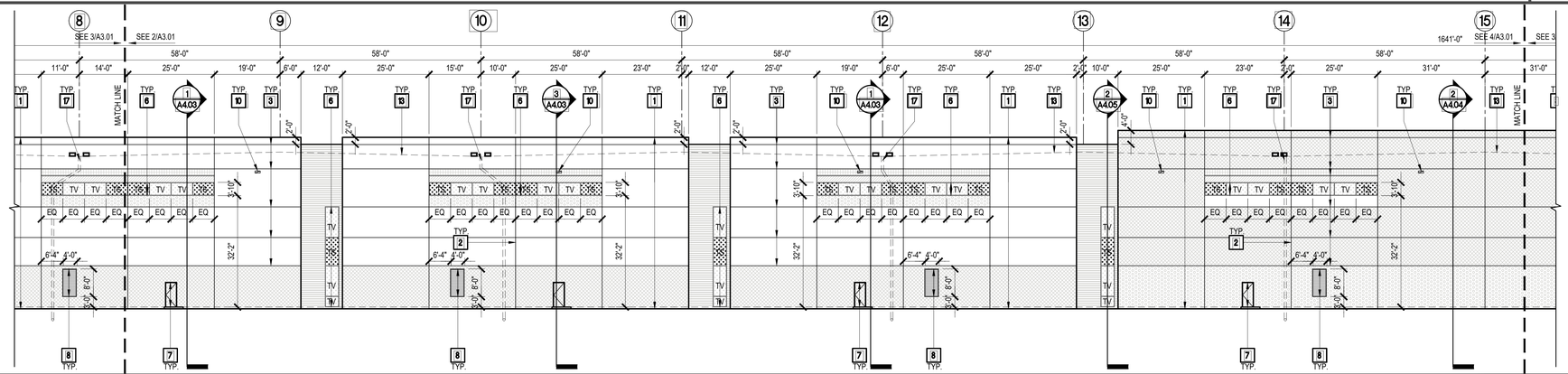
W. LOWELL STREET AND N. LOCUST AVE.
RIALTO, CA



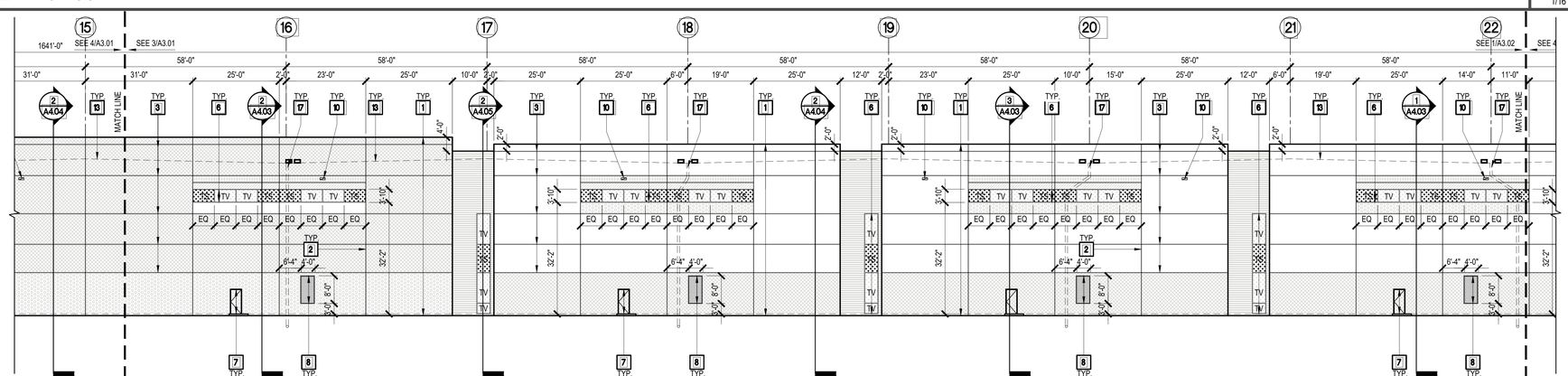
NORTH ELEVATION — SCALE 1/16" = 1'-0" — 1



WEST ELEVATION — SCALE 1/16" = 1'-0" — 2



WEST ELEVATION CONT. — SCALE 1/16" = 1'-0" — 3



WEST ELEVATION CONT. — SCALE 1/16" = 1'-0" — 4

GENERAL NOTES

1. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
3. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST WIND EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
4. TOP AND BACK SIDE OF PARAPETS TO HAVE SMOOTH SACKED FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
5. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH BY PROVIDING A MINIMUM 2" DIAMETER HOLE ON THE CORNER. DO NOT CORE DRILL, USE PVC PIPE DURING CASTING OF CONCRETE PANEL. REMOVE PVC AND SACK SMOOTH AND DAMAGES.
6. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
7. PROVIDE SINGLE COAT OF PRIMER (ROLLED ON) FOLLOWED UP WITH FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED ON. PROVIDE THIRD LAYER REQUIRED TO ACHIEVE FULL COLOR SATURATION AS REQUIRED.
8. WATER BLAST EXTERIOR FACE OF BUILDING WALLS PRIOR TO PAINT.
9. ALL CONCRETE PANEL JOINTS SHALL BE CLEARED OF DEBRIS BY PRESSURING WASHING THE CAVITY. GRIND ANY SHARP EDGES PRIOR TO APPLY PANEL CAULK JOINT.
10. ALL EXTERIOR DOORS AND LOUVERS SHALL BE FABRICATED AND WEATHER STRIPPED TO WITHSTAND WIND EXPOSURE "C"
11. CONTRACTOR TO PROVIDE MOCK UP PAINT AND FINISHES FOR OWNER AND ARCHITECT'S APPROVAL PRIOR TO COMMENCING THE WORK.
12. ALL FINISH MATERIAL SUCH AS ADHESIVES, SEALANTS, PRIMERS AND CAULKS SHALL COMPLY WITH LOCAL OR REGIONAL AIR POLLUTION CONTROL OR AIR QUALITY MANAGEMENT DISTRICT RULES WHERE APPLICABLE, OR SCAQMD RULE 1168 VOC LIMITS AS SHOWN ON TABLE 5.504.4.1 AND 5.504.4.2. SUCH PRODUCTS ALSO SHALL COMPLY WITH RULE 1168 PROHIBITION ON THE USER OF CERTAIN TOXIC COMPOUNDS (CHLOROFORM, ETHYLENE DICHLORIDE, METHYELNE CHLORIDE PERCHOLROETHYLENE AND TRICHLOROETHYELE) EXCEPT FOR AEROSOL PRODUCTS AS SPECIFIED IN BELOW.
13. AEROSOL ADHESIVES AND SMALLER UNIT SIZES OF ADHESIVES, AND SEALANT OR CAULKING COMPOUNDS (IN UNITS OF PRODUCTS, LESS PACKAGING, WHICH DO NOT WEIGH MORE THAN ONE POUND AND DO NOT CONSIST OF MORE THAN 16 FLUID OUNCES) SHALL COMPLY WITH STATE WIDE VOC STANDARDS AND OTHER REQUIREMENTS, INCLUDING PROHIBITIONS ON USE OF CERTAIN TOXIC COMPOUNDS.

KEYNOTES

1. CONCRETE TILT UP WALL, SEE PAINT AND FINISH LEGEND BELOW. WATERPROOF ALL WALLS WHERE GRADE IS HIGHER AND EXPOSED TO THE WEATHER ONE SIDE. WATER PROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MINIMUM OF 6" OF GRAVEL. PROVIDE TRENCH DRAIN AT BOTTOM AND DAYLIGHT TO CURB OR TAKE TO STORM DRAIN.
2. CONCRETE TILT PANEL JOINT - DETAIL 2/A6.02 AND NOTE 10 IN GENERAL NOTES
3. PAINTED CONCRETE REVEAL - DETAIL 1/A6.02
4. 9' X 10' OVER HEAD DOCK HIGH DOOR - SEE SHEET A5.01
5. 12' X 14' OVER HEAD GRADE LEVEL DOOR - SEE SHEET A5.01
6. ALUMINUM STOREFRONT GLAZING SYSTEM - DETAIL 12/A6.02 AND SEE GLAZING LEGEND BELOW
7. 3'X7' HOLLOW METAL DOOR AND FRAME WITH COMPLETE WEATHER STRIPPING - SEE SHEET A5.01
8. 4'X8' PAINTED METAL LOUVER, REFER TO MECHANICAL FOR SECURITY BAR REQUIREMENTS - DETAIL 11/A6.02
9. BUILDING ADDRESS PER FIRE DEPARTMENT STANDARDS.18"H X 2" THICK HIGH DENSITY FOAM "HELVATIC BOLD" LETTER WITH ¾" PVC BLACK FACE. EPOXY TO WALL
10. LED LIGHT FIXTURE PER ELECTRICAL. CENTER ON WALL CONCRETE WALL PANEL, ABOVE AND CENTERED ON DOORS, BETWEEN REVEALS ETC. UNLESS NOTED OTHERWISE
11. CONCRETE RAMP WALL 42" HIGH PER STRUCTURAL
12. CONCRETE FILLED BOLLARD - 7/A6.01
13. ROOF SHEATHING BEYOND PER STRUCTURAL
14. HSS EYEBROW CANOPY - DETAIL 8/A6.02
15. KNOCK OUT PANEL PER STRUCTURAL
16. INTERIOR DRAIN AND OVERFLOW DRAIN BEYOND. SEE SITE PLAN FOR DRAIN THROUGH CURB LOCATION - DETAIL 9/A6.10
17. INTERIOR DRAIN AND OVERFLOW SCUPPERS. SEE SITE PLAN FOR DRAIN THROUGH CURB LOCATION - DETAIL 14/A6.10
18. NOT USED.
19. CONCRETE STAIR - 1, 2/A6.03
20. ARCHITECTURAL CANOPY - REYNOBOND COLORWELD 500, PURE WHITE - DETAIL 20/A6.02

GLAZING LEGEND

TEMPERED VISION GLASS

TEMPERED CONCRETE BACKED SPANDREL GLASS
SINGLE PANE ¼" VITROGLAZING VISTACOOL PACIFIC WITH HARMONY BLUE OPACI COAT

OFFICE / POTENTIAL OFFICE AREAS:
VITROGLAZING, VISTACOOL (2) PACIFICA + SOLARBAN 60 (3)
VLT: 26, SHGC: 0.22, U VALUE: 0.29
1" INSULATED UNIT WITH ½" AIRSPACE AND (2) ¼" UNITS

WAREHOUSE GLAZING AREA:
SINGLE PANE ¼" VITROGLAZING VISTALCOOL PACIFICA.

COLOR / FINISH LEGEND

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN WILLIAMS (CUSTOM MATCH) WINTER WHITE
EXTRA WHITE BASE

CEE*COLORANT	OZ	32	64	128
L1	-	2	-	-
R2	-	1	-	-
Y1	-	1	-	-

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN WILLIAMS (CUSTOM MATCH) MORTAR GREY
EXTRA WHITE BASE

CEE*COLORANT	OZ	32	64	128
B1	-	60	-	-
N1	-	38	-	-
R2	-	3	-	-

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN WILLIAMS (CUSTOM MATCH) ARCHITECTURE GREY
ULTRADEEP BASE

CEE*COLORANT	OZ	32	64	128
B1	4	8	-	-
W1	6	25	-	-
R2	-	10	-	-
Y3	-	21	-	-

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN WILLIAMS (CUSTOM MATCH) EFFERVESCENT BLUE
ULTRADEEP BASE

CEE*COLORANT	OZ	32	64	128
B1	-	10	-	-
W1	-	12	-	-
L1	8	35	-	-
R3	2	7	-	-

WOOD SIDING
NICHIHA VINTAGE WOOD FIBER CEMENT - CEDAR
FOLLOW MFR RECOMMENDED INSTALLATION

STONE VENEER - DEKTON
TK06 MARMORIO
BEAD BLAST SUBSTRATE (CONCRETE PANEL) AND PROVIDE POLYMER MODIFIED MORTAR ANSI A118.4 OR ANSI 118.15). FOLLOW MFR RECOMMENDED INSTALLATION

HSS EYEBROW CANOPY - HIGH PERFORMANCE PAINTED
SW 7005 PURE WHITE

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN WILLIAMS (CUSTOM MATCH) PALE BLUE
EXTRA WHITE BASE

CEE*COLORANT	OZ	32	64	128
L1	-	22	1	1
R3	-	10	-	-

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN WILLIAMS (CUSTOM MATCH) FOGGY DAY
EXTRA WHITE BASE

CEE*COLORANT	OZ	32	64	128
B1	-	15	-	-
N1	-	10	-	-
R2	-	1	-	-

ALL STONE VENEERS SHALL EXTEND MINIMUM 2" BELOW FINISH GRADE. CHECK CIVIL DRAWINGS TO VERIFY THE EXTENT. VENEERS SHALL EXTEND BACK TO ANY CEILING SOFFITS AND PANEL RETURNS WHERE LOCATED. 2 DIMENSIONAL DRAWINGS HAS LIMITATION. THE INTENT IS FOR THE VENEERS TO BE APPLIED TO AN ENTIRE ELEMENT AND NOT JUST THE FACE AS SHOWN ON THE DRAWINGS.

SKH ARCHITECT
STEVE K HONG ARCHITECT
4000 WESTERLY PLACE SUIT 100
NEWPORT BEACH CALIFORNIA 92660
PROJECT MANAGER: STEVE HONG
714 - 822 - 1171, STEVE@SKHARCHITECT.COM

LICENSED ARCHITECT — STEVE K HONG — NO. C-33677 — REN 12/31/22 — STATE OF CALIFORNIA

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CONSULTANTS

STRUCTURAL ENGINEER
DARIN FONG AND ASSOCIATES
3230 E. IMPERIAL HWY SUITE 302
BREA, CA 92821
DIRECT: 951-219-2849
EMAIL: DARIN@DFAENGINEERING.COM
ATTN: DARIN FONG

MECHANICAL ENGINEER
AIR CONTROL SYSTEMS INC.
1940 S. GROVE AVE.
ONTARIO, CA 91761
DIRECT: 949-450-1229
EMAIL: CWILLIAMS@AIRCONTROLSYSTEMS.NET
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GREGG ELECTRIC
608 W. EMPORIA STREET
ONTARIO, CA 91762
DIRECT: 909-983-1794
EMAIL: JOHNB@GREGGELECTRIC.COM
ATTN: JOHN BRENNAN

PLUMBING ENGINEER
AMERICAN CONTRACTORS, INC.
404 WEST BLUERIDGE AVE.
ORANGE, CA 92865
DIRECT: 714-282-5700
ATTN: LAURA FANG
LAURA@ACIPLUMBING.COM

CIVIL ENGINEER
KIMLEY-HORN | 3801 UNIVERSITY AVE,
SUITE 300 RIVERSIDE, CA 92501
DIRECT: 619-744-0144|
MOBILE: 619-300-5087
ATTN: DAVIE COWAN
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GEOTECHNICAL ENGINER
SOUTHERN CALIFORNIA GEOTECHNICAL
22885 SAVI RANCH PKWY SUITE E
YORBA LINDA, CA 92887
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2101 ROSECRANS AVENUE, SUITE 6250
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SHEET TITLE
ARCHITECTURAL ELEVATIONS

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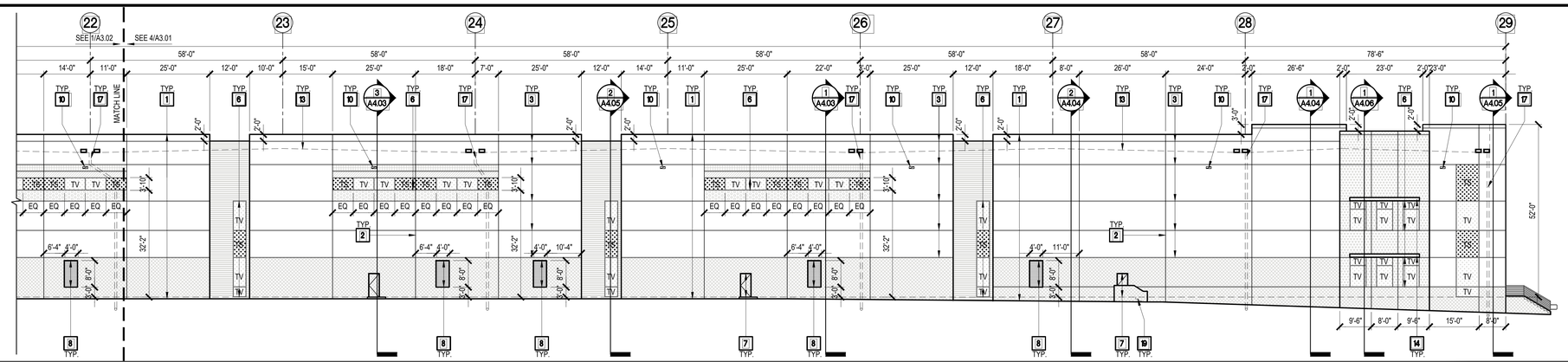
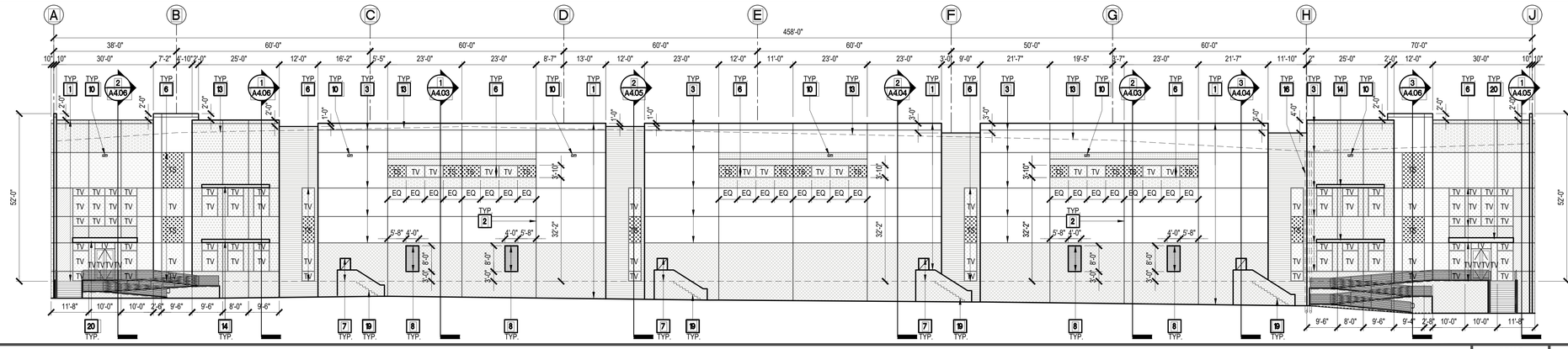
A3.01



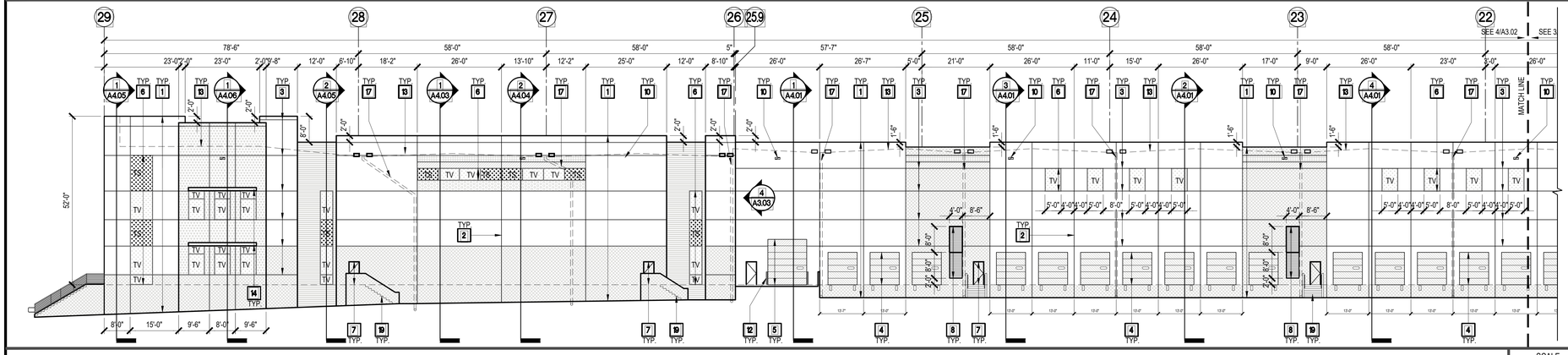
WEST ELEVATION CONT.

SCALE 1/16" = 1'-0" | 1



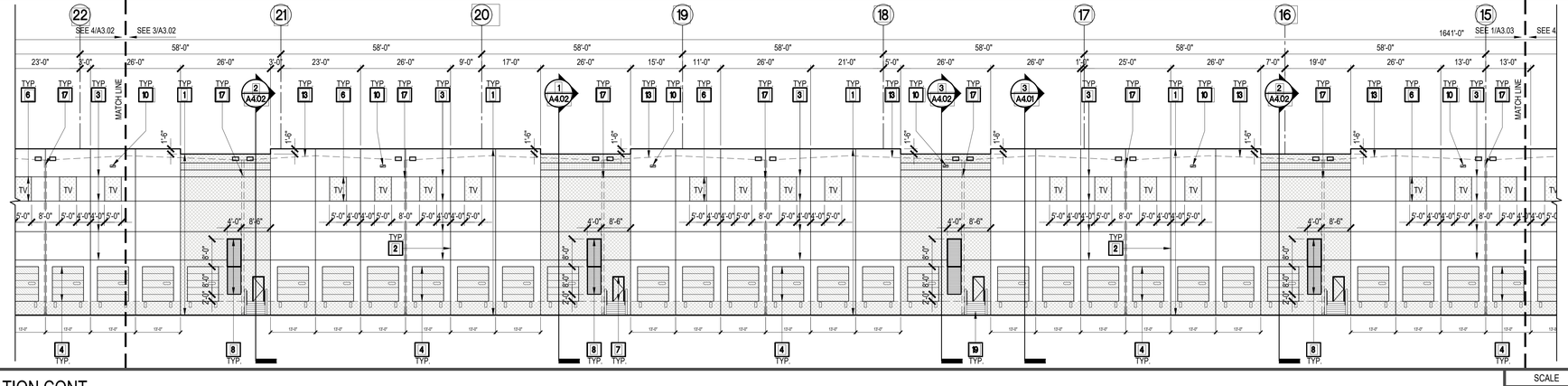
SOUTH ELEVATION

SCALE 1/16" = 1'-0" | 2



EAST ELEVATION

SCALE 1/16" = 1'-0" | 3



EAST ELEVATION CONT.

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GENERAL NOTES

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3. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST WIND EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
4. TOP AND BACK SIDE OF PARAPETS TO HAVE SMOOTH SACKED FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
5. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH BY PROVIDING A MINIMUM $\frac{3}{4}$" DIAMETER HOLE ON THE CORNER. DO NOT CORE DRILL, USE PVC PIPE DURING CASTING OF CONCRETE PANEL. REMOVE PVC AND SACK SMOOTH AND DAMAGES.
6. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
7. PROVIDE SINGLE COAT OF PRIMER (ROLLED ON) FOLLOWED UP WITH FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED ON. PROVIDE THIRD LAYER REQUIRED TO ACHIEVE FULL COLOR SATURATION AS REQUIRED.
8. WATER BLAST EXTERIOR FACE OF BUILDING WALLS PRIOR TO PAINT.
9. ALL CONCRETE PANEL JOINTS SHALL BE CLEARED OF DEBRIS BY PRESSURING WASHING THE CAVITY. GRIND ANY SHARP EDGES PRIOR TO APPLY PANEL CAULK JOINT.
10. ALL EXTERIOR DOORS AND LOUVERS SHALL BE FABRICATED AND WEATHER STRIPPED TO WITHSTAND WIND EXPOSURE "C"
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GLAZING LEGEND

TEMPERED VISION GLASS

TEMPERED CONCRETE BACKED SPANDREL GLASS
SINGLE PANE $\frac{1}{4}$" VITROGLAZING VISTACOOL PACIFIC WITH HARMONY BLUE OPACI COAT

OFFICE / POTENTIAL OFFICE AREAS:
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VLT: 26, SHGC: 0.22, U VALUE: 0.29
1" INSULATED UNIT WITH $\frac{1}{2}$" AIRSPACE AND (2) $\frac{1}{4}$" UNITS

WAREHOUSE GLAZING AREA:
SINGLE PANE $\frac{1}{4}$" VITROGLAZING VISTALCOOL PACIFICA.

COLOR / FINISH LEGEND

		CEE*COLORANT	OZ	32	64	128
	PAINTED CONCRETE - EXTERIOR PAINT SHERWIN WILLIAMS (CUSTOM MATCH) WINTER WHITE EXTRA WHITE BASE	L1	-	2	-	-
		R2	-	1	-	-
		Y1	-	1	-	-
	PAINTED CONCRETE - EXTERIOR PAINT SHERWIN WILLIAMS (CUSTOM MATCH) MORTAR GREY EXTRA WHITE BASE	B1	-	60	-	-
		N1	-	38	-	-
		R2	-	3	-	-
	PAINTED CONCRETE - EXTERIOR PAINT SHERWIN WILLIAMS (CUSTOM MATCH) ARCHITECTURE GREY ULTRADEEP BASE	B1	4	8	-	-
		W1	6	25	-	-
		R2	-	10	-	-
		Y3	-	21	-	-
	PAINTED CONCRETE - EXTERIOR PAINT SHERWIN WILLIAMS (CUSTOM MATCH) EFFERVESCENT BLUE ULTRADEEP BASE	B1	-	10	-	-
		W1	-	12	-	-
		L1	8	35	-	-
		R3	2	7	-	-
	WOOD SIDING NICHIHA VINTAGE WOOD FIBER CEMENT - CEDAR FOLLOW MFR RECOMMENDED INSTALLATION					
	STONE VENEER - DEKTON TK06 MARMORIO BEAD BLAST SUBSTRATE (CONCRETE PANEL) AND PROVIDE POLYMER MODIFIED MORTAR ANSI A118.4 OR ANSI 118.15). FOLLOW MFR RECOMMENDED INSTALLATION					
	HSS EYEBROW CANOPY - HIGH PERFORMANCE PAINTED SW 7005 PURE WHITE					
	PAINTED CONCRETE - EXTERIOR PAINT SHERWIN WILLIAMS (CUSTOM MATCH) PALE BLUE EXTRA WHITE BASE	L1	-	22	1	1
		R3	-	10	-	-
	PAINTED CONCRETE - EXTERIOR PAINT SHERWIN WILLIAMS (CUSTOM MATCH) FOGGY DAY EXTRA WHITE BASE	B1	-	15	-	-
		N1	-	10	-	-
		R2	-	1	-	-

ALL STONE VENEERS SHALL EXTEND MINIMUM 2" BELOW FINISH GRADE. CHECK CIVIL DRAWINGS TO VERIFY THE EXTENT. VENEERS SHALL EXTEND BACK TO ANY CEILING SOFFITS AND PANEL RETURNS WHERE LOCATED. 2 DIMENSIONAL DRAWINGS HAS LIMITATION. THE INTENT IS FOR THE VENEERS TO BE APPLIED TO AN ENTIRE ELEMENT AND NOT JUST THE FACE AS SHOWN ON THE DRAWINGS.

SKH ARCHITECT
STEVE K HONG ARCHITECT
4000 WESTERLY PLACE SUIT 100
NEWPORT BEACH CALIFORNIA 92660
PROJECT MANAGER: STEVE HONG
714 - 822 - 1171, STEVE@SKHARCHITECT.COM

LICENSED ARCHITECT
STEVE K HONG
NO. C-33677
REN 12/31/22
STATE OF CALIFORNIA

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CONSULTANTS

STRUCTURAL ENGINEER
DARIN FONG AND ASSOCIATES
3230 E. IMPERIAL HWY SUITE 302
BREA, CA 92821
DIRECT: 951-219-2849
EMAIL: DARIN@DFAENGINEERING.COM
ATTN: DARIN FONG

MECHANICAL ENGINEER
AIR CONTROL SYSTEMS INC.
1940 S. GROVE AVE.
ONTARIO, CA 91761
DIRECT: 949-450-1229
EMAIL: CWILLIAMS@AIRCONTROLSYSTEMS.NET
ATTN: CHAD WILLIAMS

ELECTRICAL ENGINEER
GREGG ELECTRIC
608 W. EMPORIA STREET
ONTARIO, CA 91762
DIRECT: 909-983-1794
EMAIL: JOHNB@GREGGELECTRIC.COM
ATTN: JOHN BRENNAN

PLUMBING ENGINEER
AMERICAN CONTRACTORS, INC.
404 WEST BLUERIDGE AVE.
ORANGE, CA 92865
DIRECT: 714-282-5700
ATTN: LAURA FANG
LAURA@ACIPLUMBING.COM

CIVIL ENGINEER
KIMLEY-HORN | 3801 UNIVERSITY AVE,
SUITE 300 RIVERSIDE, CA 92501
DIRECT: 619-744-0144|
MOBILE: 619-300-5087
ATTN: DAVIE COWAN
DAVIE.COWAN@KIMLEY-HORN.COM

GEOTECHNICAL ENGINER
SOUTHERN CALIFORNIA GEOTECHNICAL
22885 SAVI RANCH PKWY SUITE E
YORBA LINDA, CA 92887
714-685-1115
EMAIL: RTRAZO@SOCALGEO.COM
ATTN: ROBERT G TRAZO

LOCUST GATEWAY LOGISTICS CENTER

2125 W. LOWELL STREET
RIALTO CA 92377

Brookfield Properties

2101 ROSECRANS AVENUE, SUITE 6250
EL SEGUNDO, CALIFORNIA 90245

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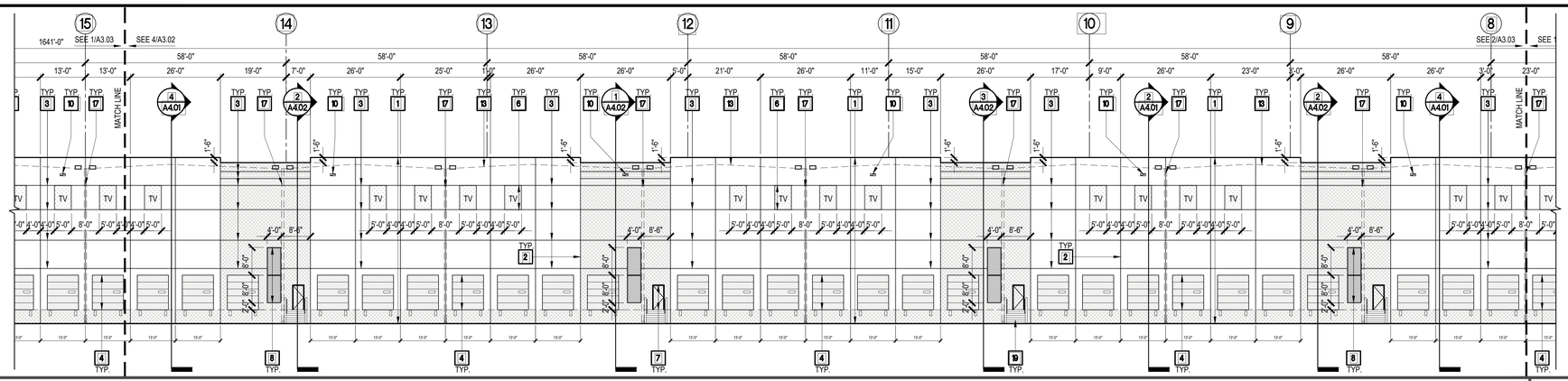
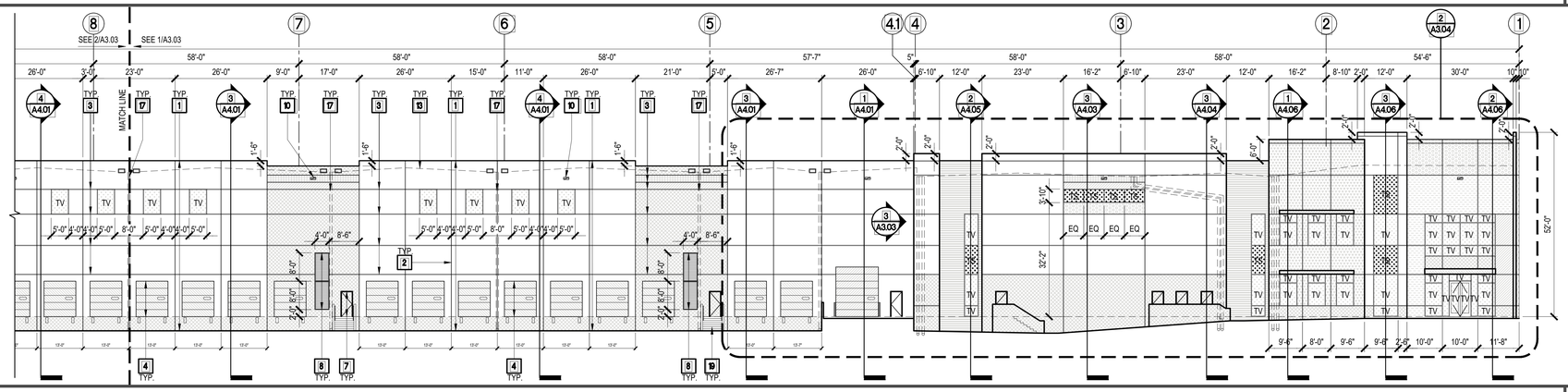


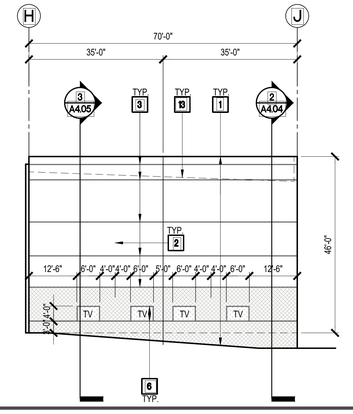
EAST ELEVATION CONT.

SCALE 1/16" = 1'-0" | 1



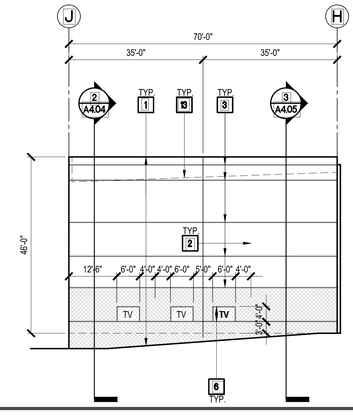
EAST ELEVATION CONT.

SCALE 1/16" = 1'-0" | 2



NORTHEAST ELEVATION

SCALE 1/16" = 1'-0" | 3



SOUTHEAST ELEVATION

SCALE 1/16" = 1'-0" | 4

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2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
3. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST WIND EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
4. TOP AND BACK SIDE OF PARAPETS TO HAVE SMOOTH SACKED FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
5. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH BY PROVIDING A MINIMUM 2" DIAMETER HOLE ON THE CORNER. DO NOT CORE DRILL, USE PVC PIPE DURING CASTING OF CONCRETE PANEL. REMOVE PVC AND SACK SMOOTH AND DAMAGES.
6. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
7. PROVIDE SINGLE COAT OF PRIMER (ROLLED ON) FOLLOWED UP WITH FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED ON. PROVIDE THIRD LAYER REQUIRED TO ACHIEVE FULL COLOR SATURATION AS REQUIRED.
8. WATER BLAST EXTERIOR FACE OF BUILDING WALLS PRIOR TO PAINT.
9. ALL CONCRETE PANEL JOINTS SHALL BE CLEARED OF DEBRIS BY PRESSURING WASHING THE CAVITY. GRIND ANY SHARP EDGES PRIOR TO APPLY PANEL CAULK JOINT.
10. ALL EXTERIOR DOORS AND LOUVERS SHALL BE FABRICATED AND WEATHER STRIPPED TO WITHSTAND WIND EXPOSURE "C"
11. CONTRACTOR TO PROVIDE MOCK UP PAINT AND FINISHES FOR OWNER AND ARCHITECT'S APPROVAL PRIOR TO COMMENCING THE WORK.
12. ALL FINISH MATERIAL SUCH AS ADHESIVES, SEALANTS, PRIMERS AND CAULKS SHALL COMPLY WITH LOCAL OR REGIONAL AIR POLLUTION CONTROL OR AIR QUALITY MANAGEMENT DISTRICT RULES WHERE APPLICABLE, OR SCAQMD RULE 1168 VOC LIMITS AS SHOWN ON TABLE 5.504.4.1 AND 5.504.4.2. SUCH PRODUCTS ALSO SHALL COMPLY WITH RULE 1168 PROHIBITION ON THE USER OF CERTAIN TOXIC COMPOUNDS (CHLOROFORM, ETHYLENE DICHLORIDE, METHYLENE CHLORIDE PERCHLOROETHYLENE AND TRICHLOROETHYELE) EXCEPT FOR AEROSOL PRODUCTS AS SPECIFIED IN BELOW.
13. AEROSOL ADHESIVES AND SMALLER UNIT SIZES OF ADHESIVES, AND SEALANT OR CAULKING COMPOUNDS (IN LIMITS OF PRODUCTS, LESS PACKAGING, WHICH DO NOT WEIGH MORE THAN ONE POUND AND DO NOT CONSIST OF MORE THAN 16 FLUID OUNCES) SHALL COMPLY WITH STATE WIDE VOC STANDARDS AND OTHER REQUIREMENTS, INCLUDING PROHIBITIONS ON USE OF CERTAIN TOXIC COMPOUNDS.

KEYNOTES

1. CONCRETE TILT UP WALL, SEE PAINT AND FINISH LEGEND BELOW. WATERPROOF ALL WALLS WHERE GRADE IS HIGHER AND EXPOSED TO THE WEATHER ONE SIDE. WATER PROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MINIMUM OF 6" OF GRAVEL. PROVIDE TRENCH DRAIN AT BOTTOM AND DAYLIGHT TO CURB OR TAKE TO STORM DRAIN.
2. CONCRETE TILT PANEL JOINT - DETAIL 2/A6.02 AND NOTE 10 IN GENERAL NOTES
3. PAINTED CONCRETE REVEAL - DETAIL 1/A6.02
4. 9' X 10' OVER HEAD DOCK HIGH DOOR - SEE SHEET A5.01
5. 12' X 14' OVER HEAD GRADE LEVEL DOOR - SEE SHEET A5.01
6. ALUMINUM STOREFRONT GLAZING SYSTEM - DETAIL 12/A6.02 AND SEE GLAZING LEGEND BELOW
7. 3'X7' HOLLOW METAL DOOR AND FRAME WITH COMPLETE WEATHER STRIPPING - SEE SHEET A5.01
8. 4'X8' PAINTED METAL LOUVER, REFER TO MECHANICAL FOR SECURITY BAR REQUIREMENTS - DETAIL 11/A6.02
9. BUILDING ADDRESS PER FIRE DEPARTMENT STANDARDS.18"H X 2" THICK HIGH DENSITY FOAM "HELVATIC BOLD" LETTER WITH ¾" PVC BLACK FACE. EPOXY TO WALL
10. LED LIGHT FIXTURE PER ELECTRICAL. CENTER ON WALL CONCRETE WALL PANEL, ABOVE AND CENTERED ON DOORS, BETWEEN REVEALS ETC. UNLESS NOTED OTHERWISE
11. CONCRETE RAMP WALL 42" HIGH PER STRUCTURAL
12. CONCRETE FILLED BOLLARD - 7/A6.01
13. ROOF SHEATHING BEYOND PER STRUCTURAL
14. HSS EYEBROW CANOPY - DETAIL 8/A6.02
15. KNOCK OUT PANEL PER STRUCTURAL
16. INTERIOR DRAIN AND OVERFLOW DRAIN BEYOND. SEE SITE PLAN FOR DRAIN THROUGH CURB LOCATION - DETAIL 9/A6.10
17. INTERIOR DRAIN AND OVERFLOW SCUPPERS. SEE SITE PLAN FOR DRAIN THROUGH CURB LOCATION - DETAIL 14/A6.10
18. NOT USED.
19. CONCRETE STAIR - 1, 2/A6.03
20. ARCHITECTURAL CANOPY - REYNOBOND COLORWELD 500, PURE WHITE - DETAIL 20/A6.02

GLAZING LEGEND

TEMPERED VISION GLASS

TEMPERED CONCRETE BACKED SPANDREL GLASS
SINGLE PANE 2" VITROGLAZING VISTACOOL PACIFIC
WITH HARMONY BLUE OPACI COAT

OFFICE / POTENTIAL OFFICE AREAS:
VITROGLAZING, VISTACOOL (2) PACIFICA + SOLARBAN 60 (3)
VLT: 26, SHGC: 0.22, U VALUE: 0.29
1" INSULATED UNIT WITH ½" AIRSPACE AND (2) ¼" UNITS

WAREHOUSE GLAZING AREA:
SINGLE PANE ¼" VITROGLAZING VISTALCOOL PACIFICA.

COLOR / FINISH LEGEND

		CEE*COLORANT	OZ	32	64	128
	PAINTED CONCRETE - EXTERIOR PAINT SHERWIN WILLIAMS (CUSTOM MATCH) WINTER WHITE EXTRA WHITE BASE	L1	-	2	-	-
		R2	-	1	-	-
		Y1	-	1	-	-
	PAINTED CONCRETE - EXTERIOR PAINT SHERWIN WILLIAMS (CUSTOM MATCH) MORTAR GREY EXTRA WHITE BASE	B1	-	60	-	-
		N1	-	38	-	-
		R2	-	3	-	-
	PAINTED CONCRETE - EXTERIOR PAINT SHERWIN WILLIAMS (CUSTOM MATCH) ARCHITECTURE GREY ULTRADEEP BASE	B1	4	8	-	-
		W1	6	25	-	-
		R2	-	10	-	-
		Y3	-	21	-	-
	PAINTED CONCRETE - EXTERIOR PAINT SHERWIN WILLIAMS (CUSTOM MATCH) EFFERVESCENT BLUE ULTRADEEP BASE	B1	-	10	-	-
		W1	-	12	-	-
		L1	8	35	-	-
		R3	2	7	-	-
	WOOD SIDING NICHIHA VINTAGE WOOD FIBER CEMENT - CEDAR FOLLOW MFR RECOMMENDED INSTALLATION					
	STONE VENEER - DEKTON TK06 MARMORIO BEAD BLAST SUBSTRATE (CONCRETE PANEL) AND PROVIDE POLYMER MODIFIED MORTAR ANSI A118.4 OR ANSI 118.15). FOLLOW MFR RECOMMENDED INSTALLATION					
	HSS EYEBROW CANOPY - HIGH PERFORMANCE PAINTED SW 7005 PURE WHITE					
	PAINTED CONCRETE - EXTERIOR PAINT SHERWIN WILLIAMS (CUSTOM MATCH) PALE BLUE EXTRA WHITE BASE	L1	-	22	1	1
		R3	-	10	-	-
	PAINTED CONCRETE - EXTERIOR PAINT SHERWIN WILLIAMS (CUSTOM MATCH) FOGGY DAY EXTRA WHITE BASE	B1	-	15	-	-
		N1	-	10	-	-
		R2	-	1	-	-

ALL STONE VENEERS SHALL EXTEND MINIMUM 2" BELOW FINISH GRADE. CHECK CIVIL DRAWINGS TO VERIFY THE EXTENT. VENEERS SHALL EXTEND BACK TO ANY CEILING SOFFITS AND PANEL RETURNS WHERE LOCATED. 2 DIMENSIONAL DRAWINGS HAS LIMITATION. THE INTENT IS FOR THE VENEERS TO BE APPLIED TO AN ENTIRE ELEMENT AND NOT JUST THE FACE AS SHOWN ON THE DRAWINGS.

SKH ARCHITECT
STEVE K HONG ARCHITECT
4000 WESTERLY PLACE SUIT 100
NEWPORT BEACH CALIFORNIA 92660
PROJECT MANAGER: STEVE HONG
714 - 822 - 1171, STEVE@SKHARCHITECT.COM

LICENSED ARCHITECT
STEVE K HONG
NO. C-33677
REN 12-31-22
STATE OF CALIFORNIA

THESE DRAWINGS ARE THE PROPERTY OF THE ARCHITECT. THE DESIGNS SHOWN AND DESCRIBED HEREIN INCLUDING ALL TECHNICAL DRAWING ARE PROPRIETARY AND CANNOT BE COPIED, DUPLICATED OR COMMERCIALLY EXPLOITED, IN WHOLE OR IN PART. THE DRAWINGS AND SPECIFICATIONS SHALL NOT BE USED BY THE OWNER ON OTHER PROJECTS, FOR ADDITIONS TO THIS PROJECT, OR FOR COMPLETION OF THIS PROJECT BY OTHERS. THE OWNER AGREES TO HOLD HARMLESS, INDEMNIFY AND DEFEND THE ARCHITECT AGAINST ALL DAMAGES, CLAIMS AND LOSSES, INCLUDING DEFENSE COSTS, ARISING OUT OF ANY REUSE OF THE PLANS AND SPECIFICAIONS WITHOUT THE WRITTEN AUTHORIZATION OF THE ARCHITECT OF RECORD.

CONSULTANTS

STRUCTURAL ENGINEER
DARIN FONG AND ASSOCIATES
3230 E. IMPERIAL HWY SUITE 302
BREA, CA 92821
DIRECT: 951-219-2849
EMAIL: DARIN@DFAENGINEERING.COM
ATTN: DARIN FONG

MECHANICAL ENGINEER
AIR CONTROL SYSTEMS INC.
1940 S. GROVE AVE.
ONTARIO, CA 91761
DIRECT: 949-450-1229
EMAIL: CWILLIAMS@AIRCONTROLSYSTEMS.NET
ATTN: CHAD WILLIAMS

ELECTRICAL ENGINEER
GREGG ELECTRIC
608 W. EMPORIA STREET
ONTARIO, CA 91762
DIRECT: 909-983-1794
EMAIL: JOHNB@GREGGELECTRIC.COM
ATTN: JOHN BRENNAN

PLUMBING ENGINEER
AMERICAN CONTRACTORS, INC.
404 WEST BLUERIDGE AVE.
ORANGE, CA 92865
DIRECT: 714-282-5700
ATTN: LAURA FANG
LAURA@ACIPLUMBING.COM

CIVIL ENGINEER
KIMLEY-HORN | 3801 UNIVERSITY AVE,
SUITE 300 RIVERSIDE, CA 92501
DIRECT: 619-744-0144|
MOBILE: 619-300-5087
ATTN: DAVIE COWAN
DAVIE.COWAN@KIMLEY-HORN.COM

GEOTECHNICAL ENGINEER
SOUTHERN CALIFORNIA GEOTECHNICAL
22885 SAVI RANCH PKWY SUITE E
YORBA LINDA, CA 92887
714-685-1115
EMAIL: RTRAZO@SOCALGEO.COM
ATTN: ROBERT G TRAZO

LOCUST GATEWAY
LOGISTICS CENTER

2125 W. LOWELL STREET
RIALTO CA 92377

Brookfield
Properties

2101 ROSECRANS
AVENUE, SUITE 6250
EL SEGUNDO, CALIFORNIA 90245

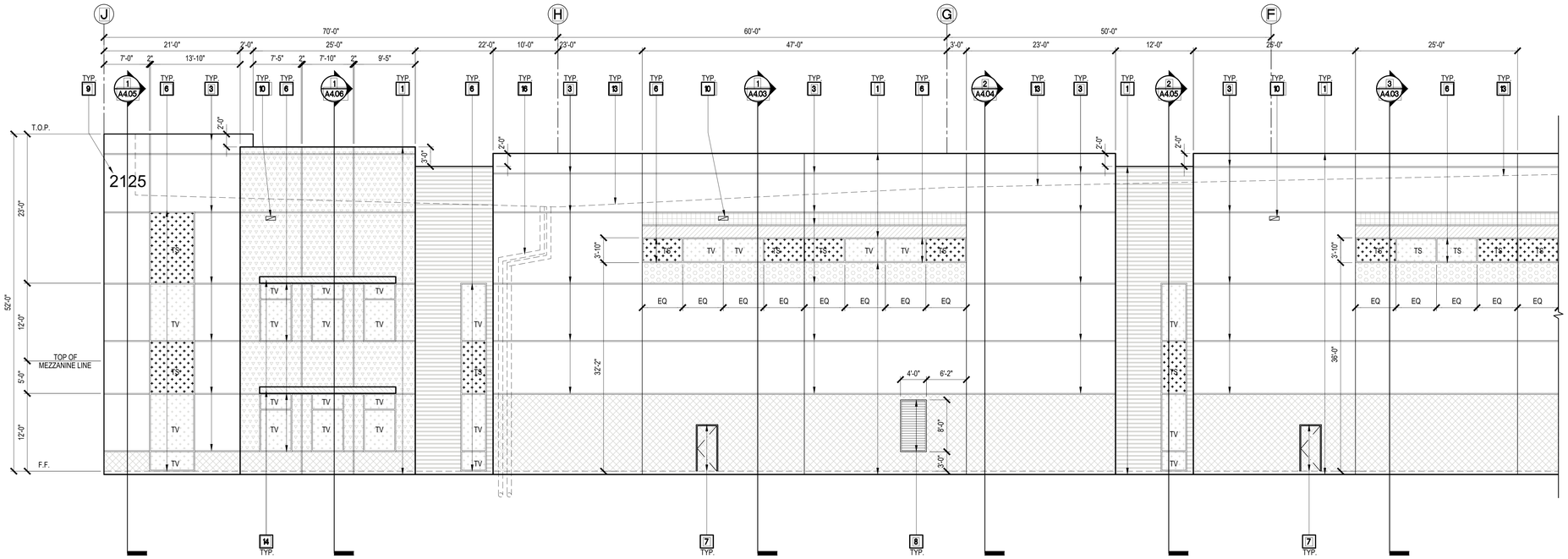
No.	ISSUANCE	DATE

JOB No.
23-013

DRAWN STEVE HONG | CHECKED STEVE HONG

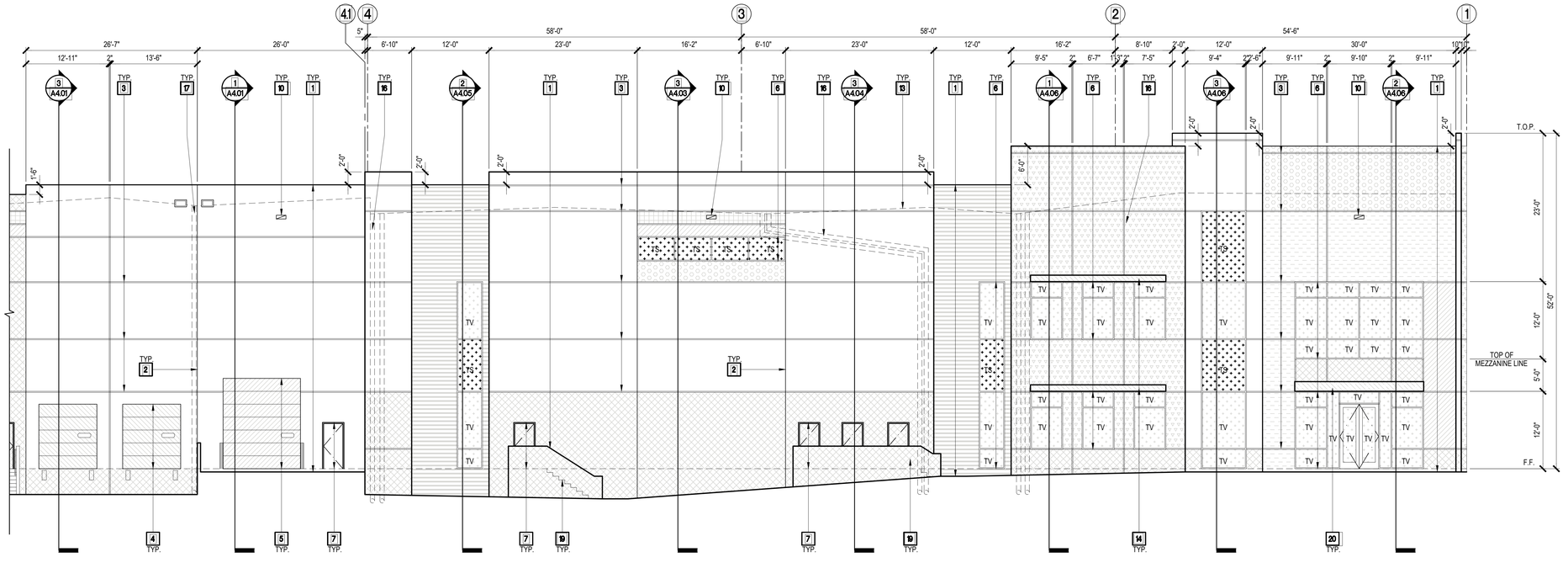
SHEET TITLE
ARCHITECTURAL
ELEVATIONS

SHEET NUMBER
A3.03



ENLARGED NORTH ELEVATION

SCALE 1/8" = 1'-0" | 1



ENLARGED EAST ELEVATION

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

GENERAL NOTES

1. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
3. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST WIND EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
4. TOP AND BACK SIDE OF PARAPETS TO HAVE SMOOTH SACKED FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
5. FOR SPANDREL GLAZING: ALLOYS SPACE BEHIND SPANDREL TO BREATH BY PROVIDING A MINIMUM 2" DIAMETER HOLE ON THE CORNER. DO NOT CORE DRILL, USE PVC PIPE DURING CASTING OF CONCRETE PANEL. REMOVE PVC AND SACK SMOOTH AND DAMAGES.
6. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
7. PROVIDE SINGLE COAT OF PRIMER (ROLLED ON) FOLLOWED UP WITH FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED ON. PROVIDE THIRD LAYER REQUIRED TO ACHIEVE FULL COLOR SATURATION AS REQUIRED.
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GLAZING LEGEND

TEMPERED VISION GLASS

TEMPERED CONCRETE BACKED SPANDREL GLASS
SINGLE PANE 1" VITROGLAZING VISTACOOL PACIFIC WITH HARMONY BLUE OPACI COAT

OFFICE / POTENTIAL OFFICE AREAS:
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WAREHOUSE GLAZING AREA:
SINGLE PANE ¼" VITROGLAZING VISTALCOOL PACIFICA.

COLOR / FINISH LEGEND

		CEE*COLORANT OZ 32 64 128
PAINTED CONCRETE - EXTERIOR PAINT SHERWIN WILLIAMS (CUSTOM MATCH) WINTER WHITE EXTRA WHITE BASE		L1 - 2 - - R2 - 1 - - Y1 - 1 - -
PAINTED CONCRETE - EXTERIOR PAINT SHERWIN WILLIAMS (CUSTOM MATCH) MORTAR GREY EXTRA WHITE BASE		B1 - 60 - - N1 - 38 - - R2 - 3 - -
PAINTED CONCRETE - EXTERIOR PAINT SHERWIN WILLIAMS (CUSTOM MATCH) ARCHITECTURE GREY ULTRADEEP BASE		B1 4 8 - - W1 6 25 - - R2 - 10 - - Y3 - 21 - -
PAINTED CONCRETE - EXTERIOR PAINT SHERWIN WILLIAMS (CUSTOM MATCH) EFFERVESCENT BLUE ULTRADEEP BASE		B1 - 10 - - W1 - 12 - - L1 8 35 - - R3 2 7 - -
WOOD SIDING NICHIHA VINTAGE WOOD FIBER CEMENT - CEDAR FOLLOW MFR RECOMMENDED INSTALLATION		
STONE VENEER - DEKTON TK06 MARMORIO BEAD BLAST SUBSTRATE (CONCRETE PANEL) AND PROVIDE POLYMER MODIFIED MORTAR ANSI A118.4 OR ANSI 118.15). FOLLOW MFR RECOMMENDED INSTALLATION		
HSS EYEBROW CANOPY - HIGH PERFORMANCE PAINTED SW 7005 PURE WHITE		
PAINTED CONCRETE - EXTERIOR PAINT SHERWIN WILLIAMS (CUSTOM MATCH) PALE BLUE EXTRA WHITE BASE		L1 - 22 1 1 R3 - 10 - -
PAINTED CONCRETE - EXTERIOR PAINT SHERWIN WILLIAMS (CUSTOM MATCH) FOGGY DAY EXTRA WHITE BASE		B1 - 15 - - N1 - 10 - - R2 - 1 - -

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SKH ARCHITECT
STEVE K HONG ARCHITECT
4000 WESTERLY PLACE SUIT 100
NEWPORT BEACH CALIFORNIA 92660
PROJECT MANAGER: STEVE HONG
714 - 822 - 1171, STEVE@SKHARCHITECT.COM

LICENSED ARCHITECT STEVE K. HONG NO. C-33677 REN 12/31/22 STATE OF CALIFORNIA

THESE DRAWINGS ARE THE PROPERTY OF THE ARCHITECT. THE DESIGNS SHOWN AND DESCRIBED HEREIN INCLUDING ALL TECHNICAL DRAWING ARE PROPRIETARY AND CANNOT BE COPIED, DUPLICATED OR COMMERCIALLY EXPLOITED, IN WHOLE OR IN PART. THE DRAWINGS AND SPECIFICATIONS SHALL NOT BE USED BY THE OWNER ON OTHER PROJECTS, FOR ADDITIONS TO THIS PROJECT, OR FOR COMPLETION OF THIS PROJECT BY OTHERS. THE OWNER AGREES TO HOLD HARMLESS, INDEMNITY AND DEFEND THE ARCHITECT AGAINST ALL DAMAGES, CLAIMS AND LOSSES, INCLUDING DEFENSE COSTS, ARISING OUT OF ANY REUSE OF THE PLANS AND SPECIFICAIIONS WITHOUT THE WRITTEN AUTHORIZATION OF THE ARCHITECT OF RECORD.

CONSULTANTS

STRUCTURAL ENGINEER
DARIN FONG AND ASSOCIATES
3230 E. IMPERIAL HWY SUITE 302
BREA, CA 92821
DIRECT: 951-219-2849
EMAIL: DARIN@DFAENGINEERING.COM
ATTN: DARIN FONG

MECHANICAL ENGINEER
AIR CONTROL SYSTEMS INC.
1940 S. GROVE AVE.
ONTARIO, CA 91761
DIRECT: 949-450-1229
EMAIL: CWILLIAMS@AIRCONTROLSYSTEMS.NET
ATTN: CHAD WILLIAMS

ELECTRICAL ENGINEER
GREGG ELECTRIC
608 W. EMPORIA STREET
ONTARIO, CA 91762
DIRECT: 909-983-1794
EMAIL: JOHNB@GREGGELECTRIC.COM
ATTN: JOHN BRENNAN

PLUMBING ENGINEER
AMERICAN CONTRACTORS, INC.
404 WEST BLUERIDGE AVE.
ORANGE, CA 92865
DIRECT: 714-282-5700
ATTN: LAURA FANG
LAURA@ACIPLUMBING.COM

CIVIL ENGINEER
KIMLEY-HORN | 3801 UNIVERSITY AVE,
SUITE 300 RIVERSIDE, CA 92501
DIRECT: 619-744-0144|
MOBILE: 619-300-5087
ATTN: DAVIE COWAN
DAVIE.COWAN@KIMLEY-HORN.COM

GEOTECHNICAL ENGINEER
SOUTHERN CALIFORNIA GEOTECHNICAL
22885 SAVI RANCH PKWY SUITE E
YORBA LINDA, CA 92887
714-685-1115
EMAIL: RTRAZO@SOCALGEO.COM
ATTN: ROBERT G TRAZO

LOCUST GATEWAY LOGISTICS CENTER

2125 W. LOWELL STREET
RIALTO CA 92377

Brookfield Properties

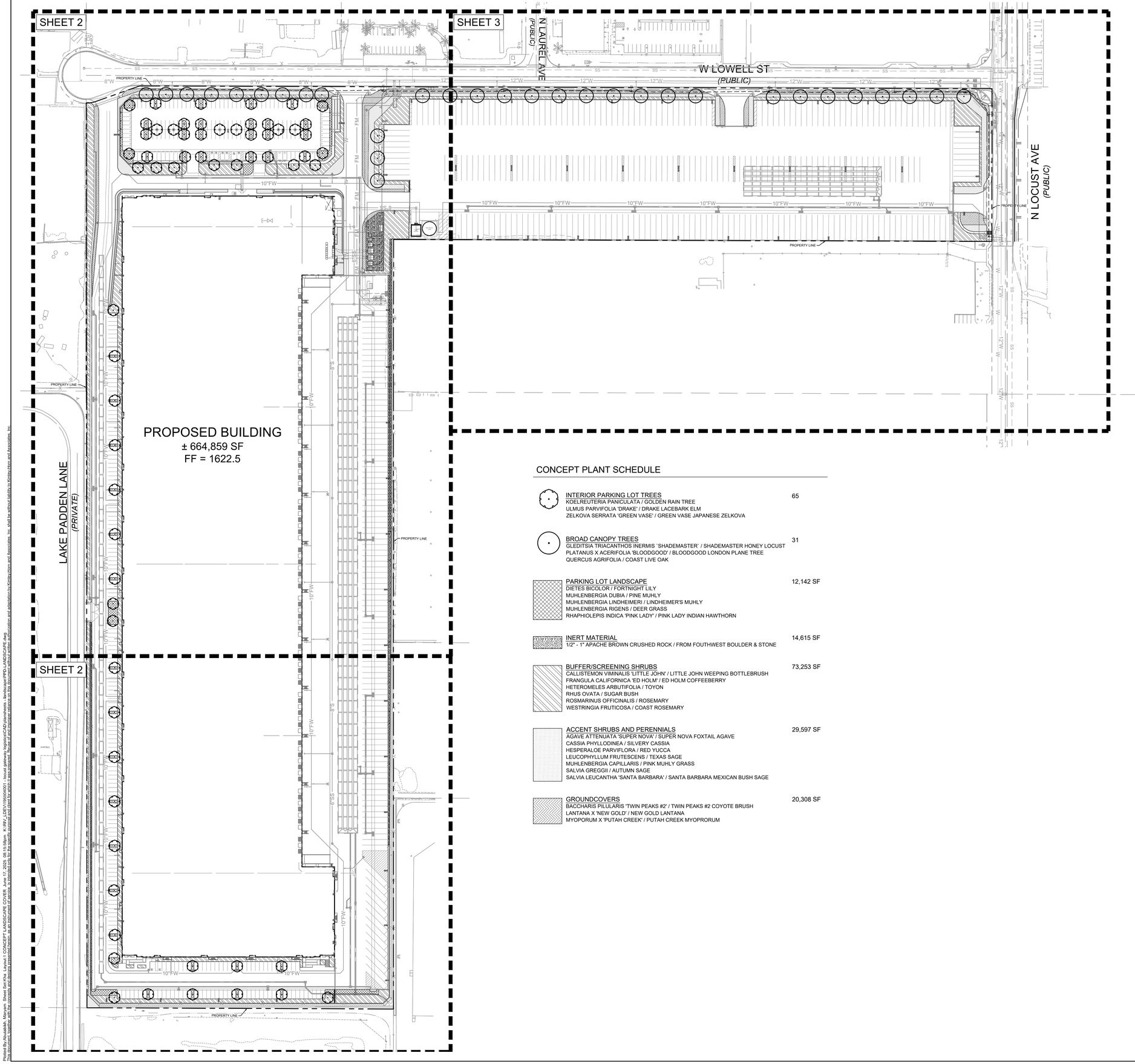
2101 ROSECRANS AVENUE, SUITE 6250
EL SEGUNDO, CALIFORNIA 90245

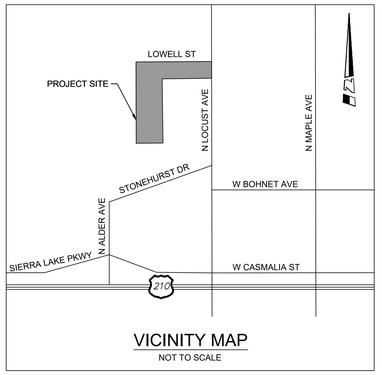
No.	ISSUANCE	DATE

JOB No. 23-013
DRAWN STEVE HONG
CHECKED STEVE HONG

SHEET TITLE
ARCHITECTURAL ELEVATIONS

SHEET NUMBER
A3.04





VICINITY MAP
NOT TO SCALE

CONCEPT PLANT SCHEDULE

INTERIOR PARKING LOT TREES — 65
KOELREUTERIA PANICULATA / GOLDEN RAIN TREE
ULMUS PARVIFOLIA 'DRAKE' / DRAKE LACEBARK ELM
ZELKOVA SERRATA 'GREEN VASE' / GREEN VASE JAPANESE ZELKOVA

BROAD CANOPY TREES — 31
GLEDITSIA TRIACANTHOS INERMIS 'SHADEMASTER' / SHADEMASTER HONEY LOCUST
PLATANUS X ACERIFOLIA 'BLOODGOOD' / BLOODGOOD LONDON PLANE TREE
QUERCUS AGRIFOLIA / COAST LIVE OAK

PARKING LOT LANDSCAPE — 12,142 SF
DIETES BICOLOR / FORTNIGHT LILY
MUHLENBERGIA DUBIA / PINE MUHLY
MUHLENBERGIA LINDHEIMERI / LINDHEIMER'S MUHLY
MUHLENBERGIA RIGENS / DEER GRASS
RHAPHIOLEPIS INDICA 'PINK LADY' / PINK LADY INDIAN HAWTHORN

INERT MATERIAL — 14,615 SF
1/2" - 1" APACHE BROWN CRUSHED ROCK / FROM FOUTHWEST BOULDER & STONE

BUFFER/SCREENING SHRUBS — 73,253 SF
CALLISTEMON VIMINALIS 'LITTLE JOHN' / LITTLE JOHN WEEPING BOTTLEBRUSH
FRANGULA CALIFORNICA 'ED HOLM' / ED HOLM COFFEEBERRY
HETEROMELES ARBUTIFOLIA / TOYON
RHUS OVATA / SUGAR BUSH
ROSMARINUS OFFICINALIS / ROSEMARY
WESTRINGIA FRUTICOSA / COAST ROSEMARY

ACCENT SHRUBS AND PERENNIALS — 29,597 SF
AGAVE ATTENUATA 'SUPER NOVA' / SUPER NOVA FOXTAIL AGAVE
CASSIA PHYLLODINEA / SILVERY CASSIA
HESPERALOE PARVIFLORA / RED YUCCA
LEUCOPHYLLUM FRUTESCENS / TEXAS SAGE
MUHLENBERGIA CAPILLARIS / PINK MUHLY GRASS
SALVIA GREGGII / AUTUMN SAGE
SALVIA LEUCANTHA 'SANTA BARBARA' / SANTA BARBARA MEXICAN BUSH SAGE

GROUNDCOVERS — 20,308 SF
BACCHARIS PILULARIS 'TWIN PEAKS #2' / TWIN PEAKS #2 COYOTE BRUSH
LANTANA X 'NEW GOLD' / NEW GOLD LANTANA
MYOPORUM X 'PUTAH CREEK' / PUTAH CREEK MYOPRORUM

Sheet List Table	
Sheet Number	Sheet Title
1	OVERALL CONCEPT LANDSCAPE PLAN
2	CONCEPT LANDSCAPE PLAN
3	CONCEPT LANDSCAPE PLAN

LANDSCAPE NOTE:

THE SELECTION OF PLANT MATERIAL IS BASED ON CLIMATIC, AESTHETIC, AND MAINTENANCE CONSIDERATIONS. ALL PLANTING AREAS SHALL BE PREPARED WITH APPROPRIATE SOIL AMENDMENTS, FERTILIZERS AND APPROPRIATE SUPPLEMENTS BASED UPON A SOILS REPORT FROM AN AGRICULTURAL SUITABILITY SOIL SAMPLE TAKEN FROM THE SITE. DECOMPOSED GRANITE SHALL FILL IN BETWEEN SHRUBS TO SHIELD THE SOIL FROM THE SUN, EVAPOTRANSPIRATION, AND RUN-OFF. ALL SHRUB BEDS SHALL BE MULCHED TO A 3" DEPTH TO HELP CONSERVE WATER, LOWER SOIL TEMPERATURE, AND REDUCE WEED GROWTH. THE SHRUBS SHALL BE ALLOWED TO GROW IN THEIR NATURAL FORMS. ALL LANDSCAPE IMPROVEMENTS SHALL FOLLOW THE GUIDELINES SET FORTH BY THE CITY OF RIALTO MUNICIPAL CODE.

IRRIGATION NOTE:

AN AUTOMATIC IRRIGATION SYSTEM SHALL BE INSTALLED TO PROVIDE 100% COVERAGE FOR ALL PLANTING AREAS SHOWN ON THE PLAN. THE WATER SUPPLY FOR THIS SITE IS A POTABLE WATER CONNECTION AND A DEDICATED IRRIGATION METER WILL BE PROVIDED. LOW VOLUME EQUIPMENT SHALL PROVIDE SUFFICIENT WATER FOR PLANT GROWTH WITH NO WATER LOSS DUE TO WATER CONTROLLERS, AND OTHER NECESSARY IRRIGATION EQUIPMENT. ALL POINT SOURCE SYSTEM SHALL BE ADEQUATELY FILTERED AND REGULATED PER THE MANUFACTURER'S RECOMMENDED DESIGN PARAMETERS. ALL IRRIGATION IMPROVEMENTS SHALL FOLLOW THE GUIDELINES SET FORTH BY THE CITY OF RIALTO MUNICIPAL CODE.

I HAVE COMPLIED WITH THE CRITERIA OF THE WATER EFFICIENT LANDSCAPE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE AND IRRIGATION DESIGN PLAN.

MICHAEL P. MADSEN, LLA 5798

LANDSCAPE AREA	
SITE AREA	1,737,752.88 SF
SITE ACREAGE	39.89 ACRES
LANDSCAPE AREA	160,491 SF
LANDSCAPE AREA PERCENTAGE	9.20%

PARKING LOT LANDSCAPE

PARKING LOT LANDSCAPE REQUIREMENTS

10% PARKING AREA TO BE LANDSCAPED

PARKING AREA =	57,195 SF
PARKING LANDSCAPE AREA =	12,142 SF
PROVIDED LANDSCAPE AREA PERCENTAGE =	21.2%

PARKING LOT TREES

PARKING LOT TREE REQUIREMENTS

1 TREE PROPOSED FOR EVERY 5 PARKING SPACES

366 PARKING SPACES / 5 PER TREE =	74 TREES
PROVIDED =	74 TREES

*BASED ON RIALTO OFFICE, COMMERCIAL AND INDUSTRIAL DESIGN STANDARDS CHAPTER 18.58.030

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MICHAEL P. MADSEN
PLA No. 5798 Date 5/17/2025

KHA PROJECT 193001
DATE 6/17/2025
SCALE AS SHOWN
DESIGNED BY MA
DRAWN BY MA
CHECKED BY LD

CONCEPT LANDSCAPE PLAN - PPD

OVERALL CONCEPT LANDSCAPE PLAN

LOCUST GATEWAY LOGISTICS CENTER
PREPARED FOR
BROOKFIELD PROPERTIES, LLC
CITY OF RIALTO CA

SHEET NUMBER
1 OF 3

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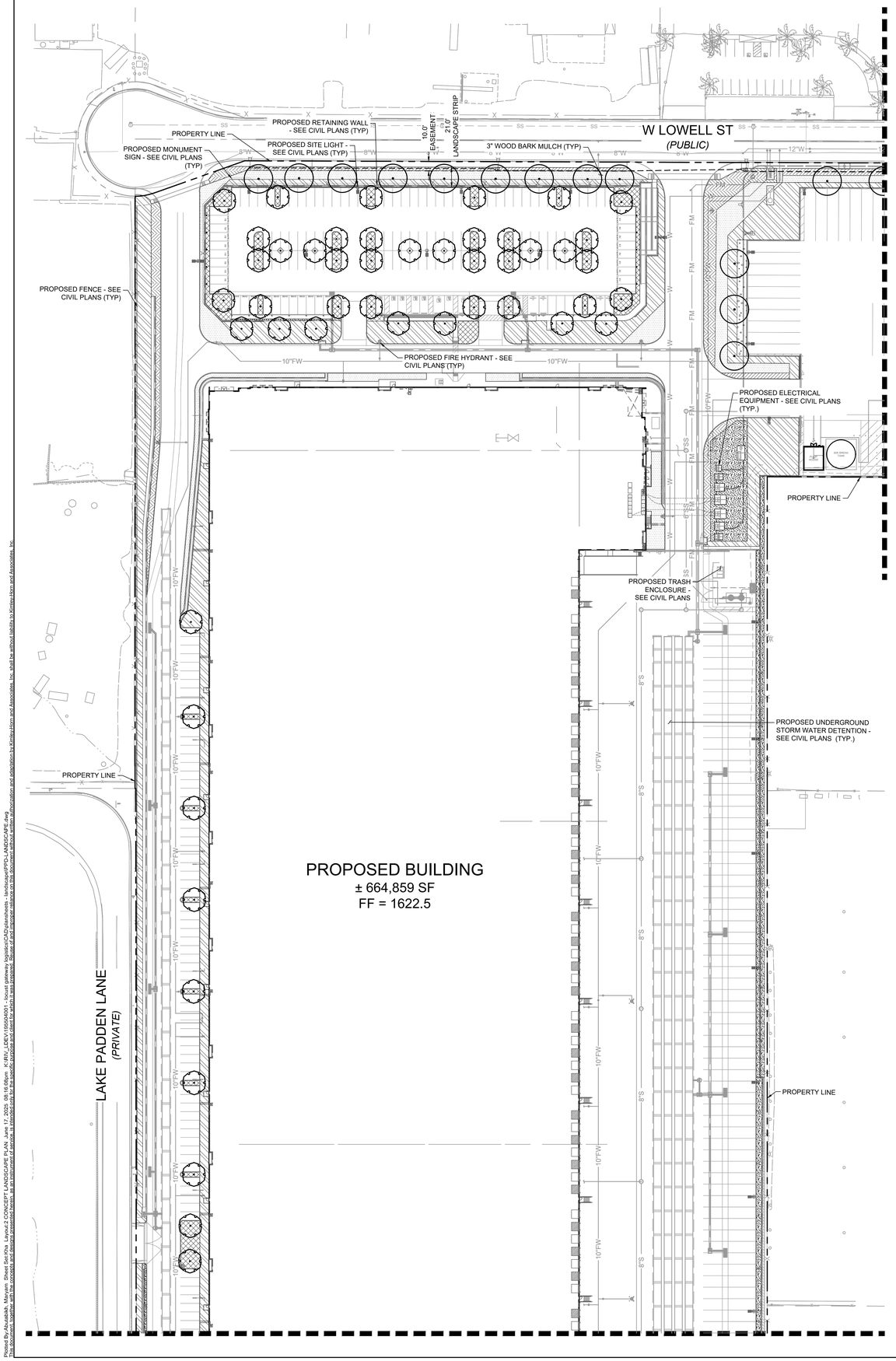

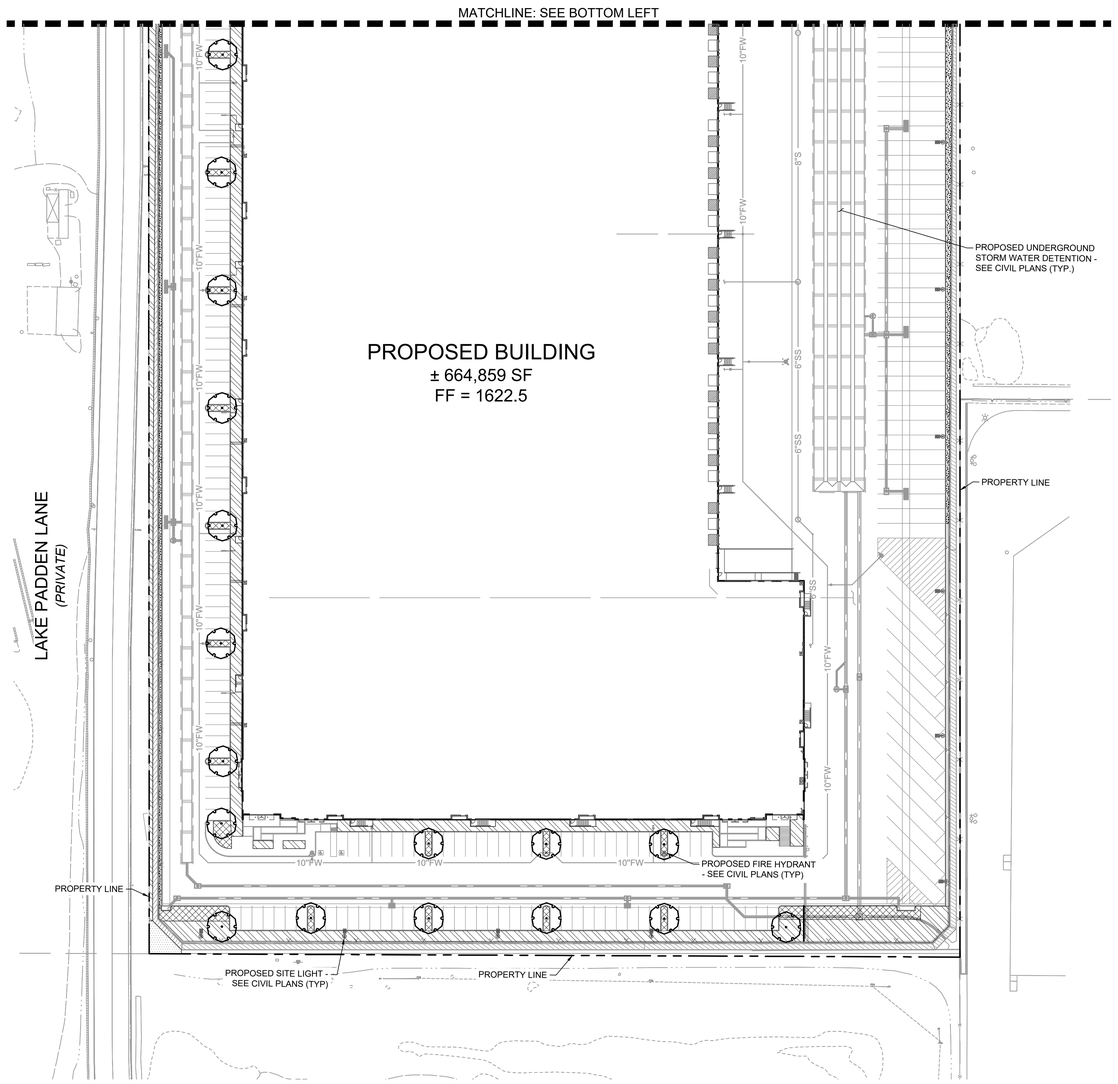

CONCEPT PLANT SCHEDULE

	INTERIOR PARKING LOT TREES KOELREUTERIA PANICULATA / GOLDEN RAIN TREE ULMUS PARVIFOLIA 'DRAKE' / DRAKE LACEBARK ELM ZELKOVA SERRATA 'GREEN VASE' / GREEN VASE JAPANESE ZELKOVA	65
	BROAD CANOPY TREES GLEDITSIA TRIACANTHOS INERMIS `SHADEMASTER` / SHADEMASTER HONEY LOCUST PLATANUS X ACERIFOLIA 'BLOODGOOD' / BLOODGOOD LONDON PLANE TREE QUERCUS AGRIFOLIA / COAST LIVE OAK	31
	PARKING LOT LANDSCAPE DIETES BICOLOR / FORTNIGHT LILY MUHLENBERGIA DUBIA / PINE MUHLY MUHLENBERGIA LINDHEIMERI / LINDHEIMER'S MUHLY MUHLENBERGIA RIGENS / DEER GRASS RHAPHIOLEPIS INDICA 'PINK LADY' / PINK LADY INDIAN HAWTHORN	12,142 SF
	INERT MATERIAL 1/2" - 1" APACHE BROWN CRUSHED ROCK / FROM FOUTHWEST BOULDER & STONE	14,615 SF
	BUFFER/SCREENING SHRUBS CALLISTEMON VIMINALIS 'LITTLE JOHN' / LITTLE JOHN WEEPING BOTTLEBRUSH FRANGULA CALIFORNICA 'ED HOLM' / ED HOLM COFFEEBERRY HETEROMELES ARBUTIFOLIA / TOYON RHUS OVATA / SUGAR BUSH ROSMARINUS OFFICINALIS / ROSEMARY WESTRINGIA FRUTICOSA / COAST ROSEMARY	73,253 SF
	ACCENT SHRUBS AND PERENNIALS AGAVE ATTENUATA 'SUPER NOVA' / SUPER NOVA FOXTAIL AGAVE CASSIA PHYLLODINEA / SILVERY CASSIA HESPERALOE PARVIFLORA / RED YUCCA LEUCOPHYLLUM FRUTESCENS / TEXAS SAGE MUHLENBERGIA CAPILLARIS / PINK MUHLY GRASS SALVIA GREGGII / AUTUMN SAGE SALVIA LEUCANTHA 'SANTA BARBARA' / SANTA BARBARA MEXICAN BUSH SAGE	29,597 SF
	GROUNDCOVERS BACCHARIS PILULARIS 'TWIN PEAKS #2' / TWIN PEAKS #2 COYOTE BRUSH LANTANA X 'NEW GOLD' / NEW GOLD LANTANA MYOPORUM X 'PUTAH CREEK' / PUTAH CREEK MYOPRORUM	20,308 SF

NORTH

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PHONE: 619-234-9411
WWW.KIMLEY-HORN.COM

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LICENSED ENGINEER MICHAEL P. MADSEN
P.L.A. No. 5798 Date 5/17/2025

KHA PROJECT 195045001
DATE 6/17/2025
SCALE AS SHOWN
DESIGNED BY MA
DRAWN BY MA
CHECKED BY LD

CONCEPT LANDSCAPE PLAN - PPD

CONCEPT LANDSCAPE PLAN

LOCUST GATEWAY LOGISTICS CENTER
PREPARED FOR
BROOKFIELD PROPERTIES, LLC
CITY OF RIALTO CA

SHEET NUMBER
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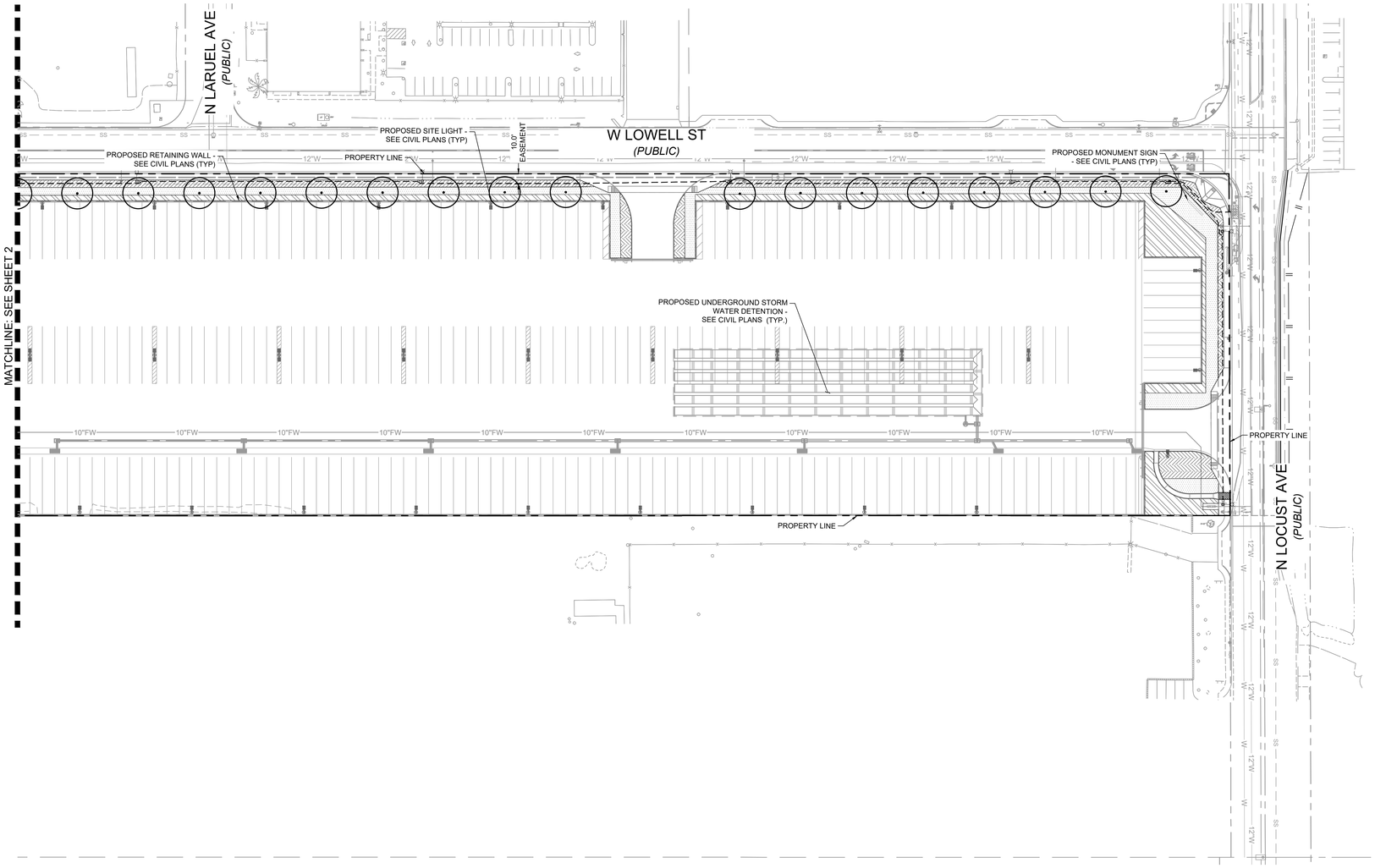

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	BUFFER/SCREENING SHRUBS CALLISTEMON VIMINALIS 'LITTLE JOHN' / LITTLE JOHN WEEPING BOTTLEBRUSH FRANGULA CALIFORNICA 'ED HOLM' / ED HOLM COFFEEBERRY HETEROMELES ARBUTIFOLIA / TOYON RHUS OVATA / SUGAR BUSH ROSMARINUS OFFICINALIS / ROSEMARY WESTRINGIA FRUTICOSA / COAST ROSEMARY	73,253 SF
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	GROUNDCOVERS BACCHARIS PILULARIS 'TWIN PEAKS #2' / TWIN PEAKS #2 COYOTE BRUSH LANTANA X 'NEW GOLD' / NEW GOLD LANTANA MYOPORUM X 'PUTAH CREEK' / PUTAH CREEK MYOPRORUM	20,308 SF

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401 B STREET, SUITE 600, SAN DIEGO, CA 92101
PHONE: 619-234-9411
WWW.KIMLEY-HORN.COM

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MICHAEL P. MADSEN
PLA No. 5798 Date 5/17/2025

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CONCEPT LANDSCAPE PLAN - PPD

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LOCUST GATEWAY LOGISTICS CENTER
PREPARED FOR
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Transportation Impact Study

for the Proposed

Locust Gateway Logistics Center

In the City of Rialto

Prepared for:

Brookfield Properties

December 2025

Kimley»Horn

TRAFFIC IMPACT ANALYSIS
FOR THE PROPOSED
LOCUST GATEWAY LOGISTICS CENTER
IN THE CITY OF RIALTO

Prepared by:

Kimley-Horn and Associates, Inc.
1100 Town and Country Rd, Suite 700
Orange, California 92868

December 2025

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TRAFFIC IMPACT STUDY
FOR THE PROPOSED
LOCUST GATEWAY LOGISTICS CENTER
IN THE CITY OF RIALTO

I. INTRODUCTION

A. Purpose of the TIA and Study Objectives

This Traffic Impact Analysis has been prepared to address the traffic-related effects of the proposed warehouse project located at Lowell Street and Locust Avenue in the City of Rialto.

This study has been conducted in accordance with the traffic study requirements of the City of Rialto, based on the City's *Traffic Impact Analysis Report Guidelines and Requirements* (October 2021), and in accordance with San Bernardino Association of Governments (SANBAG) Congestion Management Program (CMP) requirements.

This report includes a description of existing traffic conditions in the surrounding area, estimated project trip generation and distribution, future traffic growth, and an assessment of project-related effect on the roadway system. Where necessary, circulation system improvements have been identified to achieve acceptable intersection operation within the vicinity of the project.

The project will be evaluated for the following study scenarios:

- Existing Conditions
- Opening Year 2026 (Existing Plus Growth)
- Opening Year 2026 (Existing Plus Growth) Plus Project
- Opening Year 2026 Cumulative
- Opening Year 2026 Cumulative Plus Project
- Horizon Year 2040
- Horizon Year 2040 Plus Project

B. Site Plan Location and Study Area

The project is located at the southwest corner of the intersection of Lowell Street and Locust Avenue in the City of Rialto. The project site (approximately 40 acres) is bounded on all sides by industrial uses. The project site is shown in its regional setting on Figure 1. The project site is located within the Rialto Airport Specific Plan (RASP, Specific Plan) area.

FIGURE 1
VICINITY MAP

C. Development Project Identification

Pending.

D. Development Project Description

The project will involve the construction of a 665,410 square-feet (SF) warehouse building on a vacant parcel. A copy of the project site plan is provided on Figure 2.

The site is located within the Rialto Airport Specific Plan, which is generally bounded by Casa Grande Drive to the north with a small portion (east of Locust Avenue) extending north to Riverside Avenue, Base Line Road to the south, Locust and Cactus Avenues to the east, and Mango and Palmetto Avenues to the west. The Rialto Airport Specific Plan area covers 3,131 acres and is approved for a variety of land uses, including residential, commercial, mixed-use, industrial, public facilities, recreation, and open space uses. The Specific Plan was anticipated for build-out in phases, over a 30-year-plus period. The Specific Plan was approved in November 1997. Four amendments to the Specific Plan were approved, with the latest amendment in November 2010. The project site area is zoned for General Manufacturing (I-GM) in the Rialto Airport Specific Plan Land Use Map.

Vehicular access provisions for the project site would consist of the following:

- One proposed full-movement unsignalized passenger car driveway on Lowell Street, northwest corner of the site
- One proposed full-movement unsignalized passenger car and truck driveway on Lowell Street, north of the site
- One proposed full-movement unsignalized truck driveway on Lowell Street, northeast corner of the site
- One proposed full-movement unsignalized truck driveway on Locust Avenue, east of the site
- One proposed full-movement unsignalized passenger car driveway on Lake Padden Lane, west of the site, emergency access only
- One proposed full-movement unsignalized passenger car and truck driveway on Lake Padden Lane, southwest corner of the site, emergency access only

The proposed opening year for the project is Year 2026. The project will be developed in a single project phase. The project site is located approximately 1 mile from the City of Rialto's border with the City of Fontana.

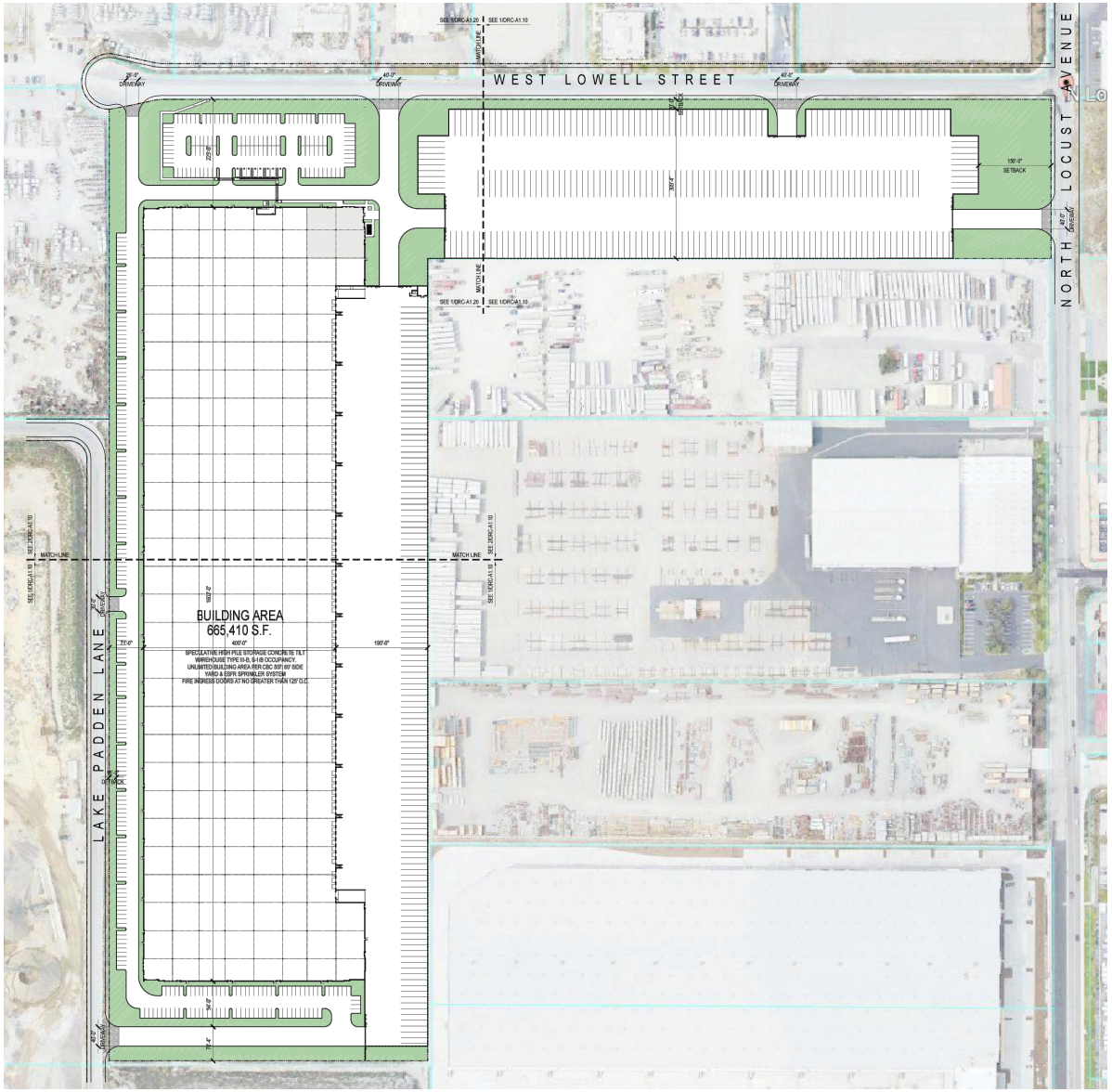

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FIGURE 2
PROJECT SITE PLAN

E. Analysis Methodology

1. Intersection Analysis – HCM Methodology

Peak hour intersection operations at unsignalized intersections were evaluated using the methods prescribed in the Highway Capacity Manual (HCM) 7th Edition, consistent with the requirements of the City of Rialto and the San Bernardino County CMP.

The City of Rialto guidelines require analysis of traffic operations to be based on the vehicular delay methodologies of the HCM (Transportation Research Board Special Report 209). Intersection analysis for the proposed project has been accomplished using the Synchro traffic software program and using the specified input parameters outlined in the City's *Traffic Impact Analysis Report Guidelines and Requirements*.

Per the HCM Methodology, Level of Service (LOS) for signalized intersections is defined in terms of average vehicle delay. Specifically, LOS criteria are stated in terms of the average control delay per vehicle for the peak 15-minute period within the hour analyzed. The chart on the following page provides a description of the operating characteristics of each Level of Service and define the LOS in terms of average seconds of delay for signalized and unsignalized intersections.

2. Level of Service Standards and Measure of Significance

The City of Rialto, per the City of Rialto 2010 General Plan Update, establishes minimum Level of Service standards. According to Policy 4-1.20 of the General Plan document, the City requires that signalized intersections operate at LOS D or better during the morning and evening peak hours. The City's Traffic Study Guidelines require new developments to mitigate effects that cause the Level of Service to fall below LOS D, or cause the peak hour delay to increase 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 second

The City's traffic study guidelines require unsignalized intersections to operate with no vehicular movement having an average delay exceeding 120 seconds during the morning and evening peak hours.

LEVEL OF SERVICE DESCRIPTIONS HCM METHODOLOGY			
LOS	Average Delay (sec / vehicle)		Description
	Signalized	Unsignalized	
A	< 10.0	< 10.0	LOS A represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.
B	> 10.0 - 20.0	> 10.0 - 15.0	LOS B represents stable flow, but the presence of others in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.
C	> 20.0 - 35.0	> 15.0 - 25.0	LOS C is in the range of stable flow, but marks the beginning of operation in which individual users become affected by interaction with others in the traffic stream.
D	> 35.0 - 55.0	> 25.0 - 35.0	LOS D represents high-density, but stable flow. Speed and freedom to maneuver are restricted, and the driver experiences a generally poor level of comfort and convenience.
E	> 55.0 - 80.0	> 35.0 - 50.0	LOS E represents operating conditions at or near the capacity of the intersection. All speeds are reduced to a low, but relatively uniform level. Small increases in flow will cause breakdowns in traffic movement.
F	> 80.0	> 50.0	LOS F represents forced, or breakdown flow. This condition occurs when the amount of traffic approaching the intersection exceeds the volume which can pass through the intersection, resulting in queues and congestion.

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED AND UNSIGNALIZED INTERSECTIONS		
Level of Service	Signalized Intersection (Average delay per vehicle, in seconds) [1]	Unsignalized Intersections (Average delay per vehicle, in seconds) [2]
A	≤ 10	0 – 10
B	> 10 – 20	> 10 – 15
C	> 20 – 35	> 15 – 25
D	> 35 – 55	> 25 – 35
E	> 55 – 80	> 35 – 50
F	> 80	> 50

[1] Source: Highway Capacity Manual (HCM 7th Edition), Exhibit 19-8.
[2] Source: Highway Capacity Manual (HCM 7th Edition), Exhibits 20-2.

3. Roadway Segment Analysis

The roadway segment analysis will address the project's effect on daily operating conditions on roadway segments within the project vicinity. Roadway segments are evaluated by comparing the daily traffic volume on a roadway segment to the daily capacity of that segment, to determine the volume-to-capacity (v/c) ratio. Daily capacity is based on the roadway classification, as shown in the following chart.

CITY OF RIALTO ROADWAY CAPACITY (1)				
Roadway Classification	No. of Lanes	Two-Way Traffic Volume (ADT)(2)		
		Service Level **C**	Service Level **D**	Service Level **E**
Local	2	2,500-2,799	2,800-3,099	3,100 +
Collector (60' or 64')	2	9,900-11,199	11,200-12,499	12,500 +
Industrial (45')	2	9,900-11,199	11,200-12,499	12,500 +
Arterial(3)	2	14,400-16,199	16,200-17,999	18,000 +
Secondary Highway	4	16,900-19,399	19,400-21,999	22,000 +
Modified Arterial (100')	4	26,200-29,599	29,600-32,999	33,000 +
Arterial (120')	6	38,700-44,099	44,100-49,499	49,500 +

Notes:
(1) All capacity figures are based on optimum conditions and are intended as guidelines for planning purposes only
(2) Maximum two-way ADT values are based on the 1999 Modified Highway Capacity Manual Level of Service Tables.
(3) Two-lane roads designated as future arterials that conform to arterial design standards for vertical and horizontal alignments are analyzed as arterials.

Source: City of Rialto *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (LOS)* (2021)

II. AREA CONDITIONS

A. Identify Study Area and Intersections

This traffic study includes documentation of existing conditions, analysis of cumulative traffic conditions, and identification of project-related effects at the following study intersections:

1. Locust Avenue at Riverside Avenue
2. Locust Avenue at Casa Grande Drive
3. Locust Avenue at Lowell Street
4. Locust Avenue at Casmalia Street
5. Locust Avenue at Renaissance Parkway
6. Alder Avenue at Casmalia Street
7. Alder Avenue at SR-210 WB Ramps
8. Alder Avenue at SR-210 EB Ramps

The analysis also evaluates the following future project driveways. It should be noted that there are six total driveways for this project. However, two unsignalized driveways along Lake Padden Lane will be emergency access only. To provide a conservative assessment of this project's traffic influence on Lowell Street and onto Locust Avenue, project trips were not assumed to have access onto Lake Padden Lane in the analysis.

D1. Lowell Street at Project Driveway 1
D2. Lowell Street at Project Driveway 2
D3. Lowell Street at Project Driveway 3
D4. Locust Avenue at Project Driveway 4

In addition, the following roadway segments were analyzed:

- Locust Avenue: Lowell Street to Persimmon Avenue
- Casmalia Street: Locust Avenue to Laurel Avenue
- Riverside Avenue: Alder Avenue to Locust Avenue

The study locations were established in conjunction with City staff through the Scoping Agreement process (Exhibit B of the City of Rialto *Traffic Impact Analysis Report Guidelines and Requirements*). A copy of the approved Scoping Agreement is provided in *Appendix A*.

B. Description of Existing Roads, Traffic Control, and Intersection Geometrics

Regional access to the site is provided primarily by State Route 210 (SR-210) Freeway, approximately 1 mile to the south of the project site. In addition, the Interstate 15 (I-15) Freeway is located approximately 4.0 miles to the west of the site, the Interstate 215 (I-215) Freeway is approximately 4.0 miles to the east of the site, and Interstate 10 (I-10) Highway is approximately 6.0 miles to the south.

Existing lane configurations and intersection controls at the study intersections are shown on Figure 3. The following provides a description of the roadways surrounding the project site.

Casmalia Street – Casmalia Street is designated as a Secondary Arterial in the Renaissance Specific Plan Amendment, which provides four travel lanes with a bike lane in each direction and a raised median in the project vicinity. Casmalia Street extends in an east-west orientation through and beyond the boundaries of the City of Rialto. Casmalia Street is a truck route between Sierra Avenue and Ayala Drive, with truck access restricted to local deliveries to the west of Alder Avenue. The posted speed limit on Casmalia Street is 55 mph.

Alder Avenue – Alder Avenue is designated as a Major Arterial in the Renaissance Specific Plan Amendment, which provides four travel lanes, a bike lane in each direction, and a raised or painted median in the project vicinity. Alder Avenue extends in a north-south orientation through and beyond the boundaries of the City of Rialto. Alder Avenue is a truck route between Baseline Road to Casa Grande Drive. The posted speed limit on Alder Avenue is 50 mph.

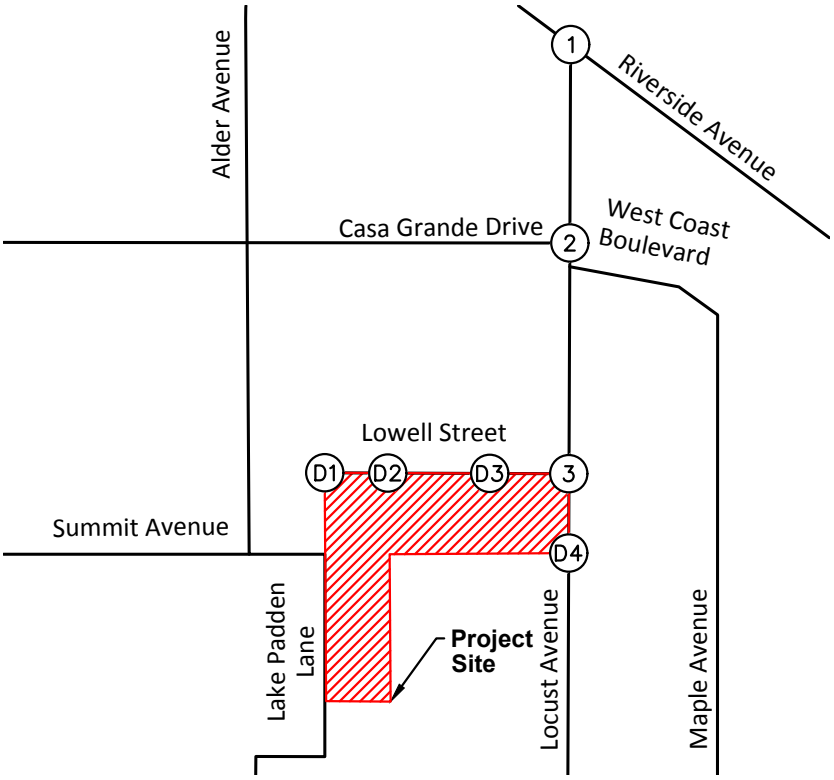
Renaissance Parkway – Renaissance Parkway is located approximately 0.3-miles south of the project site, and is designated as a Major Arterial, with four travel lanes, a bike lane in each direction, and a raised center median. Renaissance Parkway extends in an east-west orientation through and beyond the boundaries of the City of Rialto, changing to Highland Avenue to the west and Easton Street to the east. Renaissance Parkway connects with a number of north-south streets that have interchanges with the SR-210 Freeway to the north, and the I-10 Freeway to the south. Renaissance Parkway is a truck route between Alder Avenue and Locust Avenue, and east of Ayala Drive; with truck access restricted to local deliveries between Locust Avenue and Ayala Drive, and west of Alder Avenue. The posted speed limit on Renaissance Parkway is 50 mph.

Locust Avenue – Locust Avenue is located approximately 0.5-miles east of the project site, and is designated as a Secondary Arterial, with four travel lanes and is undivided. Locust Avenue extends in a north-south orientation through and beyond the boundaries of the City of Rialto. Locust Avenue is a truck route between Baseline Road to Renaissance Parkway and from Casmalia Street to Riverside Avenue. The posted speed limit on Locust Avenue is 45 mph.

Laurel Avenue – Laurel Avenue is located approximately 0.2 miles east of the project site, and is designated as a Secondary Arterial, with two travel lanes and is undivided. Laurel Avenue extends in a north-south orientation through and beyond the boundaries of the City of Rialto. The posted speed limit is 30 mph.

Riverside Avenue – Riverside Avenue is currently a four- to six-lane north-south roadway divided by a painted median through the study area. The posted speed limit is 55 mph and on-street parking is prohibited on both sides of the roadway. Riverside Avenue is designated as a Modified Major Arterial II between San Bernardino Avenue and Slover Avenue, and a Modified Arterial I between Slover Avenue and the southern City boundary in the City's Circulation Element. The ultimate configuration will also accommodate a bike lane on each side of the roadway. Riverside Avenue is a designated truck route for its entire length within the Agua Mansa Specific Plan. Riverside Avenue provides direct access to the I-10 Freeway interchange to the north of the project site.

Casa Grande Drive – Casa Grande Drive is located approximately 0.5 miles north of the project site with two travel lanes divided by a painted median and bike lane in each direction. Casa Grande is designated as a Secondary Arterial and spans between N Locust Avenue and Citrus Avenue. The posted speed limited is 50 mph.



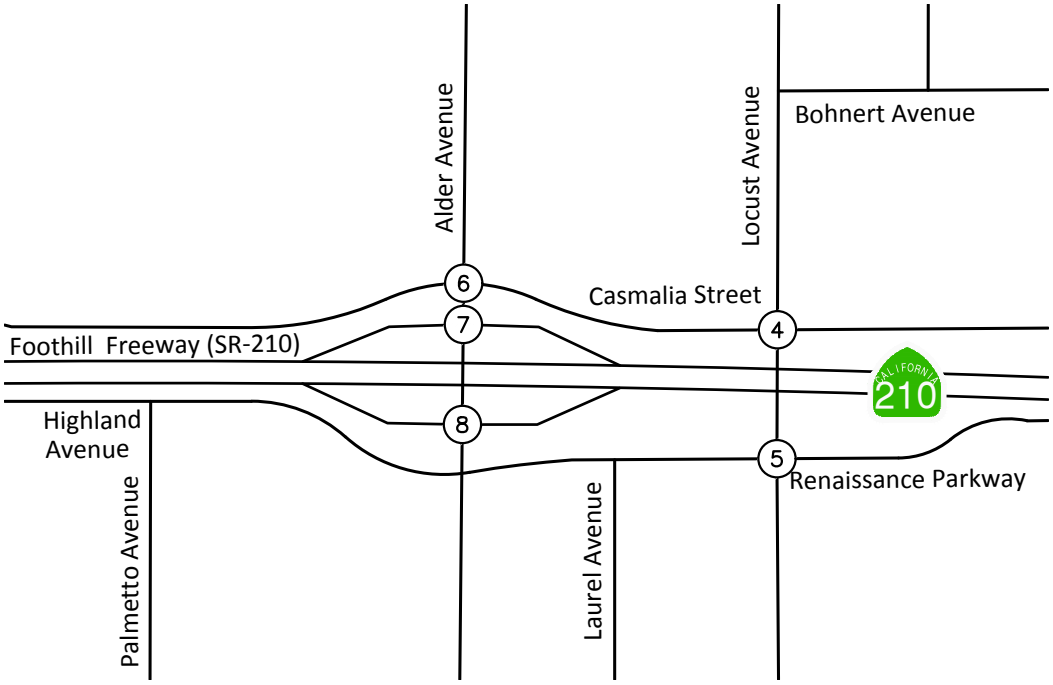
1. Locust Avenue at Riverside Avenue	2. Locust Avenue at Casa Grande Drive	3. Locust Avenue at Lowell Street	D1. Lowell Street at Project Driveway 1
			FUTURE INTERSECTION
D2. Lowell Street at Project Driveway 2	D3. Lowell Street at Project Driveway 3	D4. Locust Avenue at Project Driveway 4	
FUTURE INTERSECTION	FUTURE INTERSECTION	FUTURE INTERSECTION	

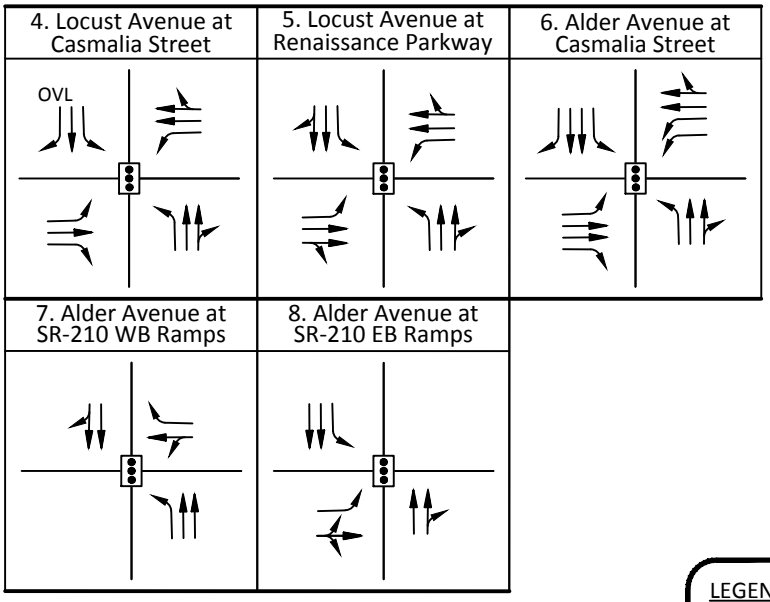
LEGEND:

- (X) = Study Intersection
- = Turn or Through Lane
- = Signal
- = Stop Sign

FIGURE 3A
EXISTING LANE CONFIGURATION AND TRAFFIC CONTROL

NOT TO SCALE





LEGEND:

X = Study Intersection

= Turn or Through Lane

= Signal

= Stop Sign

OVL = Right-Turn Overlap

FIGURE 3B
EXISTING LANE CONFIGURATION AND TRAFFIC CONTROL

C. Existing Traffic Volumes

Existing morning peak period (7:00 to 9:00 AM) and evening peak period (4:00 to 6:00 PM) turning movement counts, as well as 24-hour roadway segment counts, were collected for the study intersections and study roadway segments. The counts were completed on three consecutive weekdays (Tuesday to Thursday) in May of 2024 when area schools were in session. The three days of peak hour and 24-hour roadway segment counts were averaged to determine a typical weekday volume count for the AM peak hour, PM peak hour, and daily period. The intersection peak hour factors (PHF) from the counts were used across all study scenarios to model more consistent results with existing Conditions. Copies of the traffic count data worksheets are provided in *Appendix B*.

The PCE volumes were developed by applying a PCE factor of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for trucks with 4 or more axles. These factors are consistent with the City of Rialto's *Traffic Impact Analysis Guidelines and Requirements*. PCE adjusted volumes are provided in *Appendix C*. Existing morning and evening peak hour volumes with the PCE factors applied are presented on Figure 5.

D. Existing Delay and Level of Service

Peak Hour Operating Conditions

Intersection Level of Service analysis was conducted for the morning and evening peak hours using the analysis procedures and assumptions described previously in this report. The results of the intersection analysis for Existing Conditions are shown on Table 1.

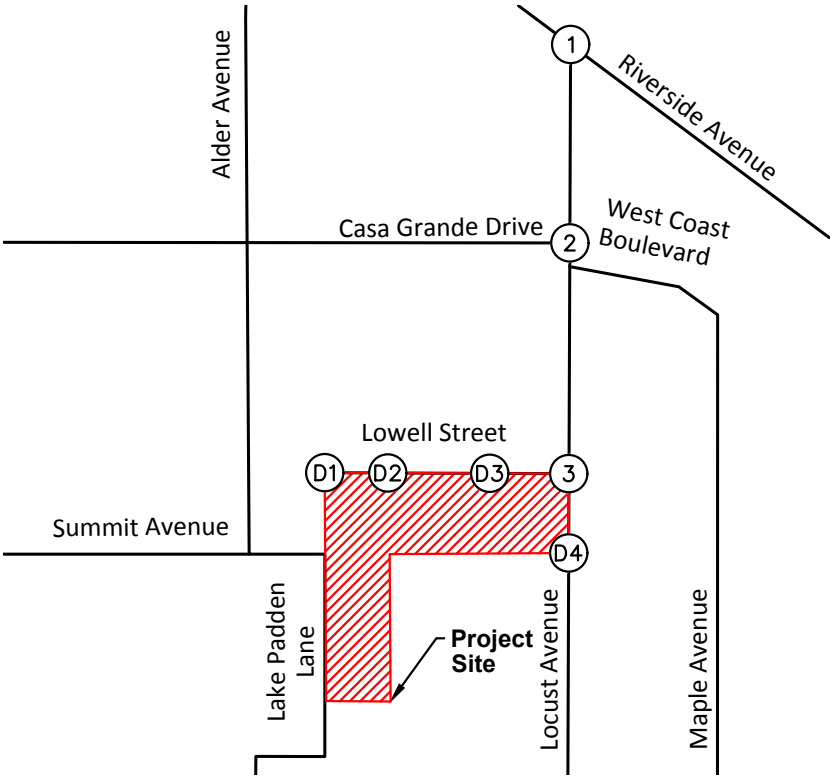
Review of this table indicates that the following study intersection is currently operating at an unacceptable Level of Service. Copies of the intersection analysis worksheets are provided in *Appendix D*.

- #8 – Alder Avenue at SR-210 EB Ramps: PM – LOS E

Daily Roadway Operating Conditions

Roadway Level of Service analysis was conducted based on the roadway capacities presented previously in this report. The results of the roadway analysis for Existing Conditions are shown on Table 2.

Review of this table indicates that the study roadway segments are currently operating within their current Level of Service D capacity.



1. Locust Avenue at Riverside Avenue	2. Locust Avenue at Casa Grande Drive	3. Locust Avenue at Lowell Street	D1. Lowell Street at Project Driveway 1
←461(606) ←252(149) 635(516)→ 129(101)↘ 80(121)↑ 173(141)↑	17(86)↘ 372(183)↙ 24(74)→ 226(277)↘ 117(233)↑ 263(237)↑	15(4)↘ 580(488)↙ 8(12)→ 15(47)↘ 20(5)↑ 387(455)↑	FUTURE INTERSECTION
D2. Lowell Street at Project Driveway 2	**D3. Lowell Street at Project Driveway 3**	**D4. Locust Avenue at Project Driveway 4**	
FUTURE INTERSECTION	FUTURE INTERSECTION	FUTURE INTERSECTION	

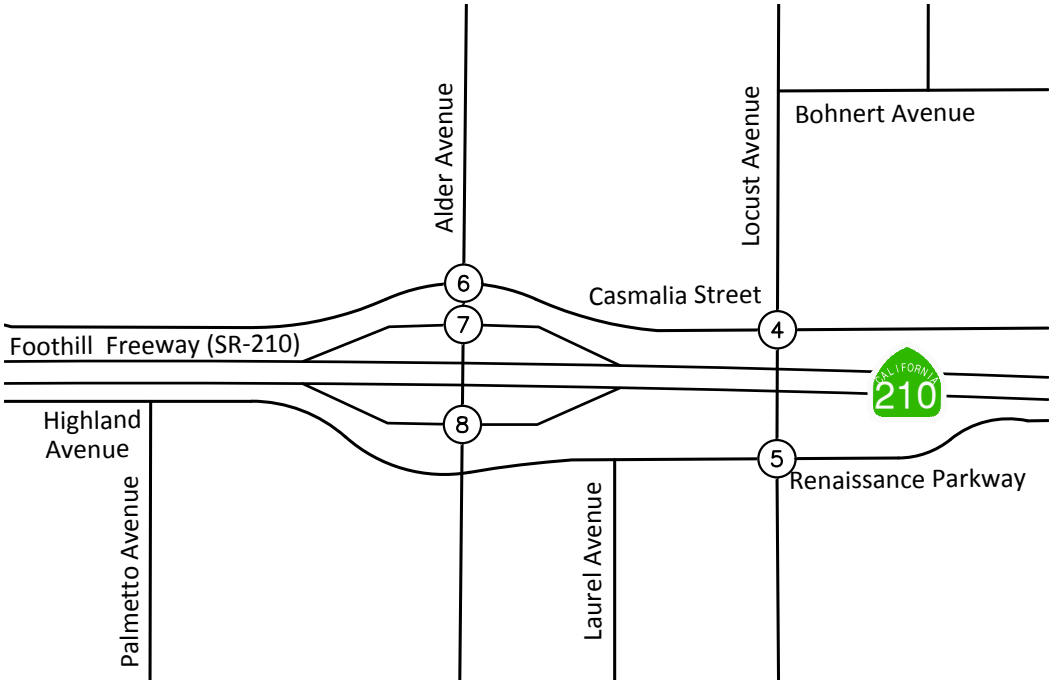
LEGEND:

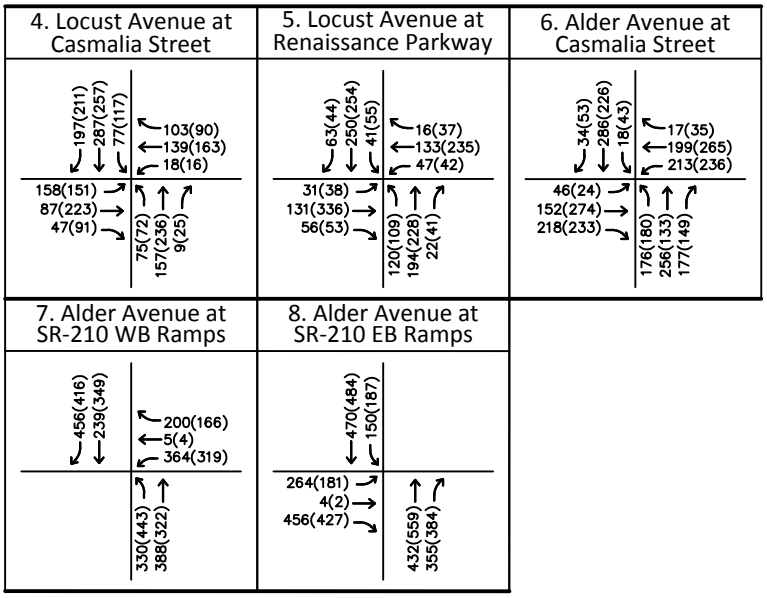
(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

FIGURE 4A
EXISTING PEAK HOUR TRAFFIC VOLUMES

NOT TO SCALE





LEGEND:

(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

FIGURE 4B
EXISTING PEAK HOUR TRAFFIC VOLUMES

TABLE 1
SUMMARY OF INTERSECTION OPERATION
EXISTING CONDITIONS

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Locust Avenue at Riverside Avenue	S	22.2	C	18.2	B
2	Locust Avenue at Casa Grande Drive	U	20.0	C	29.6	D
3	Locust Avenue at Lowell Street	U	20.8	C	18.4	C
4	Locust Avenue at Casmalia Street	S	22.7	C	23.2	C
5	Locust Avenue at Renaissance Parkway	S	21.5	C	23.5	C
6	Alder Avenue at Casmalia Street	S	25.5	C	27.2	C
7	Alder Avenue at SR-210 WB Ramps	S	29.0	C	33.2	C
8	Alder Avenue at SR-210 EB Ramps	S	38.7	D	55.3	E
D1	Lowell Street at Project Driveway 1	U	Future Intersection			
D2	Lowell Street at Project Driveway 2	U	Future Intersection			
D3	Lowell Street at Project Driveway 3	U	Future Intersection			
D4	Locust Avenue at Project Driveway 4	U	Future Intersection			

Notes:
- Bold values indicate intersections operating at an unacceptable Level of Service
- Intersection operation is expressed in volume-to-capacity (v/c) ratio for signalized intersections, and average delay for unsignalized intersections.
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.
- S = Unsignalized
- U = Unsignalized

TABLE 2
SUMMARY OF ROADWAY SEGMENT ANALYSIS
EXISTING CONDITIONS

Roadway	Segment	Existing ADT	LOS **D** Capacity	LOS **D** or Better?
Locust Avenue	Lowell Street to Persimmon Avenue	9,780	21,999	Yes
Casmalia Street	Locust Avenue to Laurel Avenue	10,393	21,999	Yes
Riverside Avenue	Alder Avenue to Locust Avenue	14,807	32,999	Yes

E. General Plan Circulation Element

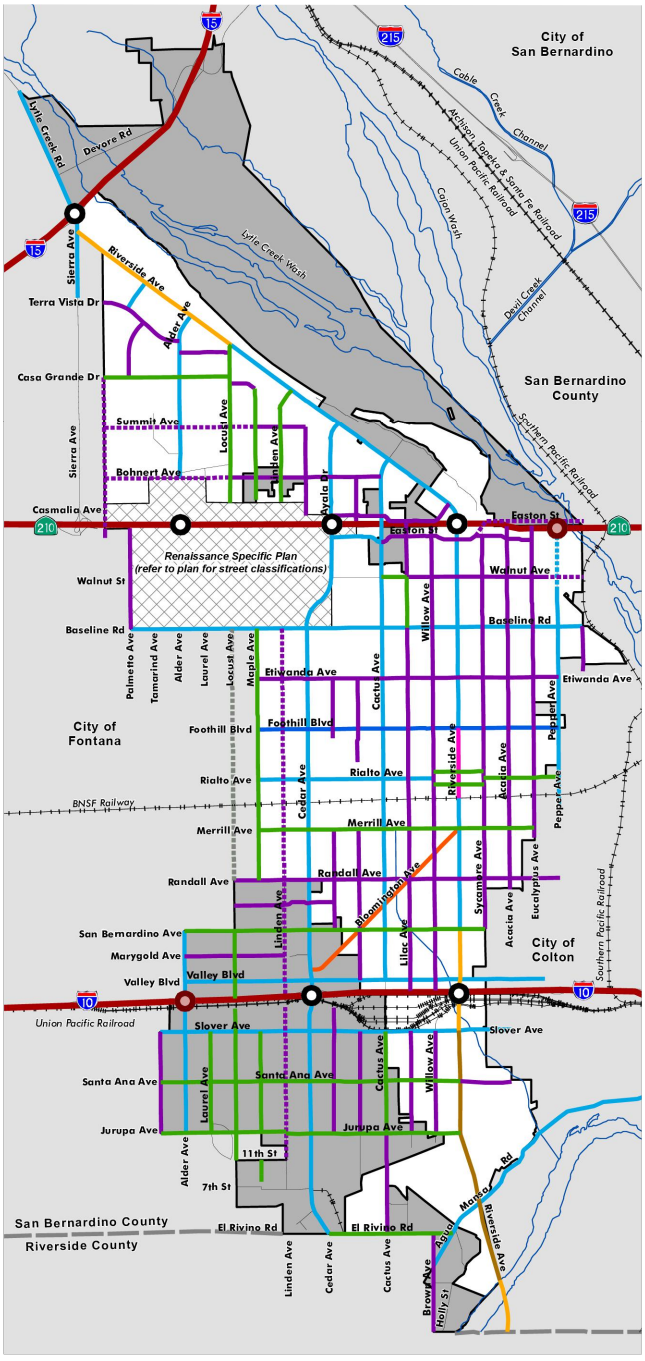
The General Plan Circulation Element references the Renaissance Specific Plan for roadway designations for the project site and the surrounding vicinity. The original Renaissance Specific Plan was approved in 2010. An amendment to the specific plan – the Renaissance Specific Plan Amendment (RSPA) was approved in December 2016. A copy of the RSPA Vehicular Circulation Plan is provided on Figure 5. Designated truck routes in the RSPA area are shown on Figure 6. Project truck traffic is assumed to use the designated truck route system to access the freeway. Beyond the Specific Plan area, Alder Avenue, Locust Avenue, and Ayala Drive continue as truck routes to the north, with only Ayala Drive continuing as a truck route to the south (changing name to Cedar Avenue at Baseline Road). Baseline Road and Casmalia Avenue continue to the west as truck routes outside the Specific Plan area, and Baseline Road continues as a truck route to the east.

F. Transit Service

Transit service to the project area is provided via the OmniTrans transit lines and Riverside Transit Authority transit lines, which serve various cities in San Bernardino and Riverside. Bus stops in the project vicinity are located along Alder Avenue and Casa Grande Drive, approximately 0.5 mile to the north and Riverside Avenue and Cactus Avenue approximately 1.5 mile to the east. A description of the bus route serving the project area is provided below.

OmniTrans Route 22 operates between the City of Rialto and the City of Colton through Rialto along Riverside Avenue in the project vicinity. Route 22 operates on weekdays from 5:05 AM to 10:14 PM with approximately 1-hour headways, on Saturdays from 7:13 AM to 7:28 PM with approximately 1-hour headways, and on Sundays from 7:28 AM to 7:28 PM with approximately 1-hour headways. Route 22 has a transfer point with Route 312 at the intersection of W Renaissance Parkway and N Linden Avenue.

NOT TO SCALE



Street Classification

Existing right-of-ways are indicated with a solid line, proposed right-of-ways are indicated with a dotted line, and right-of-ways outside the planning area are indicated with a gray line.

- Freeway
- Major Arterial Highway
- Major Arterial
- Major Arterial
- Modified Major Arterial I
- Modified Major Arterial II
- Modified Arterial I
- Modified Arterial II
- Secondary Arterial
- Secondary Arterial
- Secondary Arterial
- Collector Street
- Collector Street

Freeway Interchanges

- Existing Interchange
- Planned Future Interchange

Base Map Features

- Rialto Incorporated Area
- Rialto Sphere of Influence
- County Boundary
- Local Road
- Railroad
- Hydrological Feature

Source: Iteris, Inc. (2008)

0 0.5 1 1.5 2 Miles

FIGURE 5
CITY OF RIALTO GENERAL PLAN
CIRCULATION ELEMENT

NOT TO SCALE

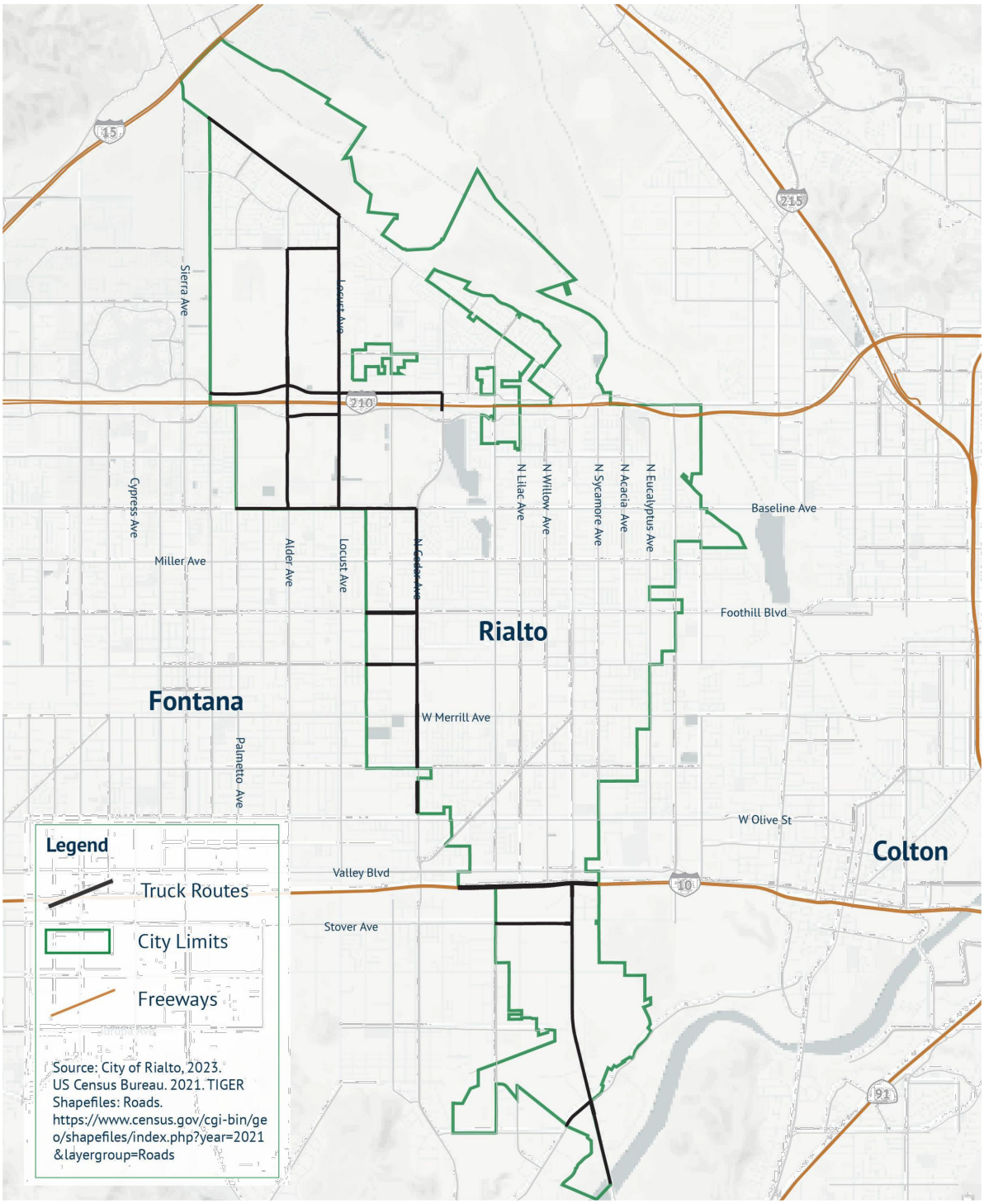


FIGURE 6
CITY OF RIALTO TRUCK ROUTES

III. PROJECTED FUTURE TRAFFIC

A. Opening Year 2026

An ambient growth rate of 2.0% per year to Opening Year 2026 was applied to existing peak hour traffic volumes to develop Opening Year 2026 forecasts. Peak hour traffic volumes for Opening Year 2026 are shown on Figure 7.

Peak Hour Operating Conditions

Intersection Level of Service analysis was conducted for Opening Year 2026 and the results are shown on Table 3. Intersection analysis worksheets for this scenario are provided in *Appendix D*.

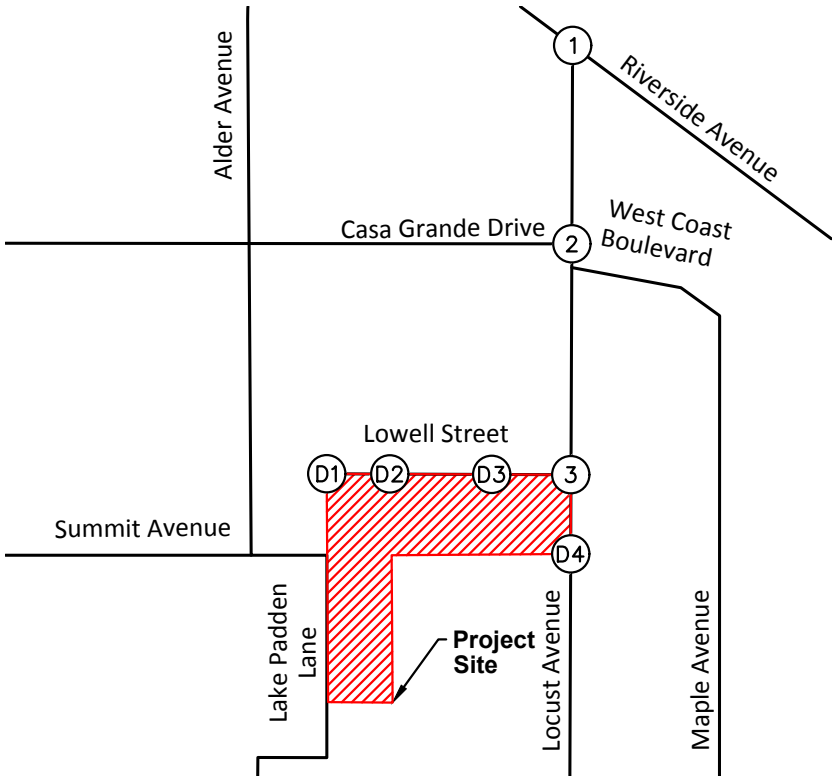
Review of this table indicates that with the addition of ambient growth, the following study intersection would operate at an unacceptable Level of Service:

- #2 – Locust Avenue at Casa Grande Drive: PM – LOS E
- #8 – Alder Avenue at SR-210 EB Ramps: PM – LOS E

Daily Roadway Operating Conditions

Roadway Level of Service analysis was conducted based on the roadway capacities presented previously in this report. The results of the roadway analysis for Opening Year 2026 (Existing Plus Growth) conditions are shown on Table 4.

Review of this table indicates that the study roadway segments would continue to operate within their current Level of Service D capacity with the addition of ambient growth traffic.



1. Locust Avenue at Riverside Avenue	2. Locust Avenue at Casa Grande Drive	3. Locust Avenue at Lowell Street	D1. Lowell Street at Project Driveway 1
←479(630) ←263(155) 661(536)→ 134(105)↘ 83(126)↑ 180(147)↑	18(89)↙ 387(190)← 25(77)→ 235(289)↘ 122(243)↑ 273(247)↑	16(4)↙ 603(508)← 8(13)→ 15(49)↘ 20(6)↑ 403(473)↑	FUTURE INTERSECTION
D2. Lowell Street at Project Driveway 2	**D3. Lowell Street at Project Driveway 3**	**D4. Locust Avenue at Project Driveway 4**	
FUTURE INTERSECTION	FUTURE INTERSECTION	FUTURE INTERSECTION	

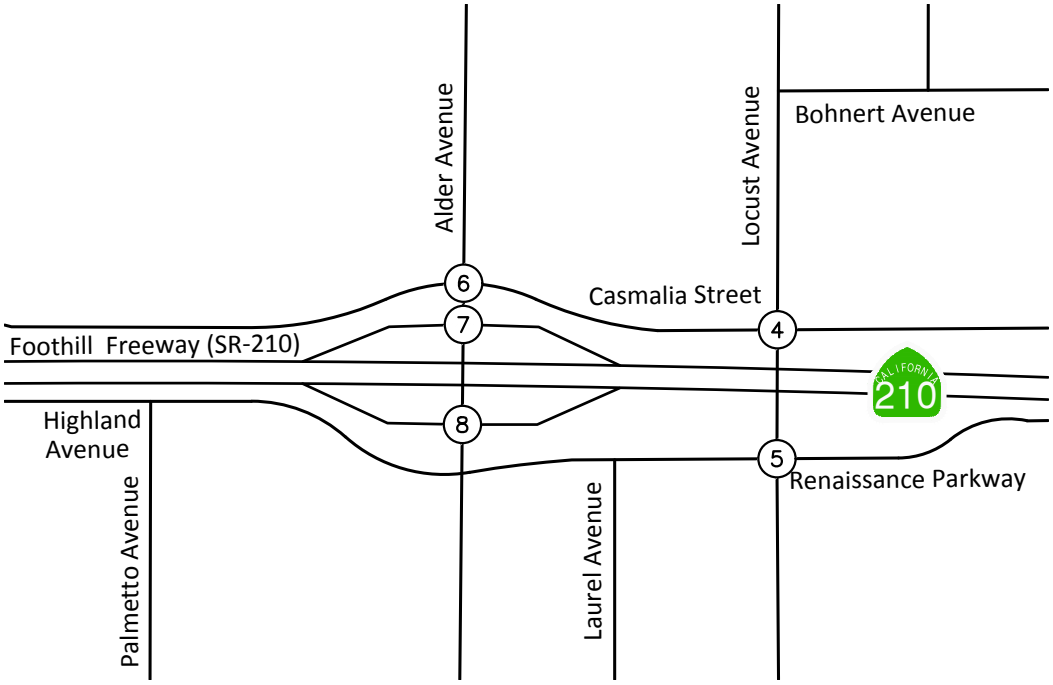
LEGEND:

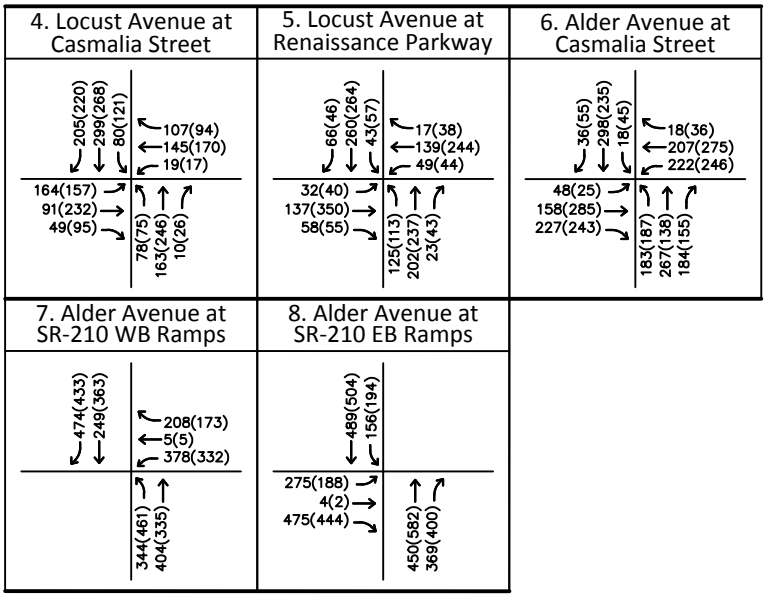
(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

FIGURE 7A
OPENING YEAR 2026
TRAFFIC VOLUMES

NOT TO SCALE





LEGEND:

(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

FIGURE 7B
OPENING YEAR 2026
TRAFFIC VOLUMES

TABLE 3
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2026 WITHOUT PROJECT CONDITIONS

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Locust Avenue at Riverside Avenue	S	24.5	C	18.6	B
2	Locust Avenue at Casa Grande Drive	U	21.8	C	36.2	E
3	Locust Avenue at Lowell Street	U	21.9	C	19.7	C
4	Locust Avenue at Casmalia Street	S	22.7	C	23.9	C
5	Locust Avenue at Renaissance Parkway	S	21.4	C	23.4	C
6	Alder Avenue at Casmalia Street	S	26.0	C	27.7	C
7	Alder Avenue at SR-210 WB Ramps	S	31.5	C	36.0	D
8	Alder Avenue at SR-210 EB Ramps	S	42.8	D	59.9	E
D1	Lowell Street at Project Driveway 1	U	Future Intersection			
D2	Lowell Street at Project Driveway 2	U	Future Intersection			
D3	Lowell Street at Project Driveway 3	U	Future Intersection			
D4	Locust Avenue at Project Driveway 4	U	Future Intersection			

Note:
- Bold values indicate intersections operating at an unacceptable Level of Service
- Intersection operation is expressed in volume-to-capacity (v/c) ratio for signalized intersections, and average delay for unsignalized intersections.
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.
- S = Unsignalized
- U = Unsignalized

TABLE 4
SUMMARY OF ROADWAY SEGMENT ANALYSIS
OPENING YEAR 2026 CONDITIONS

Roadway	Segment	Existing ADT	Opening Year 2026 (Existing Plus Growth) Base ADT	LOS **D** Capacity	LOS **D** or Better?
Locust Avenue	Lowell Street to Persimmon Avenue	9,780	10,200	21,999	Yes
Casmalia Street	Locust Avenue to Laurel Avenue	10,393	10,800	21,999	Yes
Riverside Avenue	Alder Avenue to Locust Avenue	14,807	15,400	32,999	Yes

B. Project Traffic

1. Project Trip Generation

A trip generation analysis has been prepared to determine the estimated traffic to be generated by the proposed project. Trip generation estimates are based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) trip generation rates for Warehousing (ITE 150). Trip generation rates and the resulting trip generation estimates for the proposed project are summarized on Table 5. The project is estimated to generate 683 passenger car (PC) trips on a daily basis with 68 PC trips in the morning peak hour and 72 PC trips in the evening peak hour; and 455 truck trips on a daily basis with 45 truck trips in the morning peak hour and 48 truck trips in the evening peak hour.

Passenger car equivalent (PCE) factors were then applied to the truck types, based on number of axles (1.5 for 2-axle trucks, 2.0 PCE for 3-axle trucks, and 3.0 for 4+ axle trucks) to determine the total PCE volumes generated by the project. The project is estimated to generate 1,908 daily PCE trips, with 189 PCE trips in the morning peak hour, and 200 PCE trips in the evening peak hour.

2. Trip Distribution and Assignment

Trip distribution assumptions for the project were developed by considering the proposed site use, and the routes to and from the freeway system for the warehouse trucks. Separate distribution patterns were assumed for passenger car trips and truck trips. Trip distribution patterns are shown on Figure 8. Trip distribution percentages at each study intersection were applied to the project trip generation to determine the project trips through each intersection. The resulting project-related peak hour trips at the study intersections are shown on Figure 9.

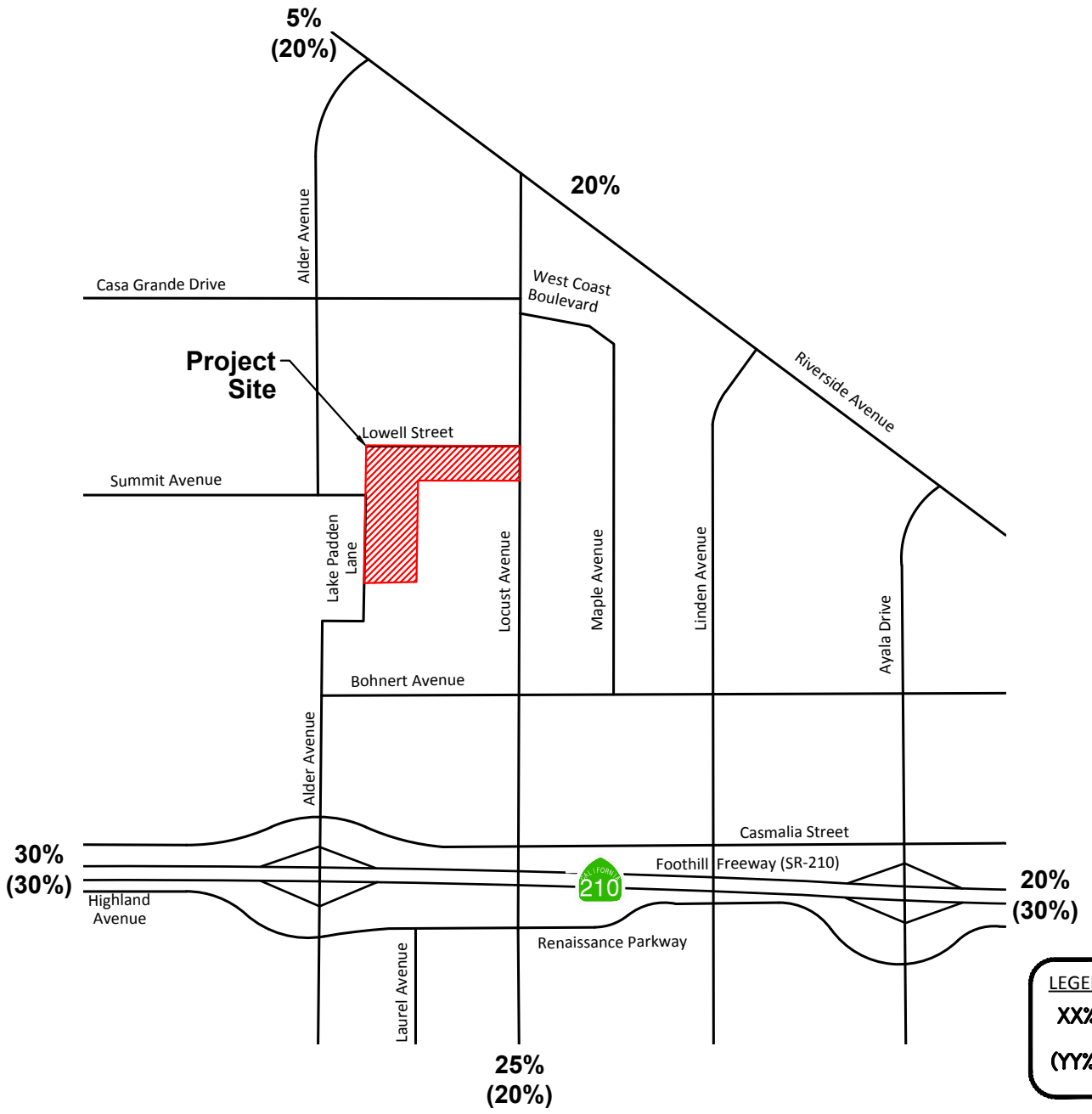
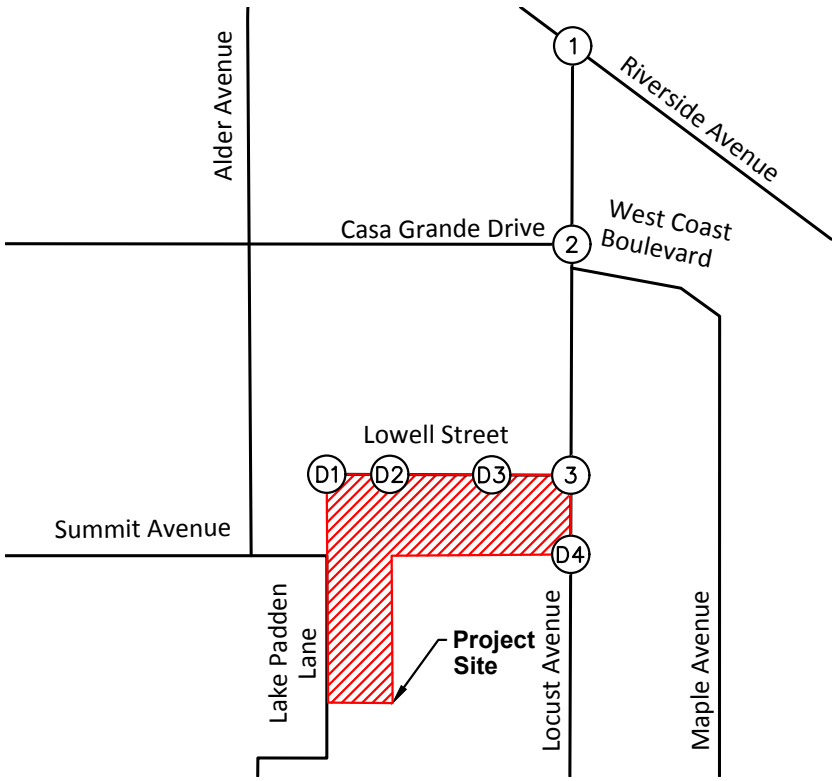
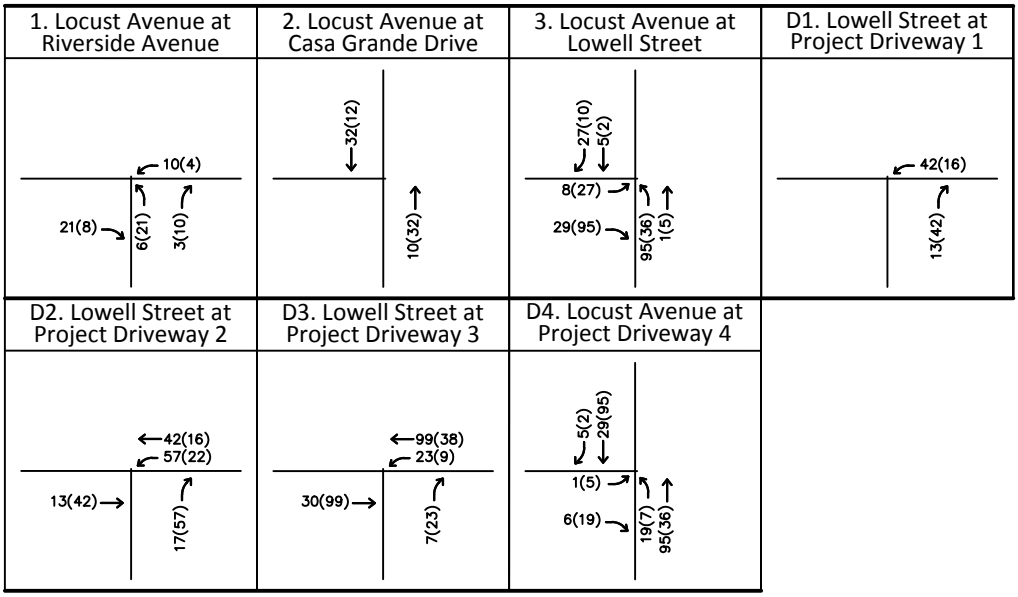


FIGURE 8
PROJECT TRIP DITRIBUTION





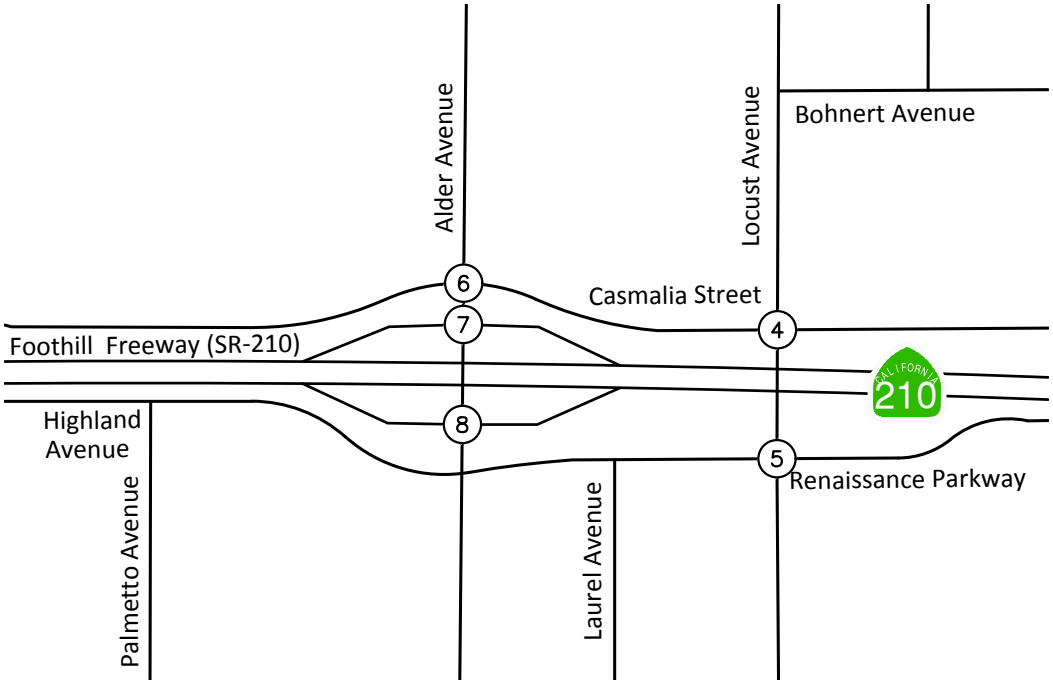
LEGEND:

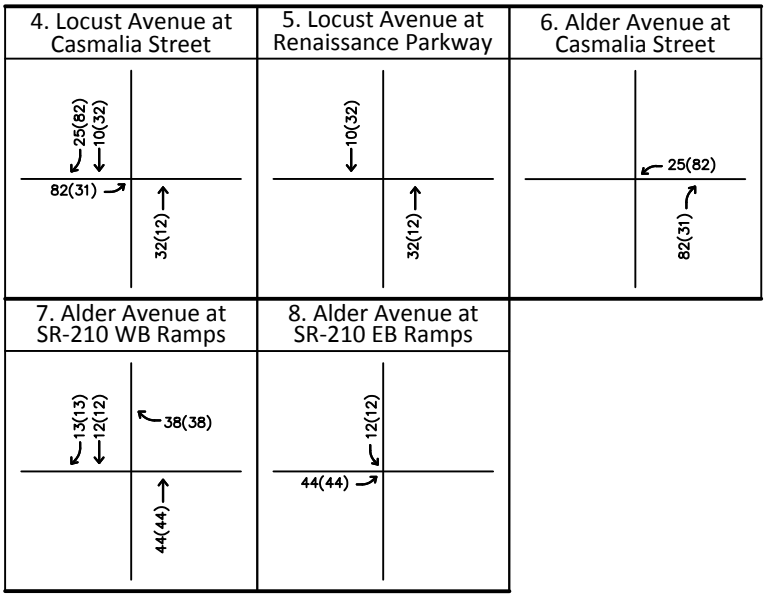
(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

FIGURE 9A
PROJECT-RELATED TRAFFIC VOLUMES

NOT TO SCALE





LEGEND:

(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

FIGURE 9B
PROJECT-RELATED TRAFFIC VOLUMES

TABLE 5
SUMMARY OF PROJECT TRIP GENERATION

Land Use	ITE Code	Unit	Trip Generation Rates [1]						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Warehousing	150	KSF	1.710	0.131	0.039	0.17	0.050	0.130	0.18

Land Use		Quantity	Unit	Trip Generation Estimates						
				Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Warehousing		665.410	KSF	1,138	87	26	113	33	87	120
Passenger Vehicles	60.00%			683	52	16	68	20	52	72
Trucks	40.00%			455	35	10	45	13	35	48

WAREHOUSING PROJECT TRIPS - PASSENGER CAR EQUIVALENTS (PCE)

Vehicle Type	Vehicle Mix [2]	Daily Vehicles	PCE Factor [2]		AM Peak Hour			PM Peak Hour		
				Daily	In	Out	Total	In	Out	Total
Passenger Vehicles	60.00%	683	1.0	683	52	16	68	20	52	72
2-Axle Trucks	0.80%	9	1.5	14	1	0	1	0	1	1
3-Axle Trucks	11.20%	127	2.0	254	19	6	25	7	19	26
4+ Axle Trucks	28.00%	319	3.0	957	73	22	95	28	73	101
Total Truck PCE Trips				1,225	93	28	121	35	93	128
Total Project PCE Trips				1,908	145	44	189	55	145	200

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition
[2] Source: City of Rialto Traffic Impact Analysis Report Guidelines and Requirements

C. Opening Year 2026 Plus Project

Peak Hour Operating Conditions

Project-related trips were added to Opening Year 2026 traffic volumes to develop forecasts for the Opening Year 2026 Plus Project scenario. The resulting peak hour traffic volumes are shown on Figure 10. Intersection Level of Service analysis was conducted for the Opening Year 2026 Plus Project conditions. The results of the intersection analysis are shown on Table 6. Intersection analysis worksheets for this scenario are provided in *Appendix D*.

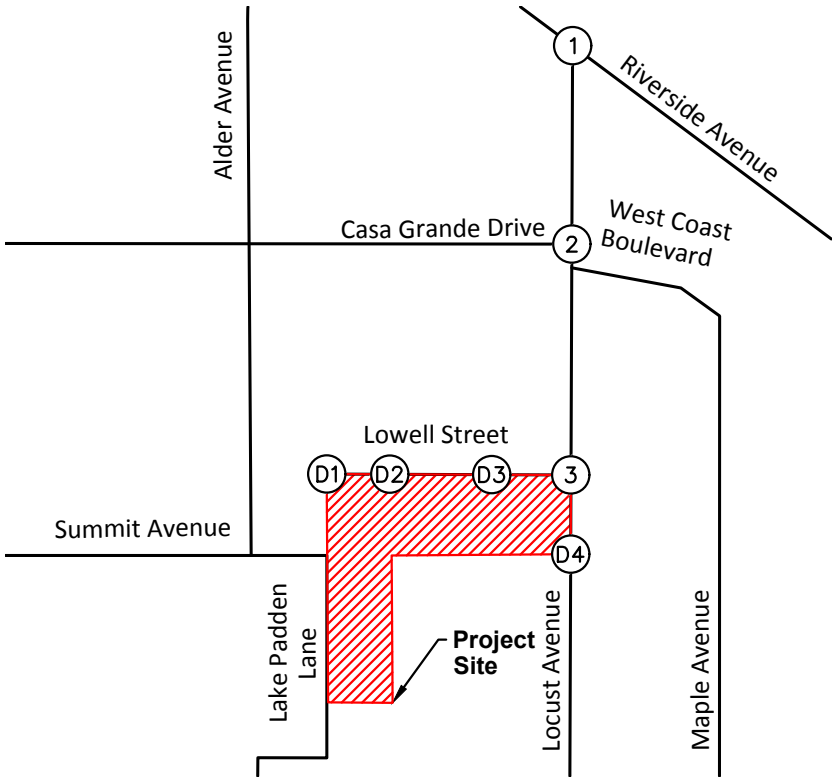
Review of this table indicates that with the addition of Project traffic, the following study intersections would operate at an unacceptable Level of Service:

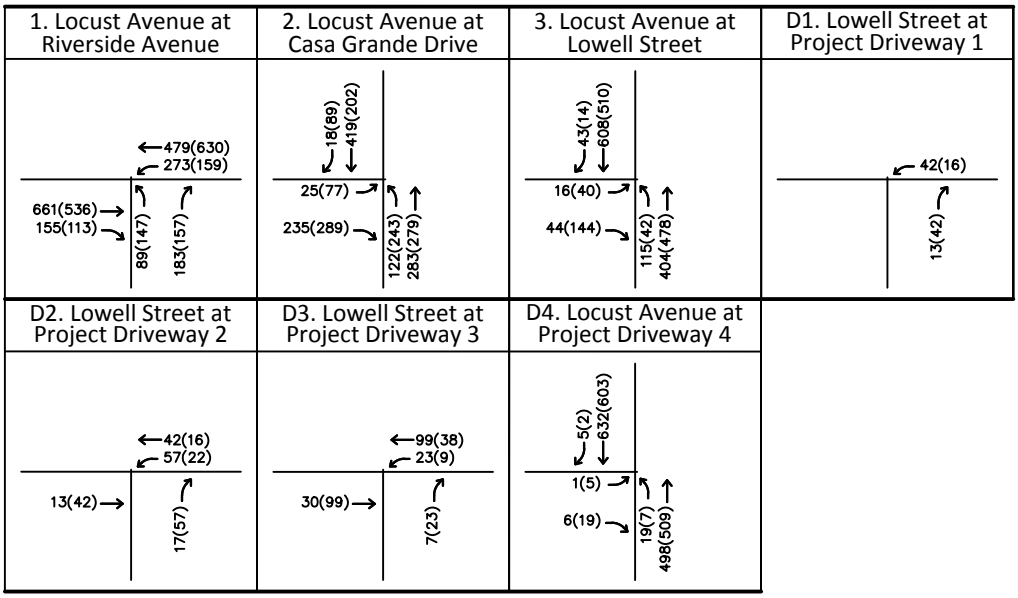
- #2 – Locust Avenue at Casa Grande Drive: PM – LOS E
- #3 – Locust Avenue at Lowell Street: AM – LOS E; PM – LOS F
- #8 – Alder Avenue at SR-210 EB Ramps: PM – LOS E

Daily Roadway Operating Conditions

Roadway Level of Service analysis was conducted based on the roadway capacities presented previously in this report. The results of the roadway analysis for Opening Year 2026 Plus Project conditions are shown on Table 7.

Review of this table indicates that the study roadway segments would continue to operate within their current Level of Service D capacity with the addition of Project traffic.





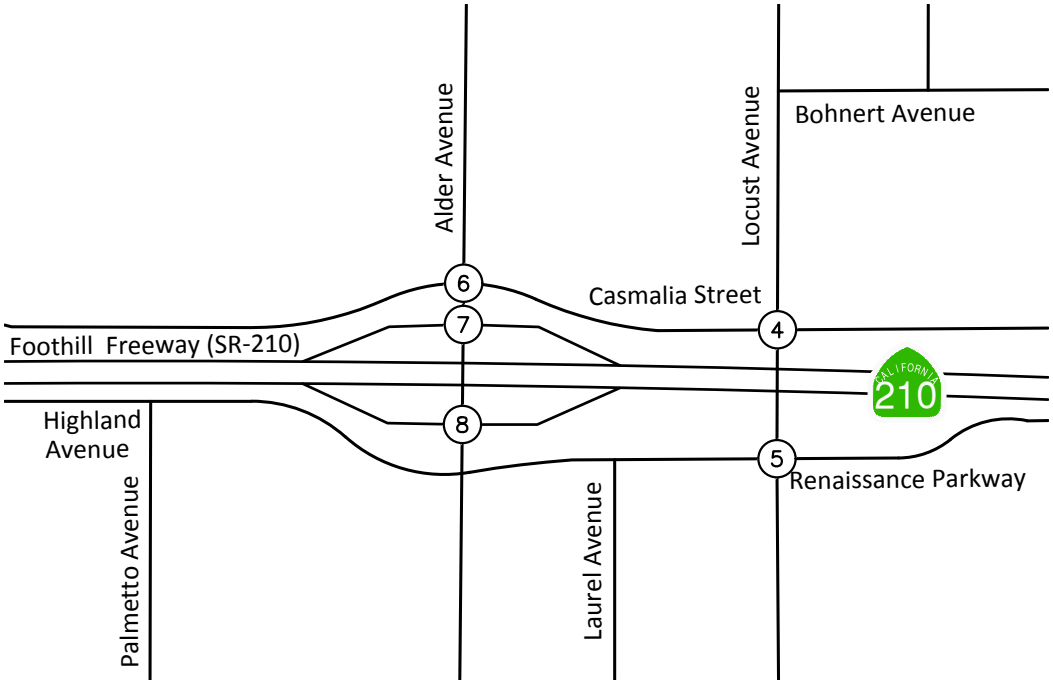
LEGEND:

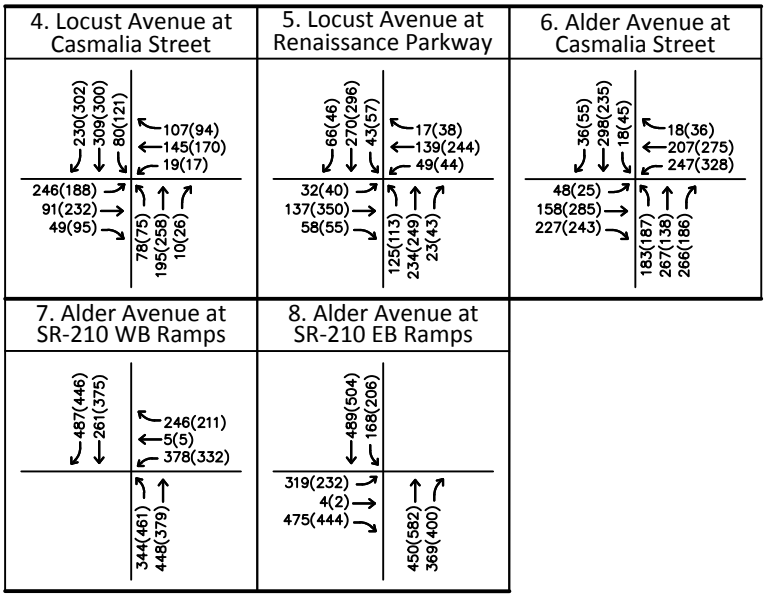
(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

FIGURE 10A
OPENING YEAR 2026 PLUS PROJECT TRAFFIC VOLUMES

NOT TO SCALE





LEGEND:

(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

FIGURE 10B
OPENING YEAR 2026 PLUS PROJECT TRAFFIC VOLUMES

TABLE 6
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2026 PLUS PROJECT CONDITIONS

Int. #	Intersection	AM Peak Hour						PM Peak Hour					
		Without Project		With Project		Change in Delay	Infrastructure Deficiency?	Without Project		With Project		Change in Delay	Infrastructure Deficiency?
		Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
1	Locust Avenue at Riverside Avenue	24.5	C	25.6	C	1.1	No	18.6	B	18.9	B	0.3	No
2	Locust Avenue at Casa Grande Drive	21.8	C	24.1	C	2.3	No	36.2	E	43.3	E	7.1	Yes
3	Locust Avenue at Lowell Street	21.9	C	40.5	E	18.6	Yes	19.7	C	62.9	F	43.2	Yes
4	Locust Avenue at Casmalia Street	22.7	C	25.0	C	2.3	No	23.9	C	24.5	C	0.6	No
5	Locust Avenue at Renaissance Parkway	21.4	C	21.0	C	-0.4	No	23.4	C	23.2	C	-0.2	No
6	Alder Avenue at Casmalia Street	26.0	C	26.1	C	0.1	No	27.7	C	29.3	C	1.6	No
7	Alder Avenue at SR-210 WB Ramps	31.5	C	32.0	C	0.5	No	36.0	D	36.4	D	0.4	No
8	Alder Avenue at SR-210 EB Ramps	42.8	D	43.2	D	0.4	No	59.9	E	60.1	E	0.2	No
D1	Lowell Street at Project Driveway 1	-	-	8.4	A	-	-	-	-	8.5	A	-	-
D2	Lowell Street at Project Driveway 2	-	-	8.4	A	-	-	-	-	8.7	A	-	-
D3	Lowell Street at Project Driveway 3	-	-	8.5	A	-	-	-	-	8.9	A	-	-
D4	Locust Avenue at Project Driveway 4	-	-	14.6	B	-	-	-	-	15.3	C	-	-

Notes:
- Bold values indicate intersections operating at an unacceptable Level of Service
- Intersection operation is expressed in volume-to-capacity (v/c) ratio for signalized intersections, and average delay for unsignalized intersections.
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

TABLE 7
SUMMARY OF ROADWAY SEGMENT ANALYSIS
OPENING YEAR 2026 PLUS PROJECT CONDITIONS

Roadway	Segment	Opening Year 2026 (Existing Plus Growth) Base ADT	Project ADT	Opening Year (Existing Plus Growth) Plus Project ADT	LOS **D** Capacity	LOS **D** or Better?
Locust Avenue	Lowell Street to Persimmon Avenue	10,200	1,494	11,694	21,999	Yes
Casmalia Street	Locust Avenue to Laurel Avenue	10,800	1,078	11,878	21,999	Yes
Riverside Avenue	Alder Avenue to Locust Avenue	15,400	280	15,680	32,999	Yes

D. Opening Year 2026 Cumulative Conditions

1. Cumulative Projects

In addition to ambient growth, traffic volumes for cumulative projects (approved and pending projects) were added to the Opening Year 2026 peak hour traffic volumes. Cumulative Projects consist of any project that has been approved and is not yet occupied, and projects that are in various stages of the application and approval process, but have not yet been approved.

2. Cumulative Projects Trip Generation

Trip generation information for the Cumulative Projects was derived either from approved traffic studies, where available; or developed by Kimley-Horn if approved traffic studies were not available. Project information and trip generation assumptions for Cumulative Projects are provided in *Appendix E*.

3. Cumulative Projects Trip Distribution and Assignment

Likewise, trip distribution and assignment for the Cumulative Projects were either derived from approved traffic studies, where available; or were developed by Kimley-Horn if approved traffic studies were not available. Trip distribution assumptions for Cumulative Projects are provided in *Appendix E*.

A summary of Cumulative Projects in the project vicinity and the trip generation associated with each is provided on Table 8. The locations of the Cumulative Projects are shown on Figure 11. Cumulative Project volumes are shown on Figures 12.

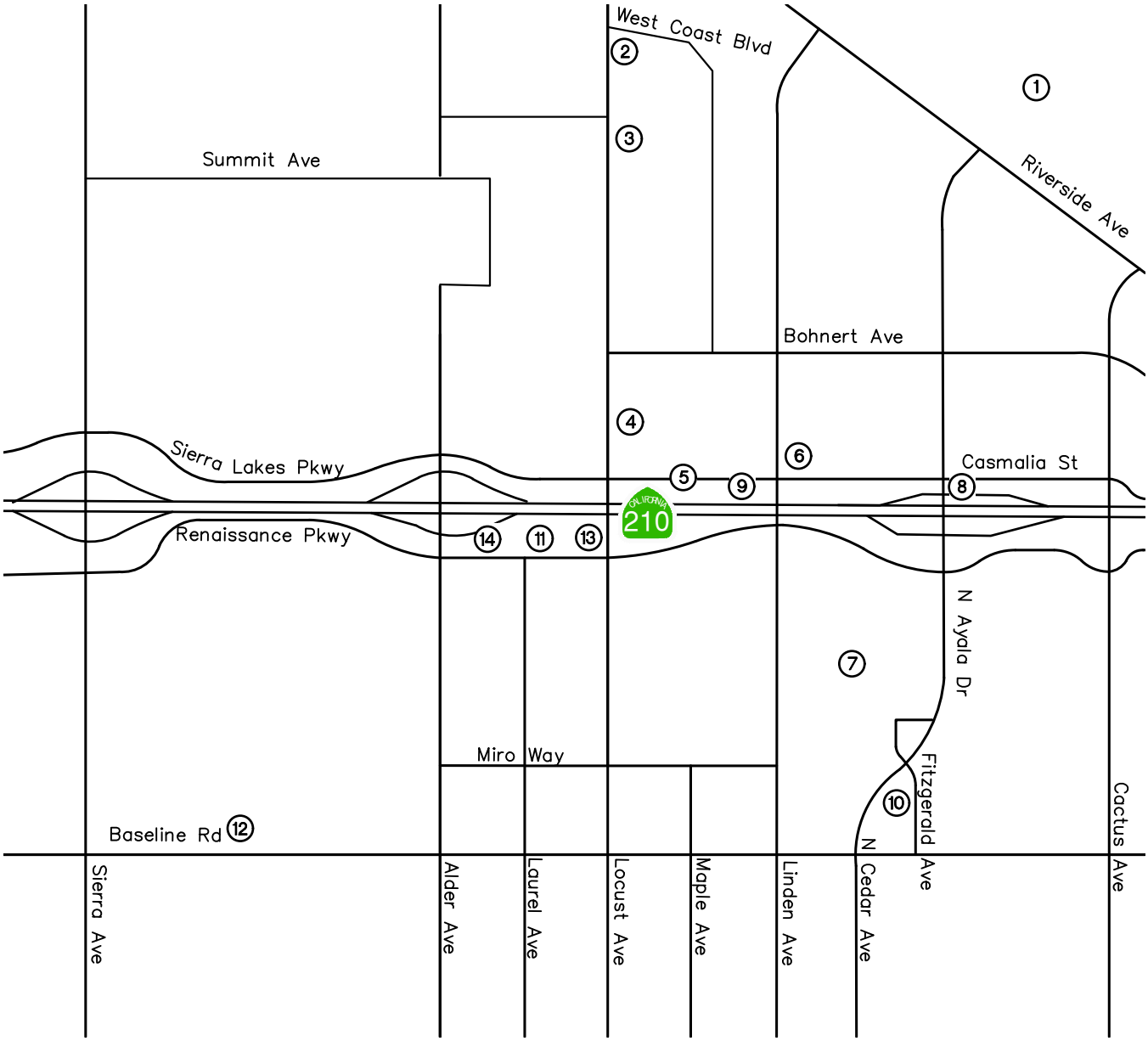
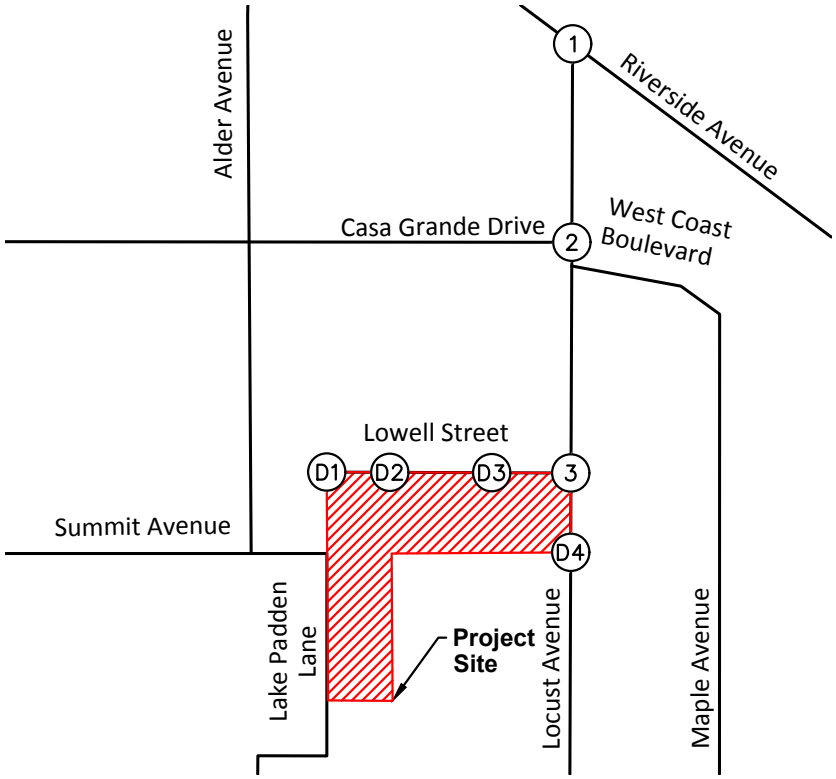


FIGURE 11
LOCATION OF CUMULATIVE PROJECTS



NOT TO SCALE

1. Locust Avenue at Riverside Avenue	2. Locust Avenue at Casa Grande Drive	3. Locust Avenue at Lowell Street	D1. Lowell Street at Project Driveway 1
2(1) ← 3(1) ↘ 1(3) 1(2)	← 24(8) 7(18) →	← 21(40) 53(17) →	
D2. Lowell Street at Project Driveway 2	**D3. Lowell Street at Project Driveway 3**	**D4. Locust Avenue at Project Driveway 4**	
		← 21(40) 53(17) →	

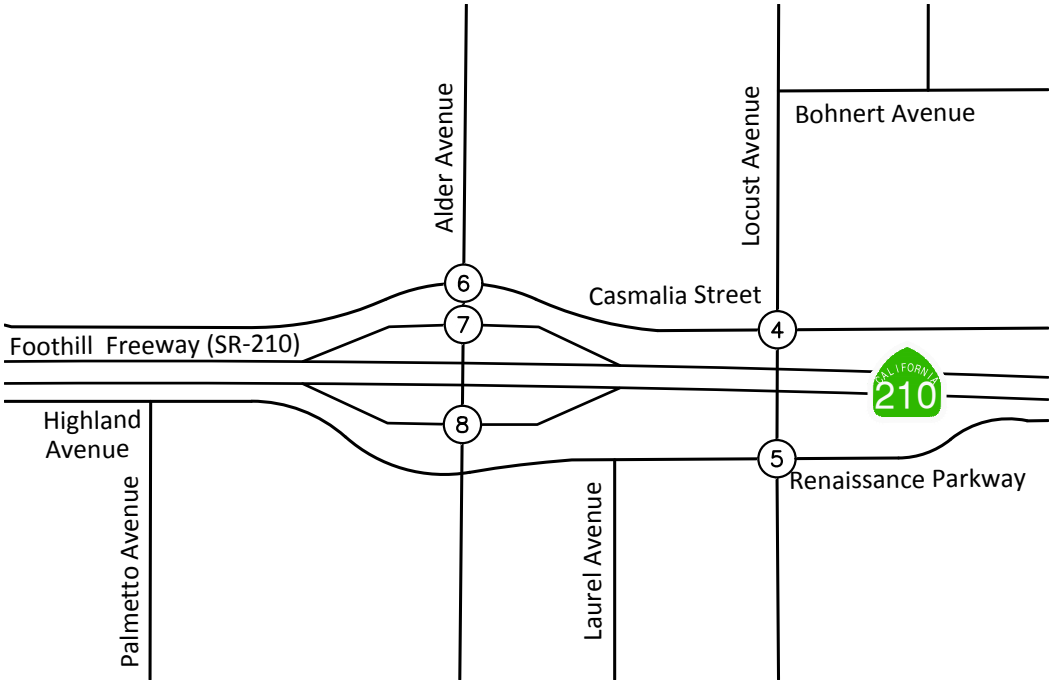
LEGEND:

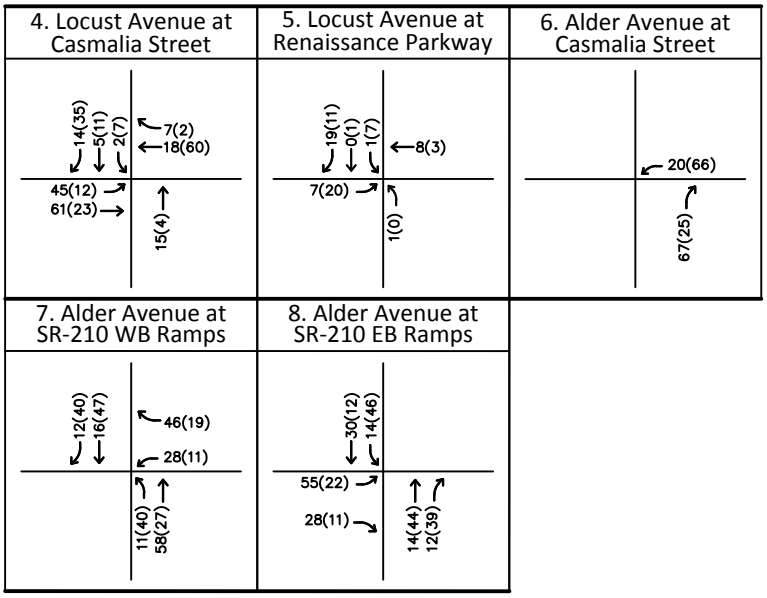
(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

FIGURE 12A
CUMULATIVE PROJECT TRAFFIC VOLUMES

NOT TO SCALE





LEGEND:

(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

FIGURE 12B
CUMULATIVE PROJECT TRAFFIC VOLUMES

TABLE 8
SUMMARY OF CUMULATIVE PROJECTS

Project #	Land Use	Quantity	Units	Trip Generation Estimates						
					AM Peak Hour			PM Peak Hour		
				Daily	In	Out	Total	In	Out	Total
1	Single-Family Detached Housing (River Ranch)	250	DU	2,358	46	130	176	148	87	235
2	Warehouse (SEC Locust / West Coast)	225.173	KSF	385	29	9	38	11	29	40
3	Warehouse (SEC Locust / Lowell)	99.636	KSF	170	13	4	17	5	13	18
4	Warehouse (SEC Locust / Vineyard)	191.000	KSF	327	25	7	32	10	25	35
5	Warehouses (N/S & S/S Casmalia Btwn. Locust & Linden	226.970	KSF	388	30	9	39	11	30	41
6	Warehouse (NEC Casmalia / Linden)	386.312	KSF	661	51	15	66	19	50	69
7	Single-Family Detached Housing (Renaissance)	429.000	DU	4,045	78	222	300	254	149	403
8	Warehouse (SEC Casmalia / Cedar)	53.873	KSF	92	7	2	9	3	7	10
9	Warehouse (SWC Casmalia/Linden)	116.429	KSF	199	15	5	20	6	15	21
10	Crow Holdings (N/S Baseline E/O Ayala)	668.524	KSF	1,163	88	26	114	34	93	127
11	Orbis (NEC Renaissance and Laurel)	135.408	KSF	236	18	5	23	7	19	26
12	Warehouse II (Baseline and Palmetto NEC)	90.726	KSF	158	12	4	16	5	13	18
13	Orbis Rialto II (PCE)	117.255	KSF	704	49	14	63	18	49	67
14	Renaissance Planning Area 19 Warehouse	168.143	KSF	1,005	65	20	85	23	65	88
Total Project Trips				12,061	539	476	1,015	559	657	1,216

DU = Dwelling Units, KSF = 1,000 square feet

Peak Hour Operating Conditions

Cumulative Project peak hour traffic volumes were added to Opening Year 2026 traffic volumes to develop Opening Year 2026 Cumulative traffic volumes, which are shown on Figure 13. Intersection Level of Service analysis was conducted for the Opening Year 2026 Cumulative conditions. The results of the intersection analysis are shown on Table 9. Intersection analysis worksheets for this scenario are provided in *Appendix D.*

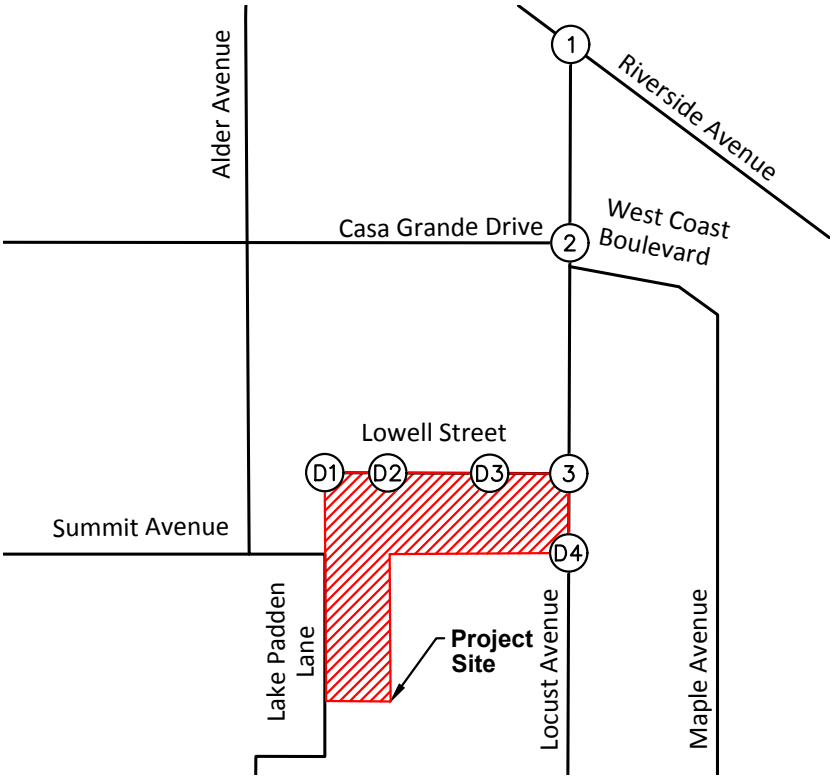
Review of this table indicates that with the addition of Cumulative Project traffic, the following study intersections would operate at an unacceptable Level of Service:

- #2 – Locust Avenue at Casa Grande Drive: PM – LOS E
- #8 – Alder Avenue at SR-210 EB Ramps: PM – LOS E

Daily Roadway Operating Conditions

Roadway Level of Service analysis was conducted based on the roadway capacities presented previously in this report. The results of the roadway analysis for Opening Year 2026 Cumulative conditions are shown on Table 10.

Review of this table indicates that the study roadway segments would continue to operate within their current Level of Service D capacity with the addition of Project growth traffic.



NOT TO SCALE

1. Locust Avenue at Riverside Avenue	2. Locust Avenue at Casa Grande Drive	3. Locust Avenue at Lowell Street	D1. Lowell Street at Project Driveway 1
←479(630) ←265(156) 661(536)→ 137(106)↘ 84(129)↑ 181(149)↑	18(89)↘ 411(198)← 25(77)→ 235(289)↘ 122(243)↑ 280(265)↑	16(4)↘ 624(548)← 8(13)→ 15(49)↘ 20(6)↑ 456(490)↑	FUTURE INTERSECTION
D2. Lowell Street at Project Driveway 2	**D3. Lowell Street at Project Driveway 3**	**D4. Locust Avenue at Project Driveway 4**	
FUTURE INTERSECTION	FUTURE INTERSECTION	FUTURE INTERSECTION	

LEGEND:

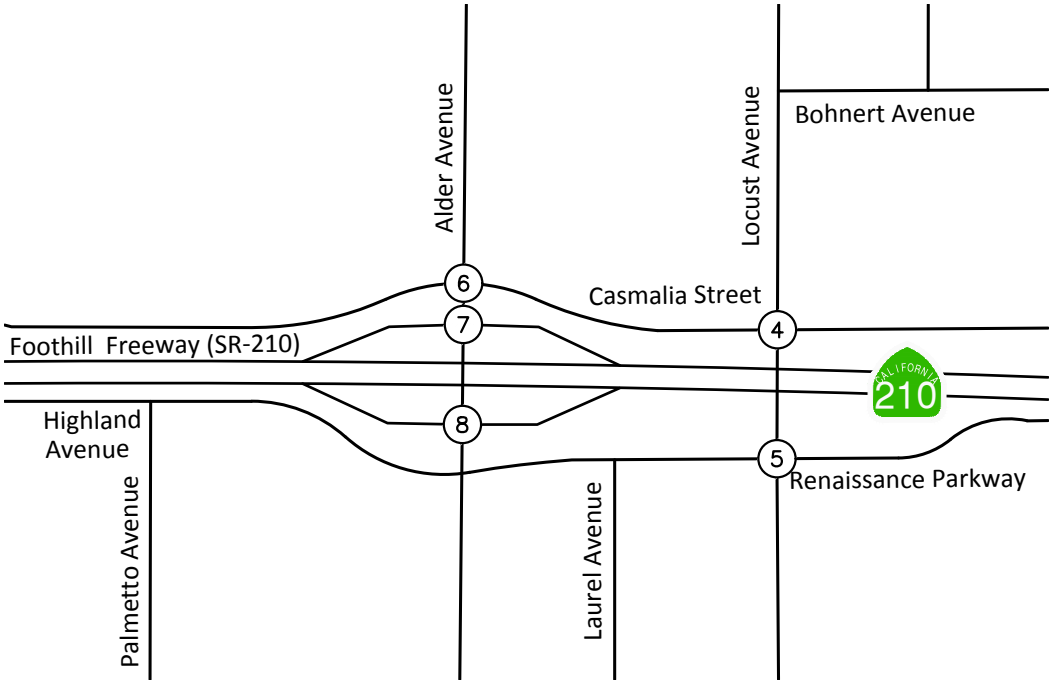
(X) = Study Intersection

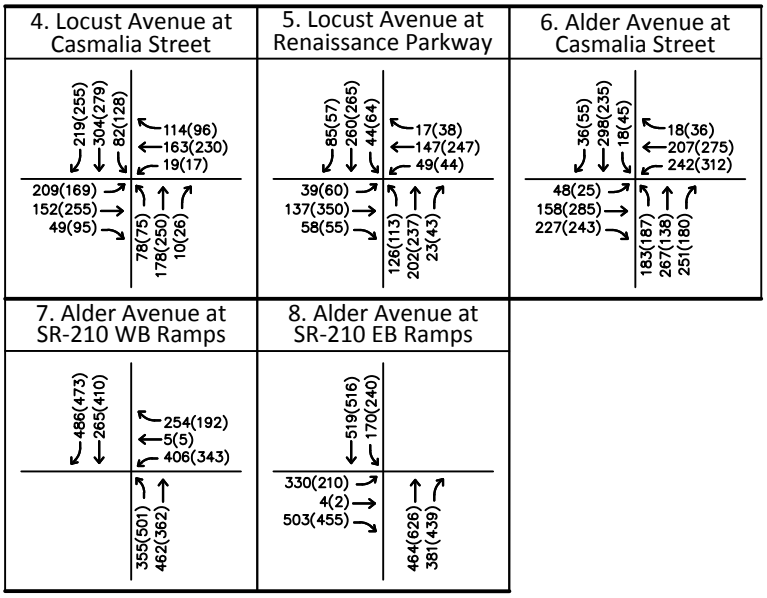
XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

FIGURE 13A
OPENING YEAR 2026 CUMULATIVE TRAFFIC VOLUMES

Kimley»Horn

NOT TO SCALE





LEGEND:

(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

FIGURE 13B
OPENING YEAR 2026 CUMULATIVE TRAFFIC VOLUMES

TABLE 9
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2026 CUMULATIVE WITHOUT PROJECT CONDITIONS

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Locust Avenue at Riverside Avenue	S	24.6	C	18.6	B
2	Locust Avenue at Casa Grande Drive	U	23.4	C	40.2	E
3	Locust Avenue at Lowell Street	U	24.0	C	21.5	C
4	Locust Avenue at Casmalia Street	S	23.8	C	25.1	C
5	Locust Avenue at Renaissance Parkway	S	21.5	C	23.7	C
6	Alder Avenue at Casmalia Street	S	25.7	C	28.8	C
7	Alder Avenue at SR-210 WB Ramps	S	35.5	D	45.1	D
8	Alder Avenue at SR-210 EB Ramps	S	40.7	D	59.6	E
D1	Lowell Street at Project Driveway 1	U	Future Intersection			
D2	Lowell Street at Project Driveway 2	U	Future Intersection			
D3	Lowell Street at Project Driveway 3	U	Future Intersection			
D4	Locust Avenue at Project Driveway 4	U	Future Intersection			

Note:
- Bold values indicate intersections operating at an unacceptable Level of Service
- Intersection operation is expressed in volume-to-capacity (v/c) ratio for signalized intersections, and average delay for unsignalized intersections.
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.
- S = Unsignalized
- U = Unsignalized

TABLE 10
SUMMARY OF ROADWAY SEGMENT ANALYSIS
OPENING YEAR 2026 CUMULATIVE CONDITIONS

Roadway	Segment	Opening Year 2026 (Existing Plus Growth) ADT	Cumulative Projects ADT	Opening Year 2026 Cumulative ADT	LOS **D** Capacity	LOS **D** or Better?
Locust Avenue	Lowell Street to Persimmon Avenue	10,200	1,038	11,238	21,999	Yes
Casmalia Street	Locust Avenue to Laurel Avenue	10,800	1,564	12,364	21,999	Yes
Riverside Avenue	Alder Avenue to Locust Avenue	15,400	47	15,447	32,999	Yes

E. Opening Year 2026 Cumulative Plus Project Conditions

Peak Hour Operating Conditions

Project-related trips were added to Opening Year 2026 Cumulative traffic volumes to develop forecasts for the Opening Year 2026 Cumulative Plus Project scenario. The resulting peak hour traffic volumes are shown on Figure 14. Intersection Level of Service analysis was conducted for the Opening Year 2026 Plus Project conditions. The results of the intersection analysis are shown on Table 11. Intersection analysis worksheets for this scenario are provided in *Appendix D*.

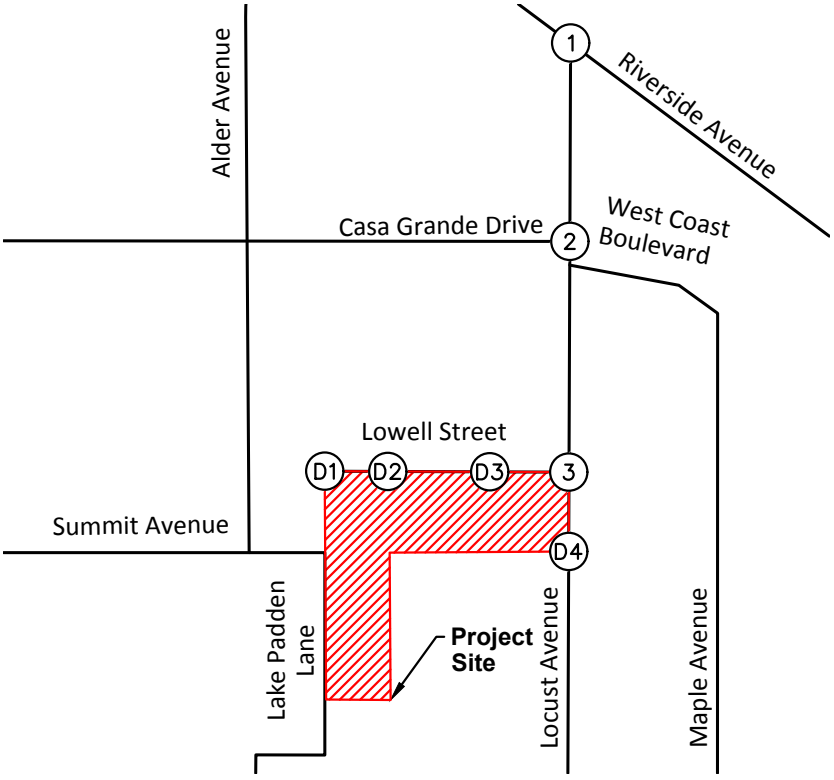
Review of this table indicates that with the addition of Project traffic, the following study intersections would operate at an unacceptable Level of Service:

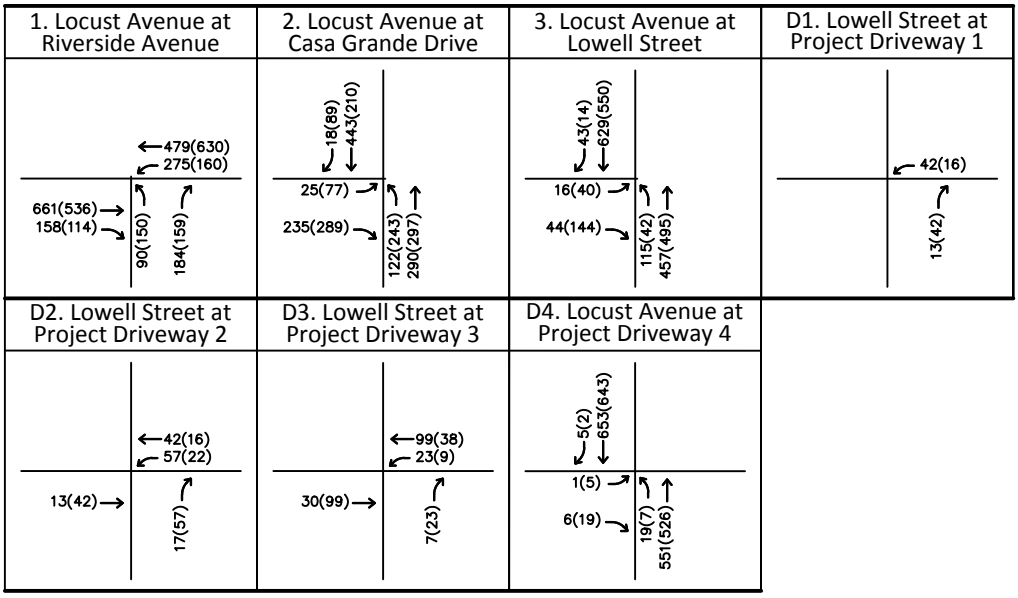
- #2 – Locust Avenue at Casa Grande Drive: PM – LOS E
- #3 – Locust Avenue at Lowell Street: AM – LOS E; PM – LOS F
- #8 – Alder Avenue at SR-210 WB Ramps: PM – LOS E

Daily Roadway Operating Conditions

Roadway Level of Service analysis was conducted based on the roadway capacities presented previously in this report. The results of the roadway analysis for Opening Year 2026 Cumulative Plus Project conditions are shown on Table 12.

Review of this table indicates that the study roadway segments would continue to operate within their current Level of Service D capacity with the addition of Project growth traffic.





LEGEND:

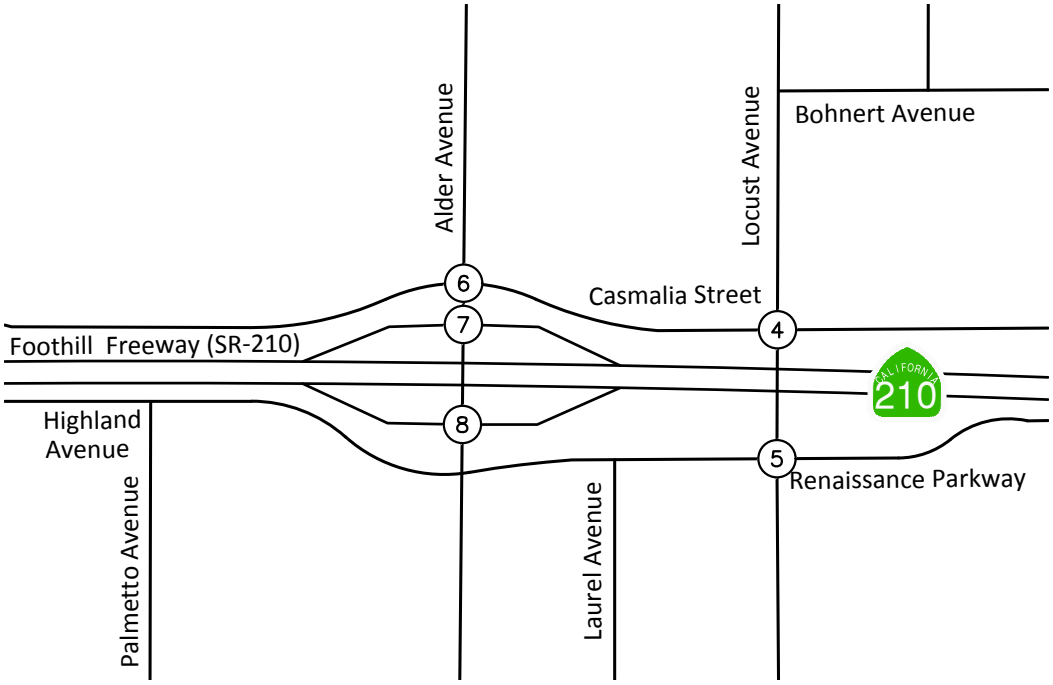
(X) = Study Intersection

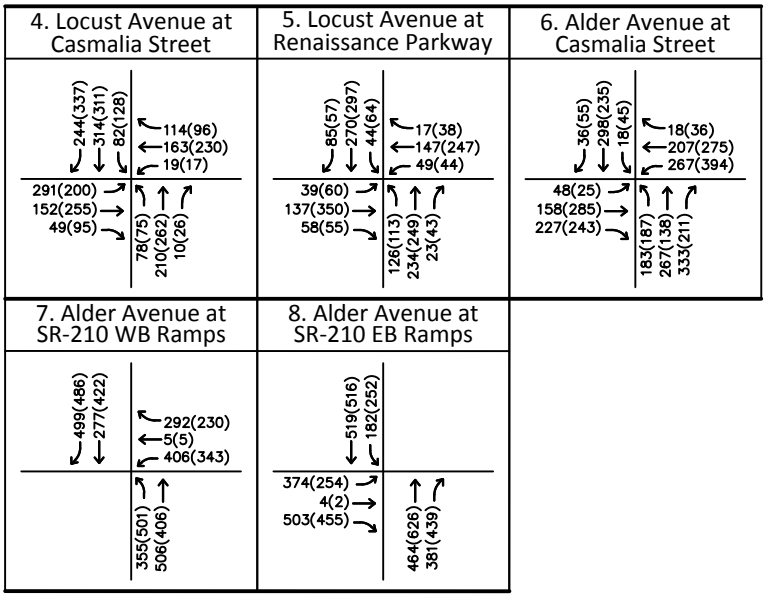
XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

FIGURE 14A
OPENING YEAR 2026 CUMULATIVE PLUS PROJECT TRAFFIC VOLUMES

Kimley»Horn

NOT TO SCALE





LEGEND:

(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

FIGURE 14B
OPENING YEAR 2026 CUMULATIVE PLUS PROJECT TRAFFIC VOLUMES

Kimley»Horn

TABLE 11
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2026 CUMULATIVE PLUS PROJECT CONDITIONS

Int. #	Intersection	AM Peak Hour						PM Peak Hour					
		Without Project		With Project		Change in Delay	Infrastructure Deficiency?	Without Project		With Project		Change in Delay	Infrastructure Deficiency?
		Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
1	Locust Avenue at Riverside Avenue	24.6	C	25.8	C	1.2	No	18.6	B	19.0	B	0.4	No
2	Locust Avenue at Casa Grande Drive	23.4	C	26.1	D	2.7	No	40.2	E	48.4	E	8.2	Yes
3	Locust Avenue at Lowell Street	24.0	C	49.5	E	25.5	Yes	21.5	C	84.4	F	62.9	Yes
4	Locust Avenue at Casmalia Street	23.8	C	26.6	C	2.8	No	25.1	C	26.1	C	1.0	No
5	Locust Avenue at Renaissance Parkway	21.5	C	21.1	C	-0.4	No	23.7	C	23.5	C	-0.2	No
6	Alder Avenue at Casmalia Street	25.7	C	26.0	C	0.3	No	28.8	C	30.6	C	1.8	No
7	Alder Avenue at SR-210 WB Ramps	35.5	D	36.8	D	1.3	No	45.1	D	46.4	D	1.3	No
8	Alder Avenue at SR-210 EB Ramps	40.7	D	41.4	D	0.7	No	59.6	E	59.9	E	0.3	No
D1	Lowell Street at Project Driveway 1	-	-	8.4	A	-	-	-	-	8.5	A	-	-
D2	Lowell Street at Project Driveway 2	-	-	8.4	A	-	-	-	-	8.7	A	-	-
D3	Lowell Street at Project Driveway 3	-	-	8.5	A	-	-	-	-	8.9	A	-	-
D4	Locust Avenue at Project Driveway 4	-	-	15.2	C	-	-	-	-	16.1	C	-	-

Notes:
- Bold values indicate intersections operating at an unacceptable Level of Service
- Intersection operation is expressed in volume-to-capacity (v/c) ratio for signalized intersections, and average delay for unsignalized intersections.
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

TABLE 12
SUMMARY OF ROADWAY SEGMENT ANALYSIS
OPENING YEAR 2026 CUMULATIVE PLUS PROJECT CONDITIONS

Roadway	Segment	Opening Year 2026 Cumulative ADT	Project ADT	Opening Year 2026 Cumulative Plus Project ADT	LOS **D** Capacity	LOS **D** or Better?
Locust Avenue	Lowell Street to Persimmon Avenue	11,238	1,494	12,732	21,999	Yes
Casmalia Street	Locust Avenue to Laurel Avenue	12,364	1,078	13,442	21,999	Yes
Riverside Avenue	Alder Avenue to Locust Avenue	15,447	280	15,727	32,999	Yes

F. Horizon Year 2040 Conditions

To derive the Horizon Year 2040 intersection turning movement forecasts, the San Bernardino Transportation Analysis Model (SBTAM) Base Year 2019 and Horizon Year 2050 future traffic projections were used. The raw volumes obtained from the model output were post-processed by determining the annual growth between the base model year and the future model year and applying the growth increment to existing count volumes. This was accomplished using the B-Turns methodology, developed by the Federal Highway Administration (FHWA). As a conservative approach, if a turning movement volume produced by this process was less than the Opening Year 2026 forecast volume for that movement, manual adjustments were made to assure that all forecast build-out year volumes would not be less than the Opening Year 2026 forecast volumes. The SBTAM Model plots and B-Turns worksheets are provided in *Appendix F*. The resulting Horizon Year 2040 morning and evening peak hour volumes are presented on Figure 15.

Peak Hour Operating Conditions

Intersection Level of Service analysis was conducted for the morning and evening peak hours for the Horizon Year 2040 scenario. The results of the intersection analysis are shown on Table 13. Intersection analysis worksheets for this scenario are provided in *Appendix D*.

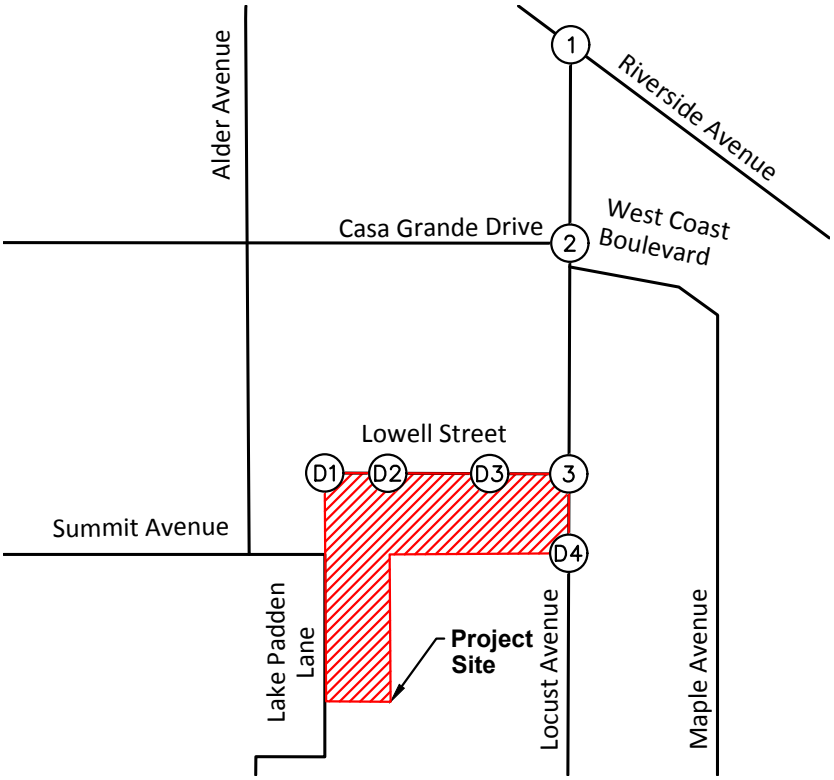
Review of this table indicates that the following study intersections would operate at an unacceptable Level of Service under the Horizon Year 2040 scenario:

- #2 – Locust Avenue at Casa Grande Drive: PM – LOS F
- #8 – Alder Avenue at SR-210 EB Ramps: PM – LOS E

Daily Roadway Operating Conditions

Roadway Level of Service analysis was conducted based on the roadway capacities presented previously in this report. The results of the roadway analysis for Horizon Year 2040 conditions are shown on Table 14.

Review of this table indicates that the study roadway segments would operate within their current Level of Service D capacity.



1. Locust Avenue at Riverside Avenue	2. Locust Avenue at Casa Grande Drive	3. Locust Avenue at Lowell Street	D1. Lowell Street at Project Driveway 1
←638(782) ←276(166) 716(670)→ 160(146)↘ 109(160)↑ 181(149)↑	23(98)↙ 420(232)↙ 29(78)→ 235(289)↘ 122(243)↑ 284(274)↑	16(4)↙ 630(548)↙ 8(13)→ 36(61)↘ 20(17)↑ 456(490)↑	FUTURE INTERSECTION
D2. Lowell Street at Project Driveway 2	**D3. Lowell Street at Project Driveway 3**	**D4. Locust Avenue at Project Driveway 4**	
FUTURE INTERSECTION	FUTURE INTERSECTION	FUTURE INTERSECTION	

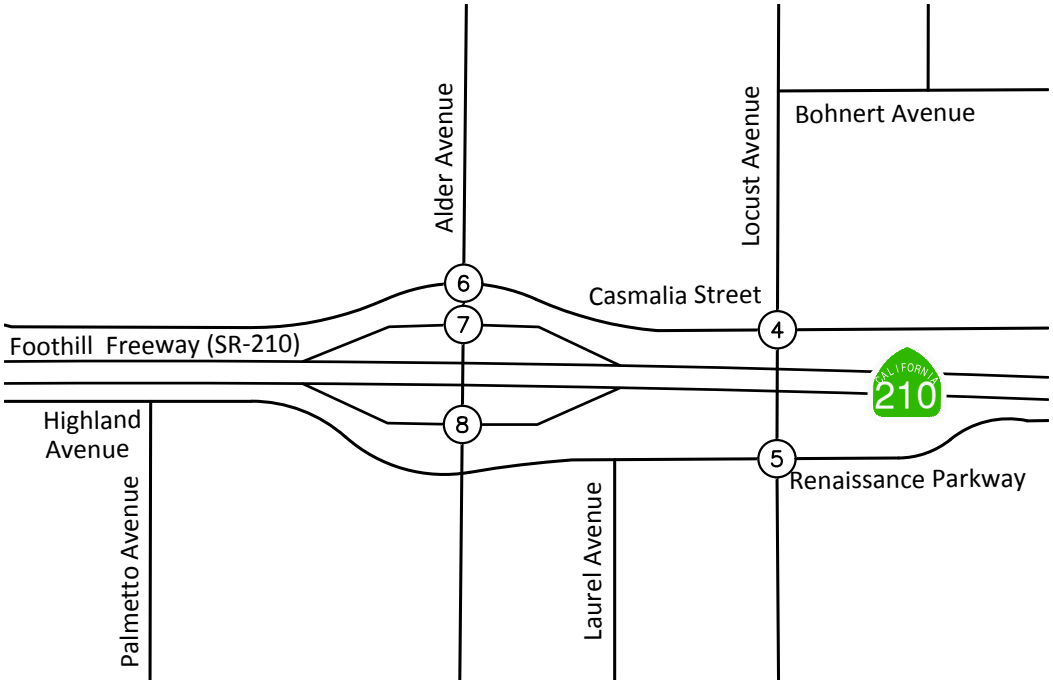
LEGEND:

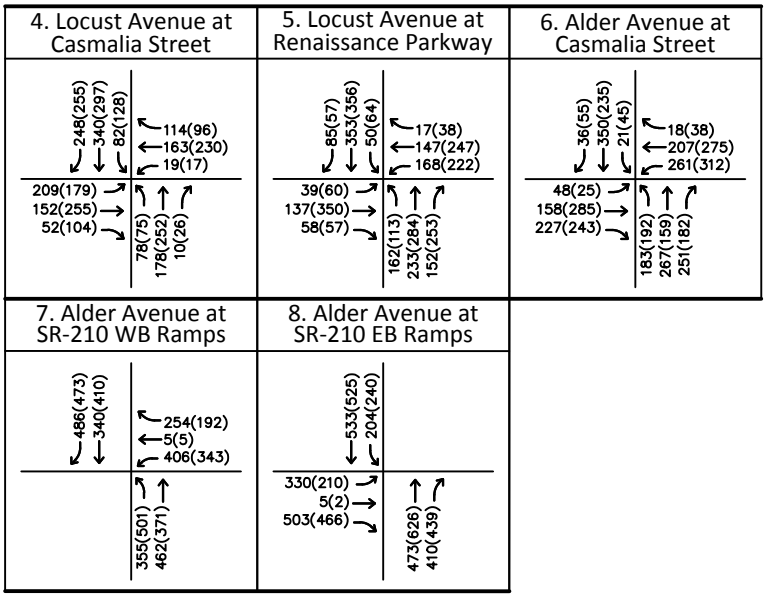
(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

FIGURE 15A
HORIZON YEAR 2040
TRAFFIC VOLUMES

NOT TO SCALE





LEGEND:

(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

FIGURE 15B
HORIZON YEAR 2040
TRAFFIC VOLUMES

TABLE 13
SUMMARY OF INTERSECTION OPERATION
HORIZON YEAR 2040 WITHOUT PROJECT CONDITIONS

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Locust Avenue at Riverside Avenue	S	25.7	C	19.1	B
2	Locust Avenue at Casa Grande Drive	U	24.7	C	51.7	F
3	Locust Avenue at Lowell Street	U	22.1	C	22.3	C
4	Locust Avenue at Casmalia Street	S	23.9	C	25.9	C
5	Locust Avenue at Renaissance Parkway	S	23.0	C	27.7	C
6	Alder Avenue at Casmalia Street	S	26.2	C	28.7	C
7	Alder Avenue at SR-210 WB Ramps	S	35.5	D	44.9	D
8	Alder Avenue at SR-210 EB Ramps	S	46.6	D	63.1	E
D1	Lowell Street at Project Driveway 1	U	Future Intersection			
D2	Lowell Street at Project Driveway 2	U	Future Intersection			
D3	Lowell Street at Project Driveway 3	U	Future Intersection			
D4	Locust Avenue at Project Driveway 4	U	Future Intersection			

Note:
- Bold values indicate intersections operating at an unacceptable Level of Service
- Intersection operation is expressed in volume-to-capacity (v/c) ratio for signalized intersections, and average delay for unsignalized intersections.
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.
- S = Unsignalized
- U = Unsignalized

TABLE 14
SUMMARY OF ROADWAY SEGMENT ANALYSIS
HORIZON YEAR 2040 CONDITIONS

Roadway	Segment	Horizon Year 2040 ADT	LOS **D** Capacity	LOS **D** or Better?
Locust Avenue	Lowell Street to Persimmon Avenue	12,922	21,999	Yes
Casmalia Street	Locust Avenue to Laurel Avenue	19,450	21,999	Yes
Riverside Avenue	Alder Avenue to Locust Avenue	18,083	32,999	Yes

G. Horizon Year 2040 Plus Project Conditions

Peak Hour Operating Conditions

Project-related trips were added to Horizon Year 2040 Plus Project traffic volumes to develop forecasts for the Horizon Year Plus 2040 Project scenario. The resulting peak hour traffic volumes are shown on Figure 16. Intersection Level of Service analysis was conducted for the conditions. The results of the intersection analysis are shown on Table 15. Intersection analysis worksheets for this scenario are provided in *Appendix D*.

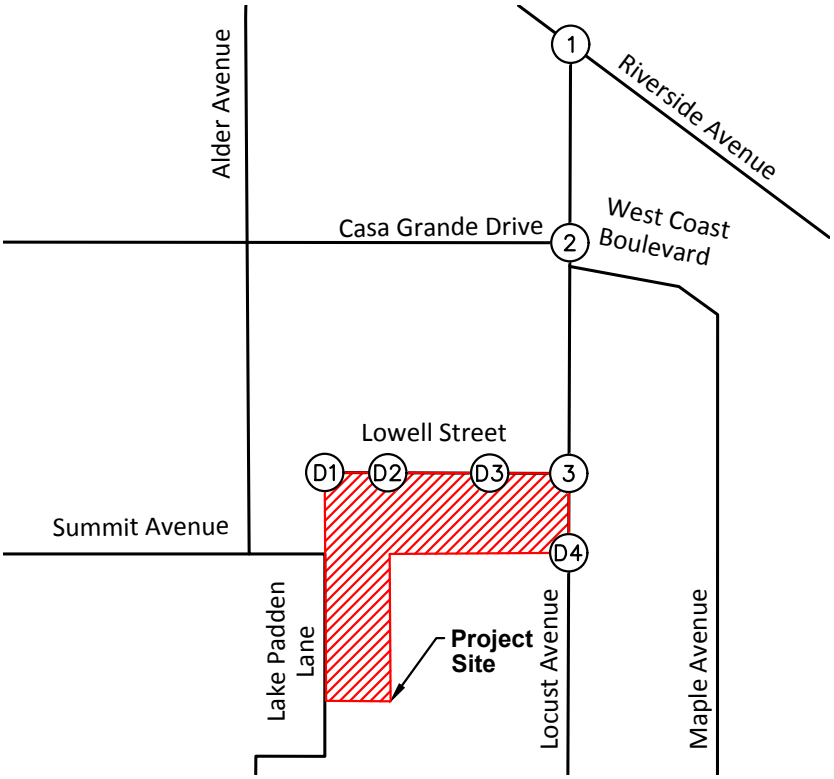
Review of this table indicates that with the addition of Project traffic, the following study intersections would operate at an unacceptable Level of Service:

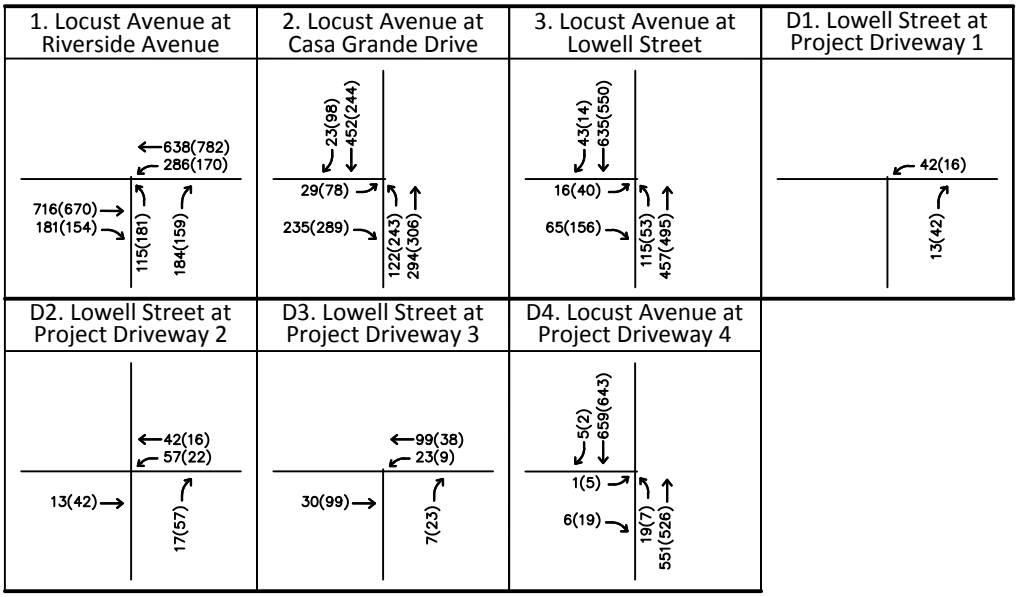
- #2 – Locust Avenue at Casa Grande Drive: PM – LOS F
- #3 – Locust Avenue at Lowell Street: AM – LOS F; PM – LOS F
- #8 – Alder Avenue at SR-210 EB Ramps: PM – LOS E

Daily Roadway Operating Conditions

Roadway Level of Service analysis was conducted based on the roadway capacities presented previously in this report. The results of the roadway analysis for Horizon Year 2040 Plus Project conditions are shown on Table 16.

Review of this table indicates that the study roadway segments would continue to operate within their current Level of Service D capacity.





LEGEND:

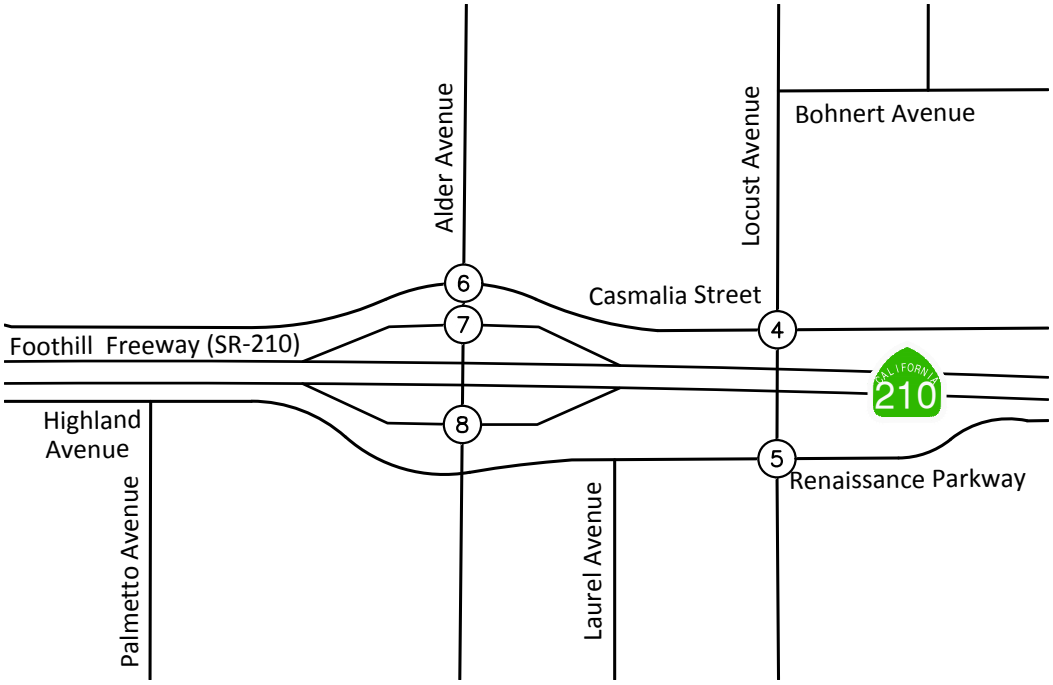
(X) = Study Intersection

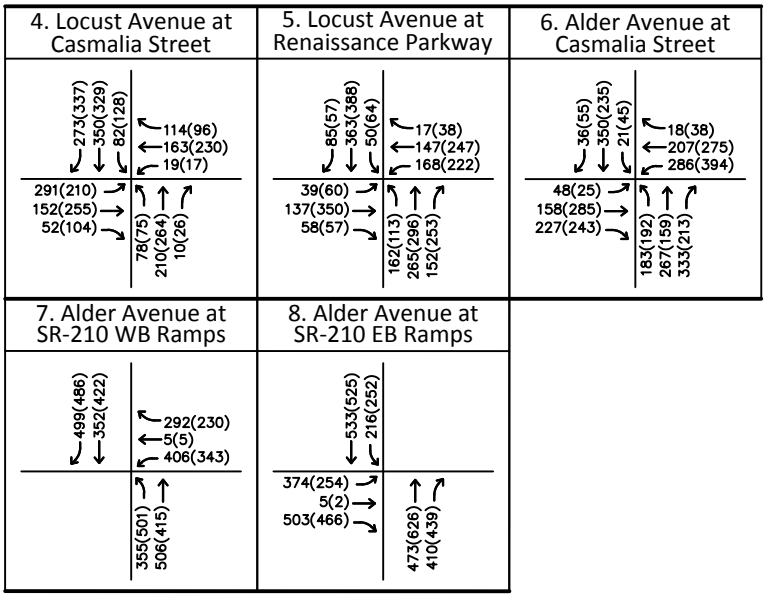
XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

FIGURE 16A
HORIZON YEAR 2040
PLUS PROJECT TRAFFIC VOLUMES

Kimley»Horn

NOT TO SCALE





LEGEND:

(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

FIGURE 16B
HORIZON YEAR 2040
PLUS PROJECT TRAFFIC VOLUMES

TABLE 15
SUMMARY OF INTERSECTION OPERATION
HORIZON YEAR 2040 PLUS PROJECT CONDITIONS

Int. #	Intersection	AM Peak Hour						PM Peak Hour					
		Without Project		With Project		Change in Delay	Infrastructure Deficiency?	Without Project		With Project		Change in Delay	Infrastructure Deficiency?
		Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
1	Locust Avenue at Riverside Avenue	25.7	C	27.0	C	1.3	No	19.1	B	19.6	B	0.5	No
2	Locust Avenue at Casa Grande Drive	24.7	C	27.7	D	2.9	No	51.7	F	62.7	F	11.0	Yes
3	Locust Avenue at Lowell Street	22.1	C	50.5	F	28.4	Yes	22.3	C	104.4	F	82.1	Yes
4	Locust Avenue at Casmalia Street	23.9	C	27.2	C	3.3	No	25.9	C	27.0	C	1.1	No
5	Locust Avenue at Renaissance Parkway	23.0	C	22.8	C	-0.2	No	27.7	C	27.8	C	0.1	No
6	Alder Avenue at Casmalia Street	26.2	C	26.5	C	0.3	No	28.7	C	30.5	C	1.8	No
7	Alder Avenue at SR-210 WB Ramps	35.5	D	36.7	D	1.2	No	44.9	D	46.3	D	1.4	No
8	Alder Avenue at SR-210 EB Ramps	46.6	D	47.4	D	0.8	No	63.1	E	63.3	E	0.2	No
D1	Lowell Street at Project Driveway 1	-	-	8.4	A	-	-	-	-	8.5	A	-	-
D2	Lowell Street at Project Driveway 2	-	-	8.4	A	-	-	-	-	8.7	A	-	-
D3	Lowell Street at Project Driveway 3	-	-	8.5	A	-	-	-	-	8.9	A	-	-
D4	Locust Avenue at Project Driveway 4	-	-	14.6	B	-	-	-	-	15.3	C	-	-

Notes:
- Bold values indicate intersections operating at an unacceptable Level of Service
- Intersection operation is expressed in volume-to-capacity (v/c) ratio for signalized intersections, and average delay for unsignalized intersections.
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

TABLE 16
SUMMARY OF ROADWAY SEGMENT ANALYSIS
HORIZON YEAR 2040 PLUS PROJECT CONDITIONS

Roadway	Segment	Horizon Year 2040 ADT	Project ADT	Horizon Year 2040 Plus Project ADT	LOS **D** Capacity	LOS **D** or Better?
Locust Avenue	Lowell Street to Persimmon Avenue	12,922	1,494	14,416	21,999	Yes
Casmalia Street	Locust Avenue to Laurel Avenue	19,450	1,078	20,528	21,999	Yes
Riverside Avenue	Alder Avenue to Locust Avenue	18,083	280	18,363	32,999	Yes

IV. RECOMMENDED IMPROVEMENTS

A. Intersection Improvements

Based on the LOS standard and impact criteria discussed previously, the project has a potential to cause a LOS deficiency on the following study intersections:

Opening Year 2026 Plus Project

- #2 – Locust Avenue at Casa Grande Drive
- #3 – Locust Avenue at Lowell Street

Opening Year 2026 Cumulative Plus Project

- #2 – Locust Avenue at Casa Grande Drive
- #3 – Locust Avenue at Lowell Street

Horizon Year 2040 Plus Project

- #2 – Locust Avenue at Casa Grande Drive
- #3 – Locust Avenue at Lowell Street

Improvement measures have been identified to improve the intersections to operate at an acceptable LOS if the project caused, or contributed to an existing, intersection deficiency, as shown in Table 17. The project would pay a fair share, based on future traffic growth, towards improvements benefitting Intersection #2 (Locust Avenue and Casa Grande Drive). The project causes Intersection #3 (Locust Avenue and Lowell Street) to operate deficiently. Fair share calculations and estimated costs are provided on Tables 18 and 19, respectively.

TABLE 17
SUMMARY OF INTERSECTION OPERATION
DEFICIENCY AND IMPROVEMENT MEASURES

Int. #	Intersection	Improvements	Peak Hour	OPENING YEAR 2026						OPENING YEAR 2026 CUMULATIVE PROJECTS						HORIZON YEAR 2040					
				Without Project		With Project		With Improvements		Without Project		With Project		With Improvements		Without Project		With Project		With Improvements	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
2	Locust Avenue at Casa Grande Drive	Install traffic signal.	AM	21.8	C	24.1	C	25.0	C	23.4	C	26.1	D	25.6	C	24.7	C	27.7	D	26.5	C
			PM	36.2	E	43.3	E	50.5	D	40.2	E	48.4	E	51.1	D	51.7	F	62.7	F	52.0	D
3	Locust Avenue at Lowell Street	Stripe eastbound approach with a dedicated left-turn lane and a dedicated right-turn lane. Add a northbound left-turn lane.	AM	21.9	C	40.5	E	29.0	D	24.0	C	49.5	E	32.7	D	22.1	C	50.5	F	30.1	D
			PM	19.7	C	62.9	F	26.0	D	21.5	C	84.4	F	29.4	D	22.3	C	104.4	F	31.1	D

Notes:
- Bold values indicate intersections operating at an unacceptable Level of Service
- Intersection operation is expressed in volume-to-capacity (v/c) ratio for signalized intersections, and average delay for unsignalized intersections.
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

TABLE 18

SUMMARY OF PROJECT FAIR SHARE FOR IMPROVEMENTS

Intersection	AM Peak Hour					PM Peak Hour				
	Total Volume		Total Growth	Project Trips	Fair-Share %-age	Total Volume		Total Growth	Project Trips	Fair-Share %-age
	Existing	Horizon Year 2040 Plus Project				Existing	Horizon Year 2040 Plus Project			
#2 - Locust Avenue at Casa Grande Drive	1,019	1,155	136	42	30.8%	1,090	1,258	168	44	26.1%
#4 - Locust Avenue at Casmalia Street[1,2]	158	291	-	82	28.2%	151	210	-	31	14.8%

- [1] Volumes shown represent the eastbound left-turn only.
- [2] The Fair Share percentage was calculated by dividing the project trips by the Horizon Year 2040 Plus Project total volumes.

TABLE 19
SUMMARY OF TRAFFIC IMPROVEMENTS FAIR SHARE COSTS

#2 - Locust Avenue at Casa Grande Drive	Unit Cost	Quantity	Total
Install Traffic Signal	$ 1,012,000	1	$ 1,012,000
Project Fair Share percentage[1]			30.8%
Project Cost			$ 311,696
#3 - Locust Avenue at Lowell Street			
Restripe Eastbound and Northbound Approach	$ 5,000	1	$ 5,000
#4 - Locust Avenue at Casmalia Street			
Modify Median to Extend Eastbound Left-Turn Pocket	$ 170,224	1	$ 170,224
Project Fair Share percentage[1]			28.2%
Project Cost			$ 48,003
	Total Project Cost		**$** 364,699

[1] Higher of AM or PM project fair share percentage

B. Roadway Improvements

The project would not have a project related effect on any of the study roadway segments.

C. Site Access Analysis

Vehicular access provisions for the project site would be provided via three full-movement unsignalized driveways on W Lowell Street, one full-movement unsignalized driveway on N Locust Avenue, and two full-movement unsignalized driveways on Lake Padden Lane. The driveway on N Locust Avenue can only be accessed by trucks, the westernmost driveway on W Lowell Street can only be accessed by passenger cars, the second driveway on W Lowell Street can be accessed by both passenger cars and trucks, and the easternmost driveway on W Lowell Street can only be accessed by trucks. The two driveways along Lake Padden Lane are emergency access only. Truck turns for project driveways are provided in Appendix G.

D. Signal Warrant Analysis

A peak hour signal warrant analysis was conducted for the following unsignalized intersection:

- #2 – Locust Avenue and Casa Grande Drive

Traffic signal warrants are used to determine whether or not a traffic signal is warranted to facilitate the movement of traffic from the side street to and from the major street in a safe and efficient manner. The warrant analysis is based on the 2014 California Manual of Uniform Traffic Control Devices (MUTCD), Warrant 3 (Peak Hour Warrant).

The results of the signal warrant analysis indicate that Intersection #2 (Locust Avenue and Casa Grande Drive) is forecasted to warrant signalization in both peak hour periods and both without/with project scenarios under Opening Year 2026, Opening Year 2026 Cumulative, and Horizon Year 2040. Signal warrant worksheets are provided in Appendix H.

The California MUTCD specifically states that, “The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.” The reference document further states a number of other factors to take into account when considering a signal for a specific location, including whether or not a signal would improve the overall safety of the intersection, whether it would benefit or disrupt progressive traffic flow, and consideration of characteristics such as queuing, signal spacing, and overall delay to the main street through movements.

The decision to install a traffic signal should be based on engineering judgment, and not solely upon satisfying a single peak hour warrant. It is recommended that the intersection be monitored once individual projects are completed within the Specific Plan to observe actual peak hour operation, and a decision about signalization should be made based on those observations as well as engineering judgment, based on the factors listed above.

E. Queueing Analysis – Locust Avenue at Casmalia Street (Eastbound Left-Turn)

Based on the City's comments prepared by Transtech (dated May 7, 2025), a 95th percentile queuing analysis was conducted for the eastbound left-turn movement at the intersection of Locust Avenue at Casmalia Street (Intersection #4). The 95th percentile queue is defined as the queue length that has only a 5% probability of being exceeded during the analysis period; in other words, the typical worst-case queue. The queueing analysis is provided to understand the 95th percentile queue in relation to the storage provided. It should be noted that the queue lengths provided are irrespective of vehicle, and represent the total length, in feet, of 95th percentile queues for both passenger vehicles and trucks within the study area. To provide a point of comparison in addition to total queue length, the distance per vehicle was assumed to be 25 feet, to account for the length of a typical passenger vehicle and spacing from the next queued vehicle to give an equivalent queue length relative to the number of passenger vehicles. For the 95th percentile queue, the eastbound left-turn movement at the intersection of Locust Avenue at Casmalia Street (Intersection #4) was evaluated in all scenarios as shown below on Table 20.

Table 20 – Summary of 95th Percentile Queueing
Locust Avenue at Casmalia Street (Eastbound Left-Turn)

Intersection Movement	Storage Length (feet)	Scenario	Peak Hour	95th Percentile Queue Length (feet/lane)		Change in Storage Length (feet)
				Without Project	With Project	
4 - Locust Avenue at Casmalia Street (Eastbound Left-Turn)	110	Existing Conditions	AM	135	-	-
			PM	154	-	-
		Opening Year 2026	AM	157	196	39
			PM	158	173	15
		Opening Year 2026 Cumulative	AM	179	200	21
			PM	172	177	5
		Horizon Year 2040	AM	174	212	38
			PM	179	175	-4

Overall, eastbound left-turn 95th percentile queues at the study intersection exceed the existing pocket length of 110 feet in existing conditions and are anticipated to continue to exceed the existing storage in future year scenarios. To accommodate future queues at the eastbound left-turn, it is feasible to modify the median to extend the turn pocket. Fair share calculations and estimated costs are provided on Tables 18 and 19, respectively. See *Appendix I* for queueing analysis worksheets.

VII. FINDINGS AND RECOMMENDATIONS

A. Improvements

1. Intersection Improvements

- Under Existing Conditions, the following study intersections would operate at an unacceptable Level of Service:
    - #8 – Alder Avenue at SR-210 EB Ramps: PM – LOS E
- Under Opening Year 2026 Conditions, the following study intersections would operate at an unacceptable Level of Service:
    - #2 – Locust Avenue at Casa Grande Drive: PM – LOS E
    - #8 – Alder Avenue at SR-210 EB Ramps: PM – LOS E
- Under Opening Year 2026 Plus Project Conditions, the following study intersections would operate at an unacceptable Level of Service:
    - #2 – Locust Avenue at Casa Grande Drive: PM – LOS E
    - #3 – Locust Avenue at Lowell Street: AM – LOS E; PM – LOS F
    - #8 – Alder Avenue at SR-210 EB Ramps: PM – LOS E
- Under Opening Year Cumulative 2026 Conditions, the following study intersections would operate at an unacceptable Level of Service:
    - #2 – Locust Avenue at Casa Grande Drive: PM – LOS E
    - #8 – Alder Avenue at SR-210 EB Ramps: PM – LOS E
- Under Opening Year Cumulative 2026 Plus Project Conditions, the following study intersections would operate at an unacceptable Level of Service:
    - #2 – Locust Avenue at Casa Grande Drive: PM – LOS E
    - #3 – Locust Avenue at Lowell Street: AM – LOS E; PM – LOS F
    - #8 – Alder Avenue at SR-210 EB Ramps: PM – LOS E
- Under Horizon Year 2040 Conditions, the following study intersections would operate at an unacceptable Level of Service:
    - #2 – Locust Avenue at Casa Grande Drive: PM – LOS F
    - #8 – Alder Avenue at SR-210 EB Ramps: PM – LOS E

- Under Horizon Year 2040 Plus Project Conditions, the following study intersections would operate at an unacceptable Level of Service:

    - #2 – Locust Avenue at Casa Grande Drive: PM – LOS F
    - #3 – Locust Avenue at Lowell Street: AM – LOS F; PM – LOS F
    - #8 – Alder Avenue at SR-210 EB Ramps: PM – LOS E

Improvement measures have been identified to improve the study intersections to operate at an acceptable LOS if the project contributed to a deficiency, as shown on Table 17 (presented previously).

2. Roadway Improvements

The project would not have a project related effect on any of the study roadway segments.

B. Traffic Signal Warrant Analysis

A signal warrant analysis was conducted to determine the potential need for a traffic signal at Intersection #2 (Locust Avenue and Casa Grande Drive). The results of the signal warrant analysis indicate that Intersection #2 is forecasted to warrant signalization in both peak hour periods and both without/with project scenarios under Opening Year 2026, Opening Year 2026 Cumulative, and Horizon Year 2040.

C. Queueing Analysis – Locust Avenue at Casmalia Street (Eastbound Left-Turn)

A queueing analysis was conducted per the City's comments to understand the 95th percentile queue in relation to the storage provided on the west leg at Intersection #4 (Locust Avenue at Casmalia Street). The results of the queueing analysis showed that eastbound left-turn 95th percentile queues at the study intersection exceed the existing pocket length of 110 feet in existing conditions and are anticipated to continue to exceed the existing storage in future year scenarios. To accommodate future queues at the eastbound left-turn, it is feasible to modify the median to extend the turn pocket.

D. Site Circulation

Vehicular access provisions for the project site would be provided via three full-movement unsignalized driveways on W Lowell Street, one full-movement unsignalized driveway on N Locust Avenue, and two full-movement unsignalized driveways on Lake Padden Lane. The driveway on N Locust Avenue can only be accessed by trucks, the westernmost driveway on W Lowell Street can only be accessed by passenger cars, the second driveway on W Lowell Street can be accessed by both passenger cars and trucks, and the easternmost driveway on W Lowell Street can only be accessed by trucks. The two driveways along Lake Padden Lane are emergency access only.

E. Safety and Operational Improvements

The roadways serving the project site are generally straight and flat. A sight distance analysis of existing roadway conditions is not needed. The site driveways and project improvements must be designed so that adequate sight distance for drivers entering and exiting the site is maintained. The line of sight – a straight line between the driver's eye and oncoming vehicles on the adjacent roadway defines the Limited Use Area. The Limited Use Area for each driveway must be kept clear of visual obstructions, including project signs, building structures, and landscaping, in order to maintain adequate sight distance.

F. Fair Share Calculations

The project fair share proportion and estimated costs of the improvements are shown on Tables 18 and 19 (presented previously).

G. Specific Plan Signalization

Not Applicable.

H. General Plan Conformance

The proposed Locust Gateway Logistics Center Project is in conformance with the City of Rialto General Plan. The proposed use is permitted under the General Manufacturing (I-GM) designation within the City of Rialto Airport Specific Plan. A General Plan Amendment is not required for the project.

I. Regional Funding Mechanisms

The project is subject to the City's city-wide traffic impact fee program. To the extent that a recommended improvement is included in an existing fee program, the project's payment of impact fees can be used to offset the costs of implementing the mitigation measures. In addition, the project may be required to construct a needed improvement in advance of the City's receipt of full funding, in which case the improvement may be subject to a reimbursement agreement, to allow the project to recoup costs from future development.

APPENDIX A

APPROVED SCOPING AGREEMENT

Exhibit A

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: Locust Gateway Project

Project Address: Southwest corner of W. Lowell Street and N. Locust Avenue

Project Description: Construction of a 665,410 SF industrial building on a vacant parcel.

	Consultant	Developer
Name:	Kimley-Horn and Associates, Inc.	Adam Schmid
Address:	1100 W Town and Country Road, Suite 700 Orange, CA 92868	2102 Rosecrans Avenue, Suite 6250 El Segundo, CA 90245
Telephone:	(714) 939-1030	N/A
Fax:	N/A	N/A

1. Trip Generation Source: ITE Trip Generation Manual, 11th Edition (2021)

Existing GP Land Use Vacant Proposed Land Use Warehousing (ITE 150)
Airport Specific Plan Airport Specific Plan
Current Zoning: General Manufacturing (I-GM) Proposed Zoning: General Manufacturing (I-GM)

Total Daily Project Trips: 1,908 - See Attachment 2 - Trip Generation Table

	Current Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips	N/A	N/A	N/A	145	44	189
PM Trips	N/A	N/A	N/A	55	145	200

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.

See Attachment 3 - Trip Distribution

2. Trip Geographic Distribution: N 25 % S 25 % E 20 % W 30 %
Trucks: 20% 20% 30% 30%
(Detailed exhibits of trip distribution must be attached with Trucks as a separate exhibit)

3. Background Growth Traffic

Project Completion Year: 2026 Annual Background Growth Rate: 2 %

Other Phase Years N/A

Other area projects to be considered: _____

(Contact Planning for Lists. Correlate projects to exhibit map a…h projects have been included in study area forecasts for existing + b… project + cumulative)

Model/Forecast methodology: Existing plus Growth plus Cum. Project …ar

include all study scenarios per Rialto Guidelines for a Full study. This includes General Plan conditions (long term)

4. Study Intersections: (NOTE: Subject to revision after oth…ation and distribution are determined, or comments from other agencies received.)

1. Locust Avenue at Riverside Avenue
2. Locust Avenue at Lowell Street
3. Locust Avenue at Casmalia Street
4. Locust Avenue at Renaissance Parkway
5. Alder Avenue at Casmalia Street
6. Alder Avenue at SR-210 WB Ramps
7. Alder Avenue at SR-210 EB Ramps
8. _____
9. _____
10. _____

Please add Locust and Casa Grande

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. _____
3. _____
4. _____
5. _____

Add segments on Locust, Casmalia and Riverside within the study area and between major intersections.

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) See Attachment 1 - Site Plan

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 stat[illegible] un-signalized intersection under existing conditions, 8-hour approach tra[illegible]n must be submitted in addition to the peak hourly turning movement count[illegible])

please include all areas of special study including truck turns, sight distance, truck routing, access on lake padden lane etc....

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: _____

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 2/12/2024

Scoping Agreement Resubmittal date _____

Kimley-Horn and Associates, Inc. February 12, 2024

Applicant/Engineer Date

Land Use Concurrence:

Development Services Department Date

Approved by:

Justin P. Schlaefli Accepted with comments 4/25/24

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.

ATTACHMENT 1

WEST LOWELL STREET

NORTH LOCUST AVENUE

LAKE PADDEN LANE

SEE 1/DRC-A1.20

SEE 1/DRC-A1.10

MATCH LINE

SEE 2/DRC-A1.10

SEE 1/DRC-A1.10

26'-0" DRIVEWAY

40'-0" DRIVEWAY

30'-0" DRIVEWAY

223'-0"

160'-0"

71'-0"

190'-0"

150'-0" SETBACK

399'-4"

94'-0"

71'-4"

BUILDING AREA
665,410 S.F.

400'-0"

SPECULATIVE HIGH PILE STORAGE CONCRETE TILT
WAREHOUSE TYPE III-B, S-1/B OCCUPANCY.
UNLIMITED BUILDING AREA PER CBC 507| 60' SIDE
YARD & ESFR SPRINKLER SYSTEM
FIRE INGRESS DOORS AT NO GREATER THAN 125' O.C.

SKH ARCHITECT

STEVE K HONG ARCHITECT
4590 MACARTHUR BLVD. SUITE 500
IRVINE CALIFORNIA 92660
PROJECT MANAGER: STEVE HONG
714 - 822 - 1171, STEVE@SKHARCHITECT.COM

LICENSED ARCHITECT
STEVE K. HONG
NO. C-35677
REN. 12-31-24
STATE OF CALIFORNIA

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CONSULTANTS

CIVIL ENGINEER
KIMLEY-HORN | 3801 UNIVERSITY AVE,
SUITE 300 RIVERSIDE, CA 92501
DIRECT: 619-744-0144|
MOBILE: 619-300-5087
ATTN: DAVIE COWAN
DAVIE.COWAN@KIMLEY-HORN.COM

LOCUST GATEWAY
LOGISTICS CENTER

TBD W. LOWELL STREET AND N.
LOCUST AVE. RIALTO CA 92377

Brookfield
Properties

2101 ROSECRANS
AVENUE, SUITE6250
EL SEGUNDO CALIFORNIA 90245

No.	ISSUANCE	DATE

JOB No.
23-013
DRAWN STEVE HONG
CHECKED STEVE HONG

SHEET TITLE
ARCHITECTURAL
OVERALL SITE PLAN

SHEET NUMBER
DRC-A1.00

OVERALL SITE PLAN

TRUE NORTH

SCALE
1" = 80'-0"

1

Plot Date: 9/30/2023 10:34:24 AM Last Save By: steve Login: Steve Hong L:\Projects\Brookfield\2023\23-013 Rialto N. Locust Ave And Lowell Street\03 - Design\04 - Entitlements And CD\DRC-A1.00.dwg

ATTACHMENT 2
SUMMARY OF PROJECT TRIP GENERATION

Land Use	ITE Code	Unit	Trip Generation Rates [1]						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Warehousing	150	KSF	1.710	0.131	0.039	0.17	0.050	0.130	0.18

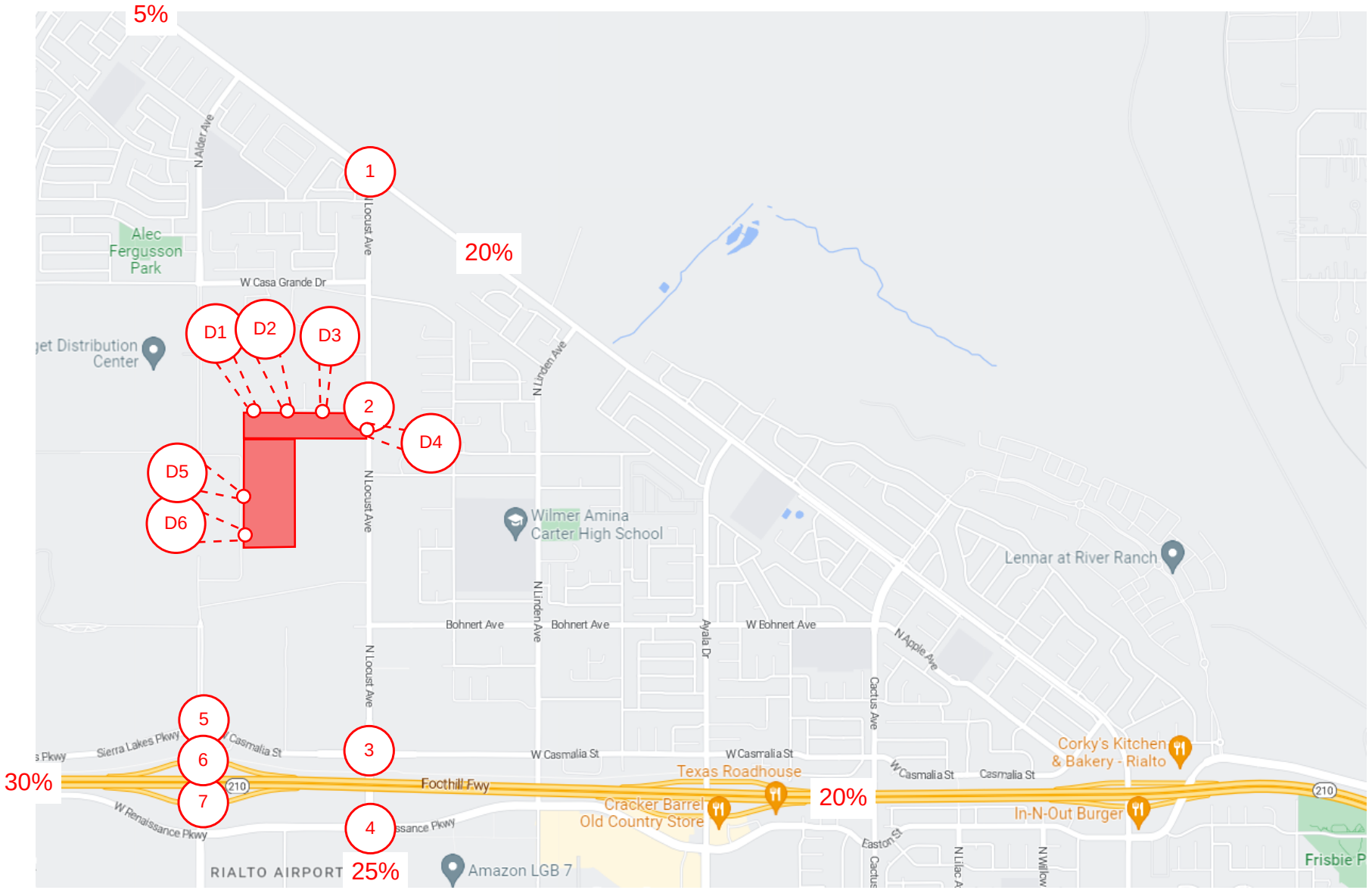
Land Use		Quantity	Unit	Trip Generation Estimates						
				Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Warehousing		665.410	KSF	1,138	87	26	113	33	87	120
Passenger Vehicles	60.00%			683	52	16	68	20	52	72
Trucks	40.00%			455	35	10	45	13	35	48

WAREHOUSING PROJECT TRIPS - PASSENGER CAR EQUIVALENTS (PCE)

Vehicle Type	Vehicle Mix [2]	Daily Vehicles	PCE Factor [2]	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Passenger Vehicles	60.00%	683	1.0	683	52	16	68	20	52	72
2-Axle Trucks	0.80%	9	1.5	14	1	0	1	0	1	1
3-Axle Trucks	11.20%	127	2.0	254	19	6	25	7	19	26
4+ Axle Trucks	28.00%	319	3.0	957	73	22	95	28	73	101
Total Truck PCE Trips				1,225	93	28	121	35	93	128
Total Project PCE Trips				**1,908**	**145**	**44**	**189**	**55**	**145**	**200**

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition
[2] Source: City of Rialto Traffic Impact Analysis Report Guidelines and Requirements

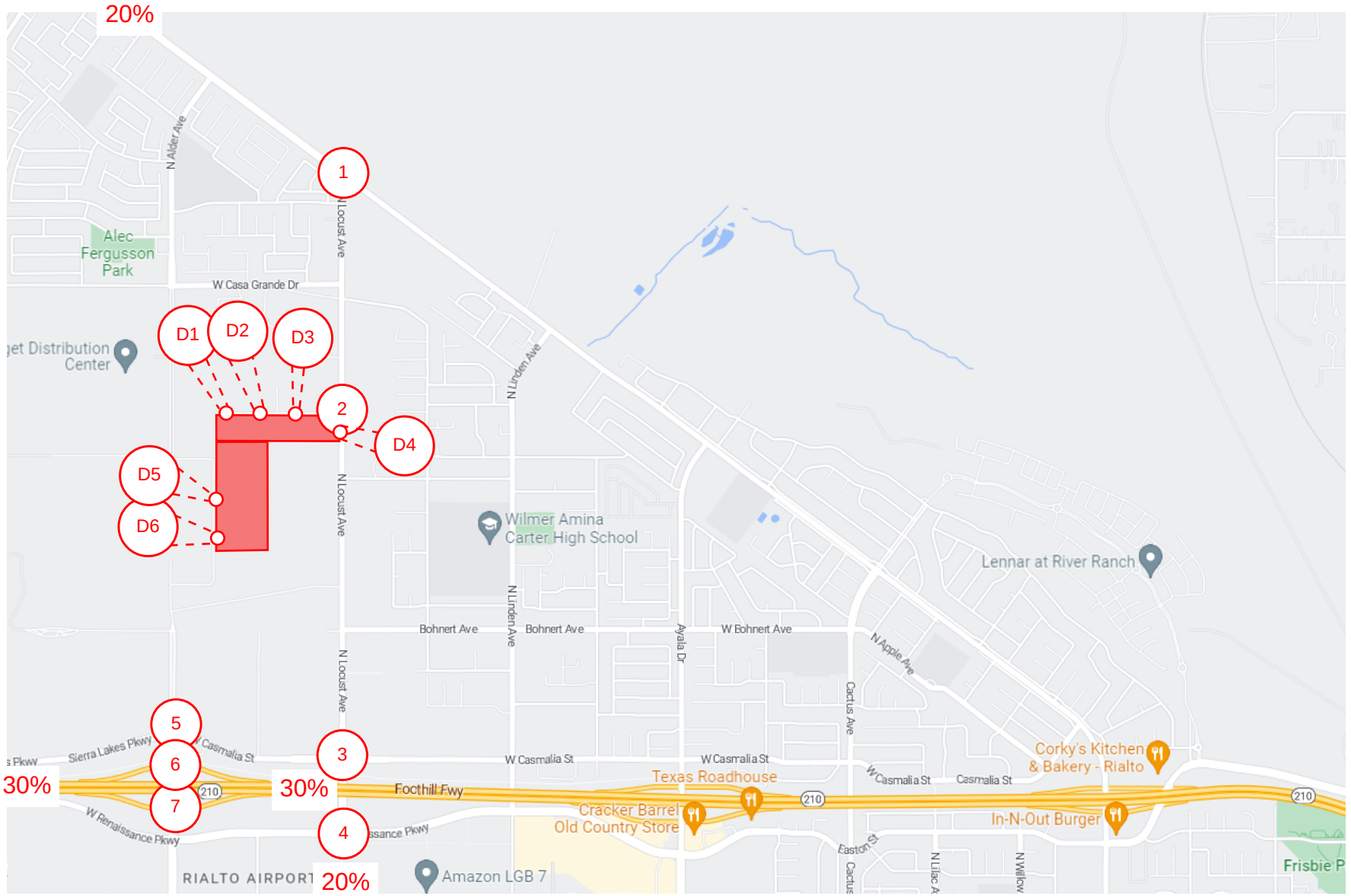
ATTACHMENT 3A - PASSENGER CAR DISTRIBUTION



Legend:

- Project Site
- X — Study Intersection
- D# — Project Driveway
- XX% — Passenger Car Distribution

ATTACHMENT 3B - TRUCK DISTRIBUTION



Legend:

- Project Site
- X — Study Intersection
- D# — Project Driveway
- YY% — Truck Distribution

APPENDIX **B**

TRAFFIC COUNT WORKSHEETS

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

City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	26	60	86	15	21	36	101	23	124	246
07:15 AM	29	113	142	13	36	49	114	25	139	330
07:30 AM	63	127	190	24	49	73	130	26	156	419
07:45 AM	62	120	182	23	38	61	154	27	181	424
Total	180	420	600	75	144	219	499	101	600	1419
08:00 AM	30	60	90	13	30	43	134	26	160	293
08:15 AM	18	37	55	8	17	25	107	21	128	208
08:30 AM	13	67	80	4	19	23	94	24	118	221
08:45 AM	14	59	73	16	21	37	69	17	86	196
Total	75	223	298	41	87	128	404	88	492	918
Grand Total	255	643	898	116	231	347	903	189	1092	2337
Apprch %	28.4	71.6		33.4	66.6		82.7	17.3		
Total %	10.9	27.5	38.4	5	9.9	14.8	38.6	8.1	46.7	
Passenger Vehicles	195	563	758	90	200	290	811	156	967	2015
% Passenger Vehicles	76.5	87.6	84.4	77.6	86.6	83.6	89.8	82.5	88.6	86.2
Large 2 Axle Vehicles	9	19	28	8	6	14	27	9	36	78
% Large 2 Axle Vehicles	3.5	3	3.1	6.9	2.6	4	3	4.8	3.3	3.3
3 Axle Vehicles	5	13	18	1	3	4	3	2	5	27
% 3 Axle Vehicles	2	2	2	0.9	1.3	1.2	0.3	1.1	0.5	1.2
4+ Axle Trucks	46	48	94	17	22	39	62	22	84	217
% 4+ Axle Trucks	18	7.5	10.5	14.7	9.5	11.2	6.9	11.6	7.7	9.3

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	29	113	142	13	36	49	114	25	139	330
07:30 AM	**63**	**127**	**190**	**24**	**49**	**73**	130	26	156	419
07:45 AM	62	120	182	23	38	61	**154**	**27**	**181**	**424**
08:00 AM	30	60	90	13	30	43	134	26	160	293
Total Volume	184	420	604	73	153	226	532	104	636	1466
% App. Total	30.5	69.5		32.3	67.7		83.6	16.4		
PHF	.730	.827	.795	.760	.781	.774	.864	.963	.878	.864

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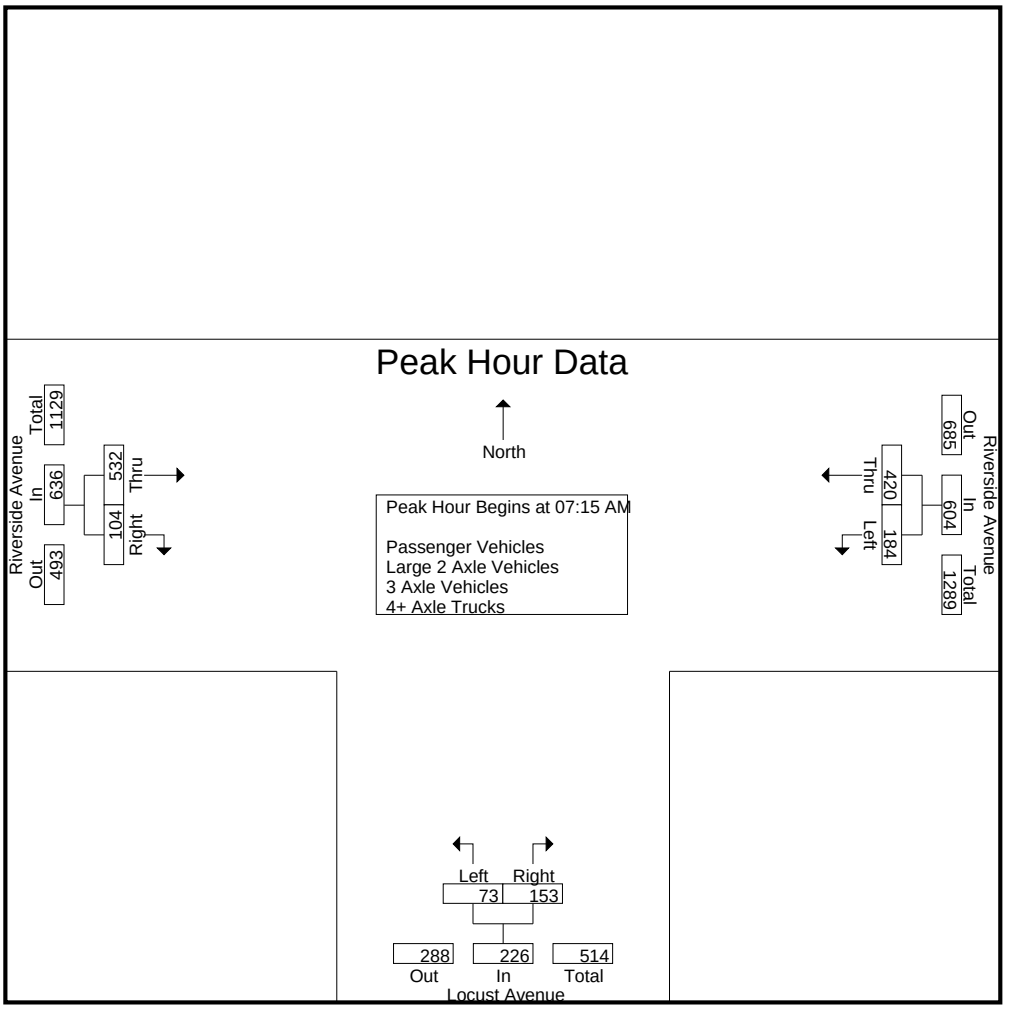
City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	29	113	142	13	36	49	114	25	139
+15 mins.	**63**	**127**	**190**	**24**	**49**	**73**	130	26	156
+30 mins.	62	120	182	23	38	61	**154**	**27**	**181**
+45 mins.	30	60	90	13	30	43	134	26	160
Total Volume	184	420	604	73	153	226	532	104	636
% App. Total	30.5	69.5		32.3	67.7		83.6	16.4	
PHF	.730	.827	.795	.760	.781	.774	.864	.963	.878

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	16	49	65	13	15	28	97	20	117	210
07:15 AM	23	100	123	10	29	39	106	20	126	288
07:30 AM	52	114	166	24	46	70	115	24	139	375
07:45 AM	56	107	163	12	37	49	144	20	164	376
Total	147	370	517	59	127	186	462	84	546	1249
08:00 AM	25	55	80	12	28	40	121	23	144	264
08:15 AM	8	34	42	7	13	20	92	16	108	170
08:30 AM	8	57	65	2	16	18	78	20	98	181
08:45 AM	7	47	54	10	16	26	58	13	71	151
Total	48	193	241	31	73	104	349	72	421	766
Grand Total	195	563	758	90	200	290	811	156	967	2015
Apprch %	25.7	74.3		31	69		83.9	16.1		
Total %	9.7	27.9	37.6	4.5	9.9	14.4	40.2	7.7	48	

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	23	100	123	10	29	39	106	20	126	288
07:30 AM	52	**114**	**166**	**24**	**46**	**70**	115	**24**	139	375
07:45 AM	**56**	107	163	12	37	49	**144**	20	**164**	**376**
08:00 AM	25	55	80	12	28	40	121	23	144	264
Total Volume	156	376	532	58	140	198	486	87	573	1303
% App. Total	29.3	70.7		29.3	70.7		84.8	15.2		
PHF	.696	.825	.801	.604	.761	.707	.844	.906	.873	.866

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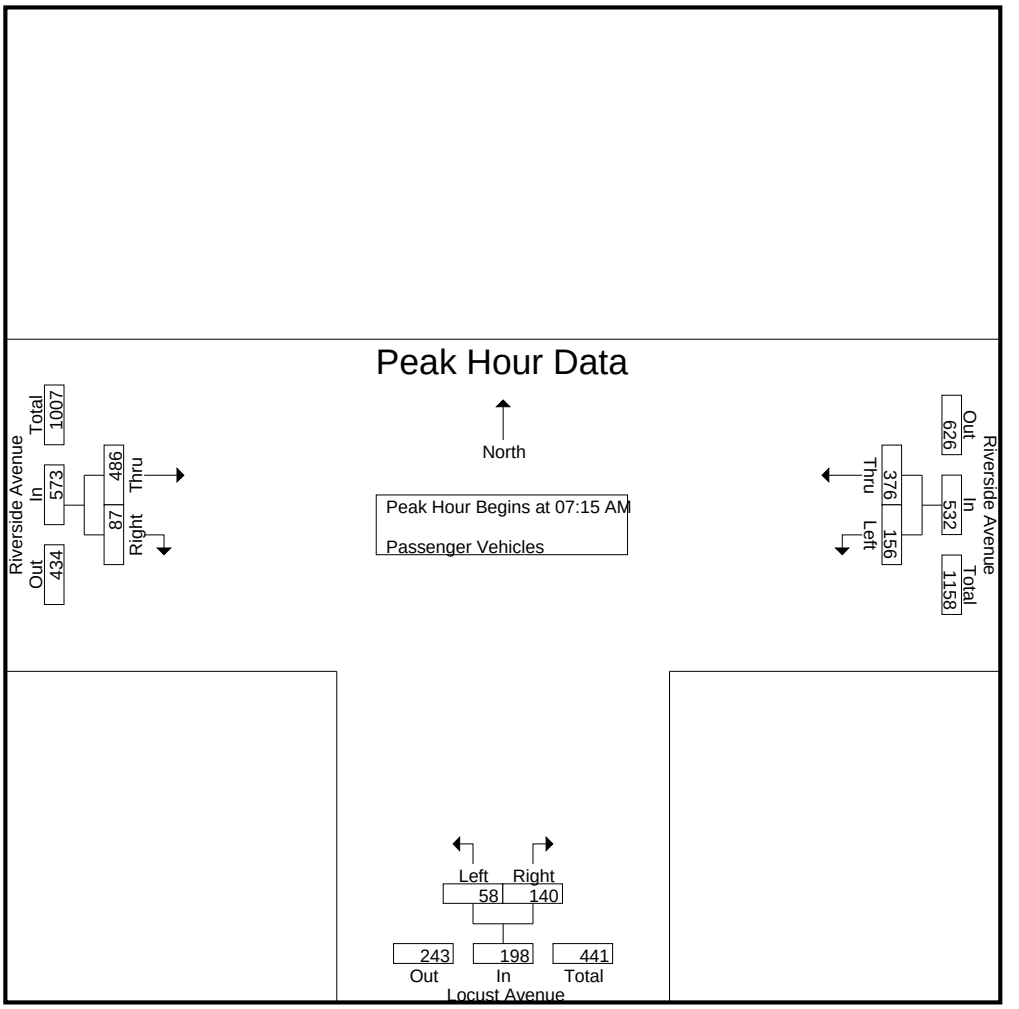
File Name : 01_RLT_Loc_Riv Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	23	100	123	10	29	39	106	20	126
+15 mins.	52	**114**	**166**	**24**	**46**	**70**	115	**24**	139
+30 mins.	**56**	107	163	12	37	49	**144**	20	**164**
+45 mins.	25	55	80	12	28	40	121	23	144
Total Volume	156	376	532	58	140	198	486	87	573
% App. Total	29.3	70.7		29.3	70.7		84.8	15.2	
PHF	.696	.825	.801	.604	.761	.707	.844	.906	.873

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	3	3	6	1	1	2	2	0	2	10
07:15 AM	1	4	5	2	4	6	5	1	6	17
07:30 AM	3	5	8	0	1	1	2	0	2	11
07:45 AM	0	3	3	4	0	4	5	4	9	16
Total	7	15	22	7	6	13	14	5	19	54
08:00 AM	1	0	1	1	0	1	5	1	6	8
08:15 AM	0	0	0	0	0	0	5	0	5	5
08:30 AM	0	1	1	0	0	0	2	2	4	5
08:45 AM	1	3	4	0	0	0	1	1	2	6
Total	2	4	6	1	0	1	13	4	17	24
Grand Total	9	19	28	8	6	14	27	9	36	78
Apprch %	32.1	67.9		57.1	42.9		75	25		
Total %	11.5	24.4	35.9	10.3	7.7	17.9	34.6	11.5	46.2	

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	1	4	5	2	**4**	**6**	**5**	1	6	**17**
07:30 AM	**3**	**5**	**8**	0	1	1	2	0	2	11
07:45 AM	0	3	3	**4**	0	4	5	**4**	**9**	16
08:00 AM	1	0	1	1	0	1	5	1	6	8
Total Volume	5	12	17	7	5	12	17	6	23	52
% App. Total	29.4	70.6		58.3	41.7		73.9	26.1		
PHF	.417	.600	.531	.438	.313	.500	.850	.375	.639	.765

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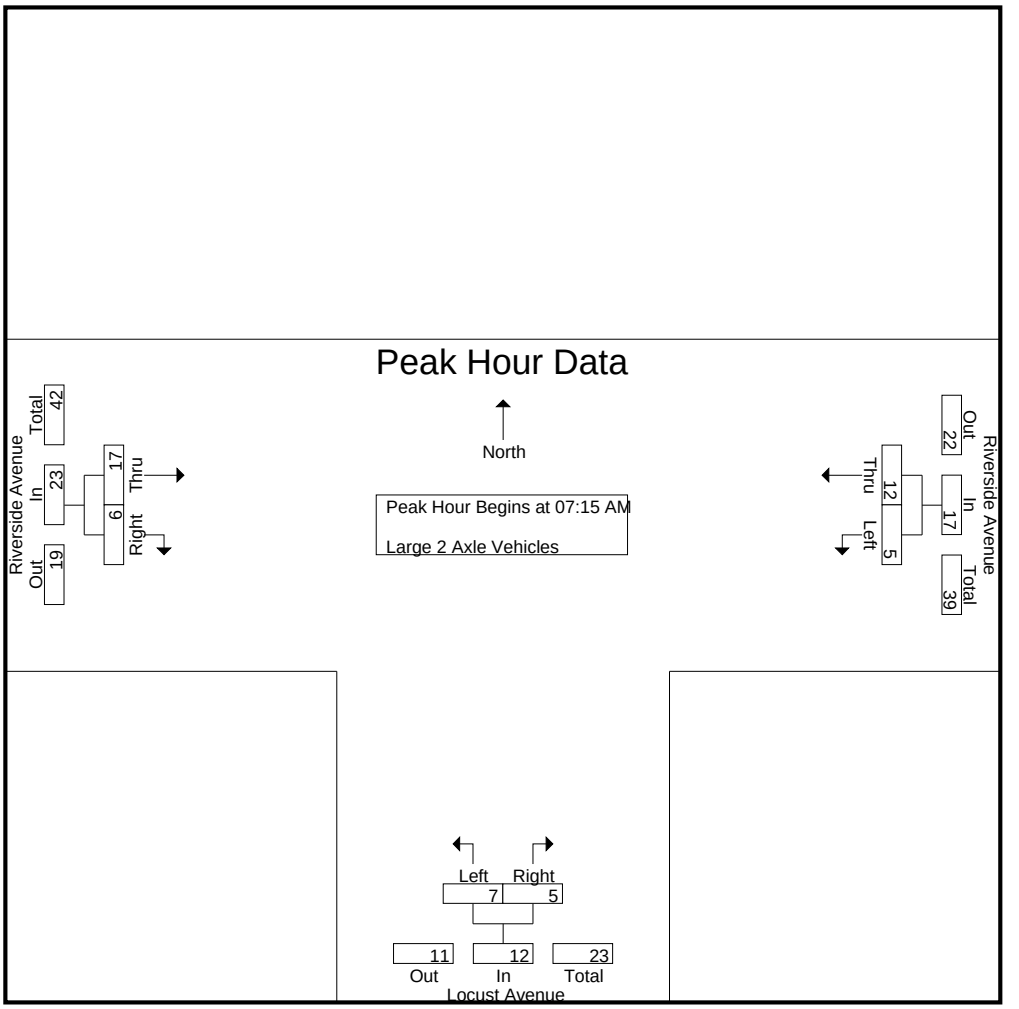

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	1	4	5	2	**4**	**6**	**5**	1	6
+15 mins.	**3**	**5**	**8**	0	1	1	2	0	2
+30 mins.	0	3	3	**4**	0	4	5	**4**	**9**
+45 mins.	1	0	1	1	0	1	5	1	6
Total Volume	5	12	17	7	5	12	17	6	23
% App. Total	29.4	70.6		58.3	41.7		73.9	26.1	
PHF	.417	.600	.531	.438	.313	.500	.850	.375	.639

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	3	1	4	0	0	0	0	1	1	5
07:15 AM	0	3	3	0	0	0	0	0	0	3
07:30 AM	1	2	3	0	0	0	0	0	0	3
07:45 AM	0	2	2	0	0	0	0	0	0	2
Total	4	8	12	0	0	0	0	1	1	13
08:00 AM	0	1	1	0	0	0	1	0	1	2
08:15 AM	1	1	2	0	2	2	1	1	2	6
08:30 AM	0	2	2	0	0	0	0	0	0	2
08:45 AM	0	1	1	1	1	2	1	0	1	4
Total	1	5	6	1	3	4	3	1	4	14
Grand Total	5	13	18	1	3	4	3	2	5	27
Apprch %	27.8	72.2		25	75		60	40		
Total %	18.5	48.1	66.7	3.7	11.1	14.8	11.1	7.4	18.5	

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	**3**	**3**	0	0	0	0	0	0	**3**
07:30 AM	**1**	2	3	0	0	0	0	0	0	3
07:45 AM	0	2	2	0	0	0	0	0	0	2
08:00 AM	0	1	1	0	0	0	**1**	0	**1**	2
Total Volume	1	8	9	0	0	0	1	0	1	10
% App. Total	11.1	88.9		0	0		100	0		
PHF	.250	.667	.750	.000	.000	.000	.250	.000	.250	.833

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City of Rialto
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File Name : 01_RLT_Loc_Riv Tue AM
Site Code : 10824406
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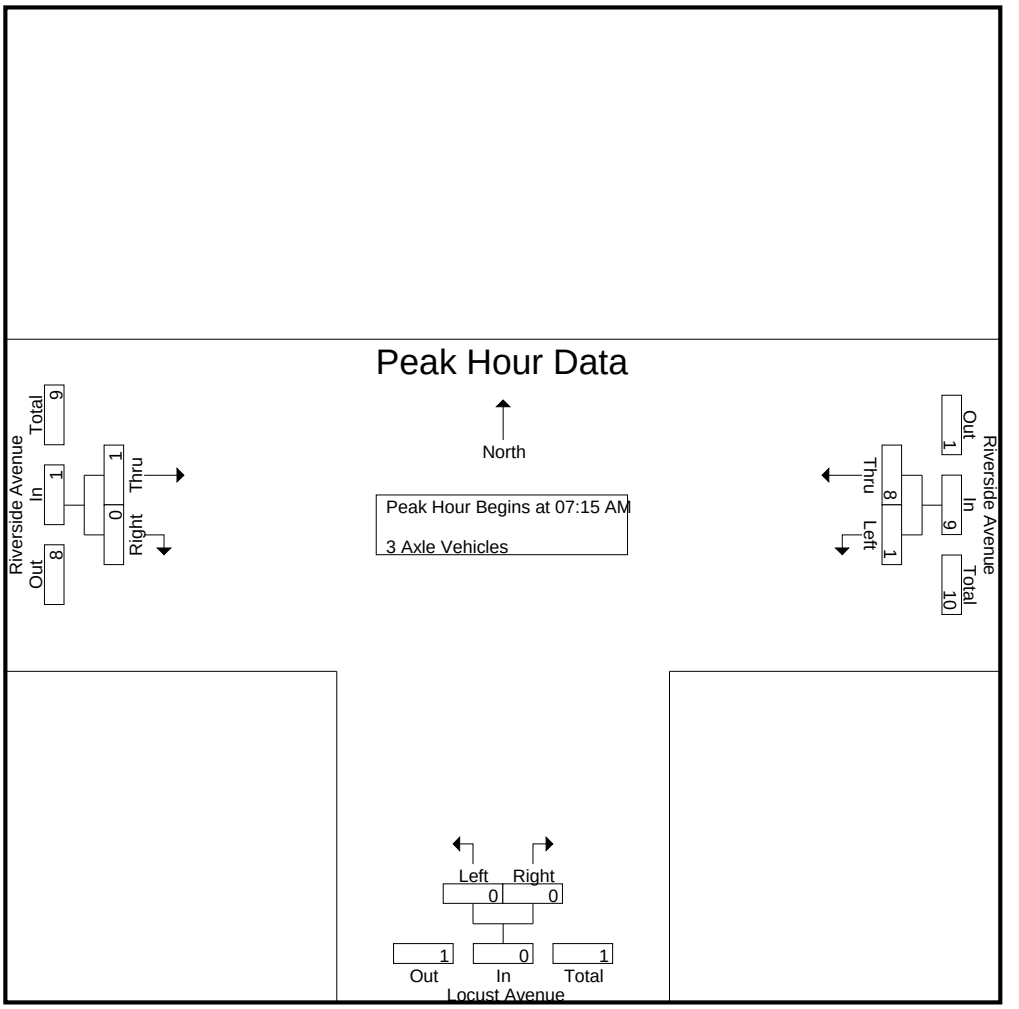

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	**3**	**3**	0	0	0	0	0	0
+15 mins.	**1**	2	3	0	0	0	0	0	0
+30 mins.	0	2	2	0	0	0	0	0	0
+45 mins.	0	1	1	0	0	0	**1**	0	**1**
Total Volume	1	8	9	0	0	0	1	0	1
% App. Total	11.1	88.9		0	0		100	0	
PHF	.250	.667	.750	.000	.000	.000	.250	.000	.250

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City of Rialto
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Weather: Clear

File Name : 01_RLT_Loc_Riv Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	4	7	11	1	5	6	2	2	4	21
07:15 AM	5	6	11	1	3	4	3	4	7	22
07:30 AM	7	6	13	0	2	2	13	2	15	30
07:45 AM	6	8	14	7	1	8	5	3	8	30
Total	22	27	49	9	11	20	23	11	34	103
08:00 AM	4	4	8	0	2	2	7	2	9	19
08:15 AM	9	2	11	1	2	3	9	4	13	27
08:30 AM	5	7	12	2	3	5	14	2	16	33
08:45 AM	6	8	14	5	4	9	9	3	12	35
Total	24	21	45	8	11	19	39	11	50	114
Grand Total	46	48	94	17	22	39	62	22	84	217
Apprch %	48.9	51.1		43.6	56.4		73.8	26.2		
Total %	21.2	22.1	43.3	7.8	10.1	18	28.6	10.1	38.7	

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	5	6	11	1	**3**	4	3	**4**	7	22
07:30 AM	**7**	6	13	0	2	2	**13**	2	**15**	**30**
07:45 AM	6	**8**	**14**	**7**	1	**8**	5	3	8	30
08:00 AM	4	4	8	0	2	2	7	2	9	19
Total Volume	22	24	46	8	8	16	28	11	39	101
% App. Total	47.8	52.2		50	50		71.8	28.2		
PHF	.786	.750	.821	.286	.667	.500	.538	.688	.650	.842

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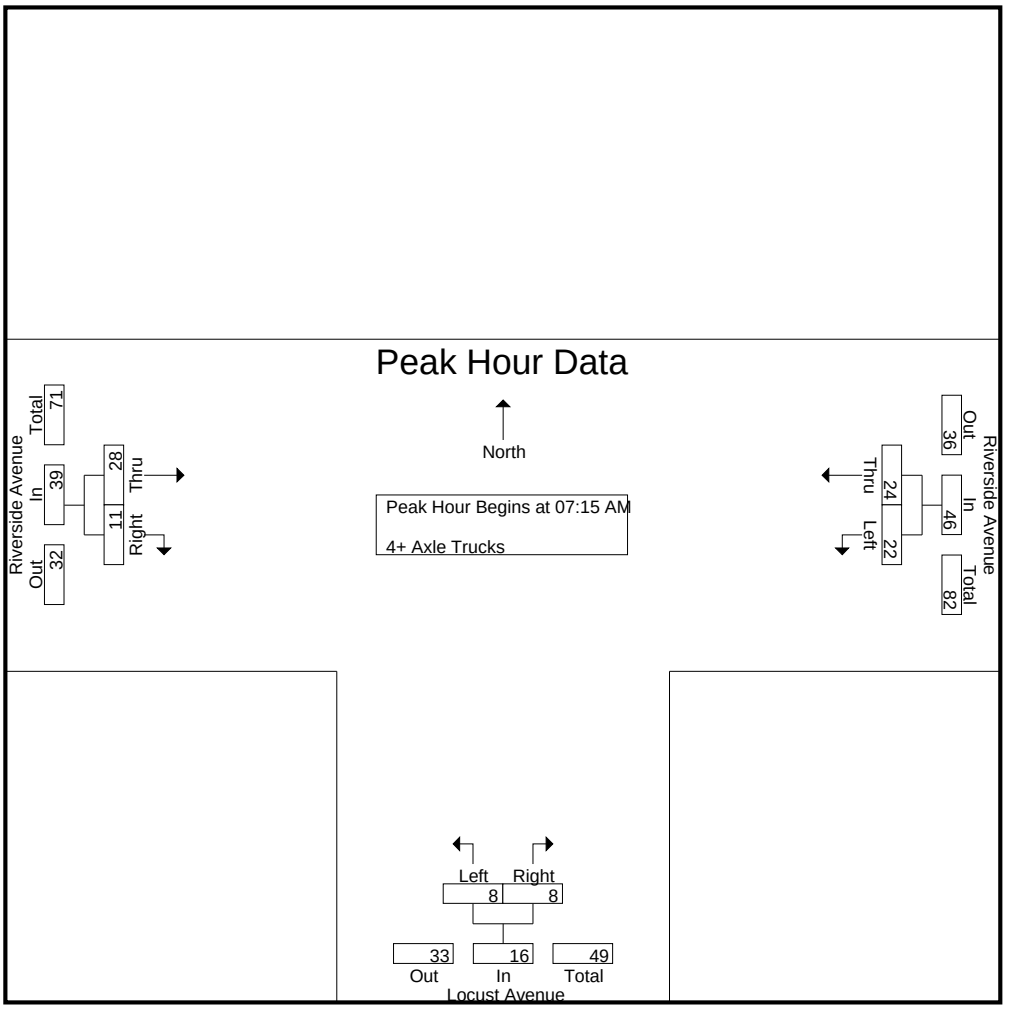
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Tue AM
Site Code : 10824406
Start Date : 5/7/2024



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	5	6	11	1	**3**	4	3	**4**	7
+15 mins.	**7**	6	13	0	2	2	**13**	2	**15**
+30 mins.	6	**8**	**14**	**7**	1	**8**	5	3	8
+45 mins.	4	4	8	0	2	2	7	2	9
Total Volume	22	24	46	8	8	16	28	11	39
% App. Total	47.8	52.2		50	50		71.8	28.2	
PHF	.786	.750	.821	.286	.667	.500	.538	.688	.650

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City of Rialto
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	38	142	180	23	26	49	82	29	111	340
04:15 PM	45	158	203	17	29	46	106	23	129	378
04:30 PM	18	132	150	33	67	100	198	18	216	466
04:45 PM	19	121	140	22	23	45	105	19	124	309
Total	120	553	673	95	145	240	491	89	580	1493
05:00 PM	16	146	162	31	14	45	103	21	124	331
05:15 PM	24	138	162	21	14	35	118	19	137	334
05:30 PM	13	110	123	21	21	42	94	14	108	273
05:45 PM	15	118	133	19	10	29	92	16	108	270
Total	68	512	580	92	59	151	407	70	477	1208
Grand Total	188	1065	1253	187	204	391	898	159	1057	2701
Apprch %	15	85		47.8	52.2		85	15		
Total %	7	39.4	46.4	6.9	7.6	14.5	33.2	5.9	39.1	
Passenger Vehicles	175	1039	1214	164	177	341	868	129	997	2552
% Passenger Vehicles	93.1	97.6	96.9	87.7	86.8	87.2	96.7	81.1	94.3	94.5
Large 2 Axle Vehicles	0	7	7	2	0	2	14	4	18	27
% Large 2 Axle Vehicles	0	0.7	0.6	1.1	0	0.5	1.6	2.5	1.7	1
3 Axle Vehicles	0	1	1	4	0	4	2	4	6	11
% 3 Axle Vehicles	0	0.1	0.1	2.1	0	1	0.2	2.5	0.6	0.4
4+ Axle Trucks	13	18	31	17	27	44	14	22	36	111
% 4+ Axle Trucks	6.9	1.7	2.5	9.1	13.2	11.3	1.6	13.8	3.4	4.1

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	38	142	180	23	26	49	82	**29**	111	340
04:15 PM	**45**	**158**	**203**	17	29	46	106	23	129	378
04:30 PM	18	132	150	**33**	**67**	**100**	**198**	18	**216**	**466**
04:45 PM	19	121	140	22	23	45	105	19	124	309
Total Volume	120	553	673	95	145	240	491	89	580	1493
% App. Total	17.8	82.2		39.6	60.4		84.7	15.3		
PHF	.667	.875	.829	.720	.541	.600	.620	.767	.671	.801

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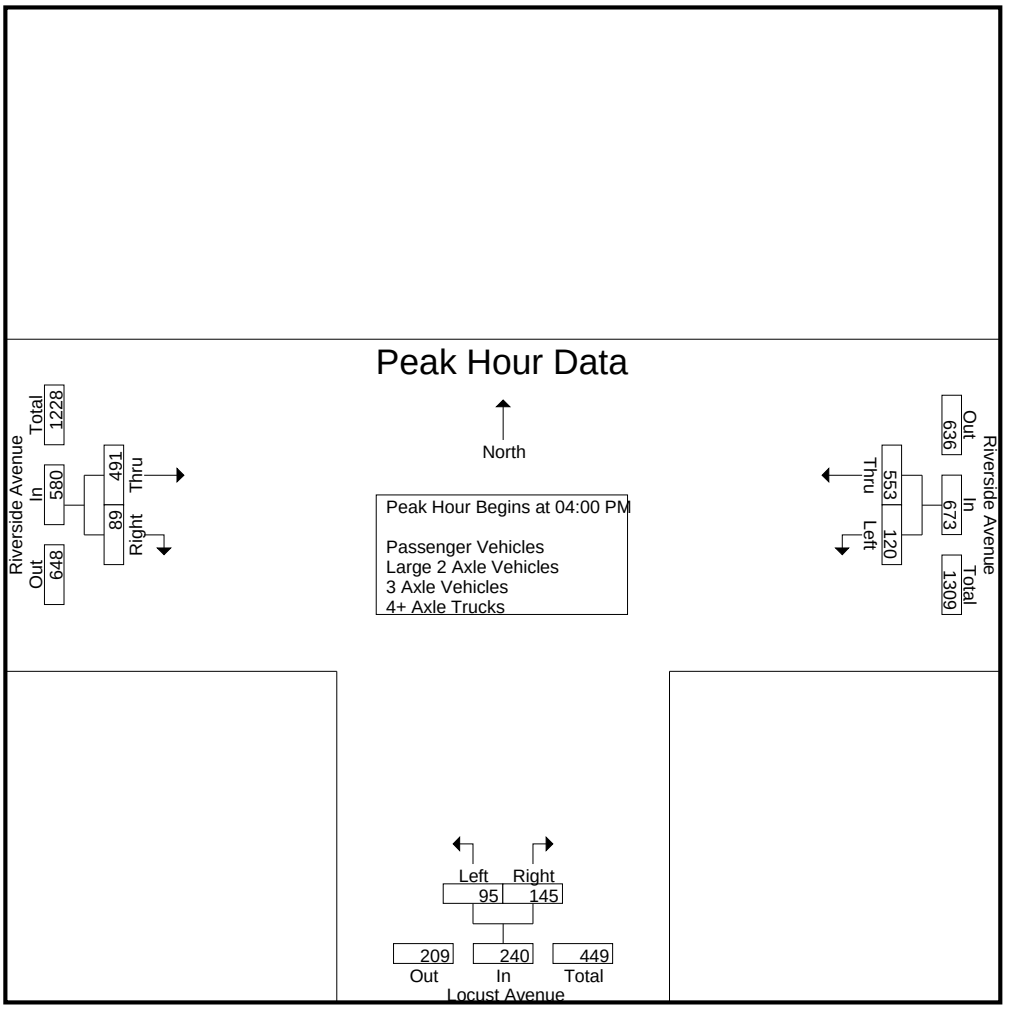

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:30 PM		
+0 mins.	38	142	180	23	26	49	**198**	18	**216**
+15 mins.	**45**	**158**	**203**	17	29	46	105	19	124
+30 mins.	18	132	150	**33**	**67**	**100**	103	**21**	124
+45 mins.	19	121	140	22	23	45	118	19	137
Total Volume	120	553	673	95	145	240	524	77	601
% App. Total	17.8	82.2		39.6	60.4		87.2	12.8	
PHF	.667	.875	.829	.720	.541	.600	.662	.917	.696

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Groups Printed- Passenger Vehicles

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	37	138	175	20	21	41	75	25	100	316
04:15 PM	44	153	197	16	25	41	103	15	118	356
04:30 PM	17	129	146	28	62	90	193	18	211	447
04:45 PM	17	115	132	21	19	40	100	14	114	286
Total	115	535	650	85	127	212	471	72	543	1405
05:00 PM	14	146	160	29	13	42	99	15	114	316
05:15 PM	23	136	159	19	12	31	114	16	130	320
05:30 PM	11	107	118	19	19	38	93	12	105	261
05:45 PM	12	115	127	12	6	18	91	14	105	250
Total	60	504	564	79	50	129	397	57	454	1147
Grand Total	175	1039	1214	164	177	341	868	129	997	2552
Apprch %	14.4	85.6		48.1	51.9		87.1	12.9		
Total %	6.9	40.7	47.6	6.4	6.9	13.4	34	5.1	39.1	

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	37	138	175	20	21	41	75	**25**	100	316
04:15 PM	**44**	**153**	**197**	16	25	41	103	15	118	356
04:30 PM	17	129	146	**28**	**62**	**90**	**193**	18	**211**	**447**
04:45 PM	17	115	132	21	19	40	100	14	114	286
Total Volume	115	535	650	85	127	212	471	72	543	1405
% App. Total	17.7	82.3		40.1	59.9		86.7	13.3		
PHF	.653	.874	.825	.759	.512	.589	.610	.720	.643	.786

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City of Rialto
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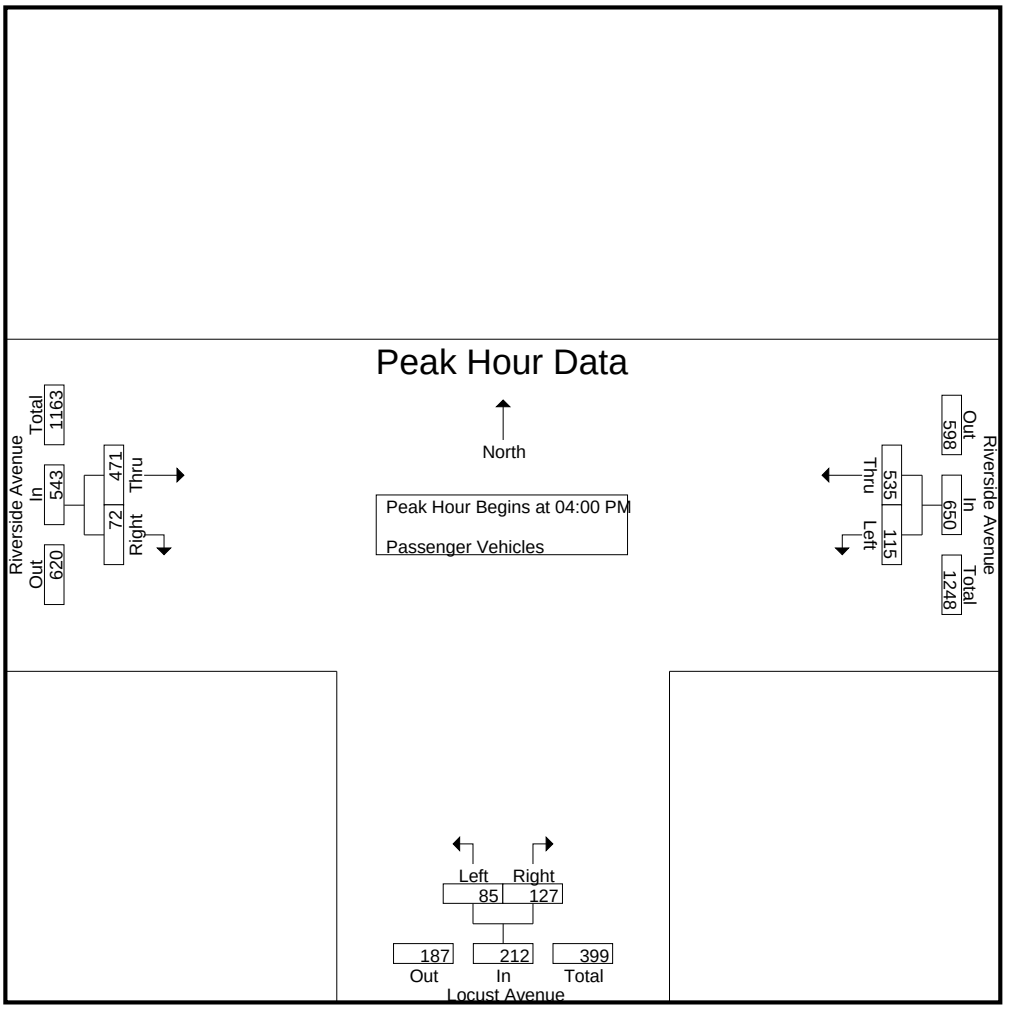

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	37	138	175	20	21	41	75	**25**	100
+15 mins.	**44**	**153**	**197**	16	25	41	103	15	118
+30 mins.	17	129	146	**28**	**62**	**90**	**193**	18	**211**
+45 mins.	17	115	132	21	19	40	100	14	114
Total Volume	115	535	650	85	127	212	471	72	543
% App. Total	17.7	82.3		40.1	59.9		86.7	13.3	
PHF	.653	.874	.825	.759	.512	.589	.610	.720	.643

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Groups Printed- Large 2 Axle Vehicles

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	0	0	0	4	0	4	5
04:15 PM	0	4	4	0	0	0	2	2	4	8
04:30 PM	0	1	1	0	0	0	1	0	1	2
04:45 PM	0	1	1	1	0	1	3	1	4	6
Total	0	7	7	1	0	1	10	3	13	21
05:00 PM	0	0	0	0	0	0	2	1	3	3
05:15 PM	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	1	0	1	1	0	1	2
Total	0	0	0	1	0	1	4	1	5	6
Grand Total	0	7	7	2	0	2	14	4	18	27
Apprch %	0	100		100	0		77.8	22.2		
Total %	0	25.9	25.9	7.4	0	7.4	51.9	14.8	66.7	

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	1	1	0	0	0	**4**	0	**4**	5
04:15 PM	0	**4**	**4**	0	0	0	2	**2**	4	**8**
04:30 PM	0	1	1	0	0	0	1	0	1	2
04:45 PM	0	1	1	**1**	0	**1**	3	1	4	6
Total Volume	0	7	7	1	0	1	10	3	13	21
% App. Total	0	100		100	0		76.9	23.1		
PHF	.000	.438	.438	.250	.000	.250	.625	.375	.813	.656

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File Name : 01_RLT_Loc_Riv Tue PM
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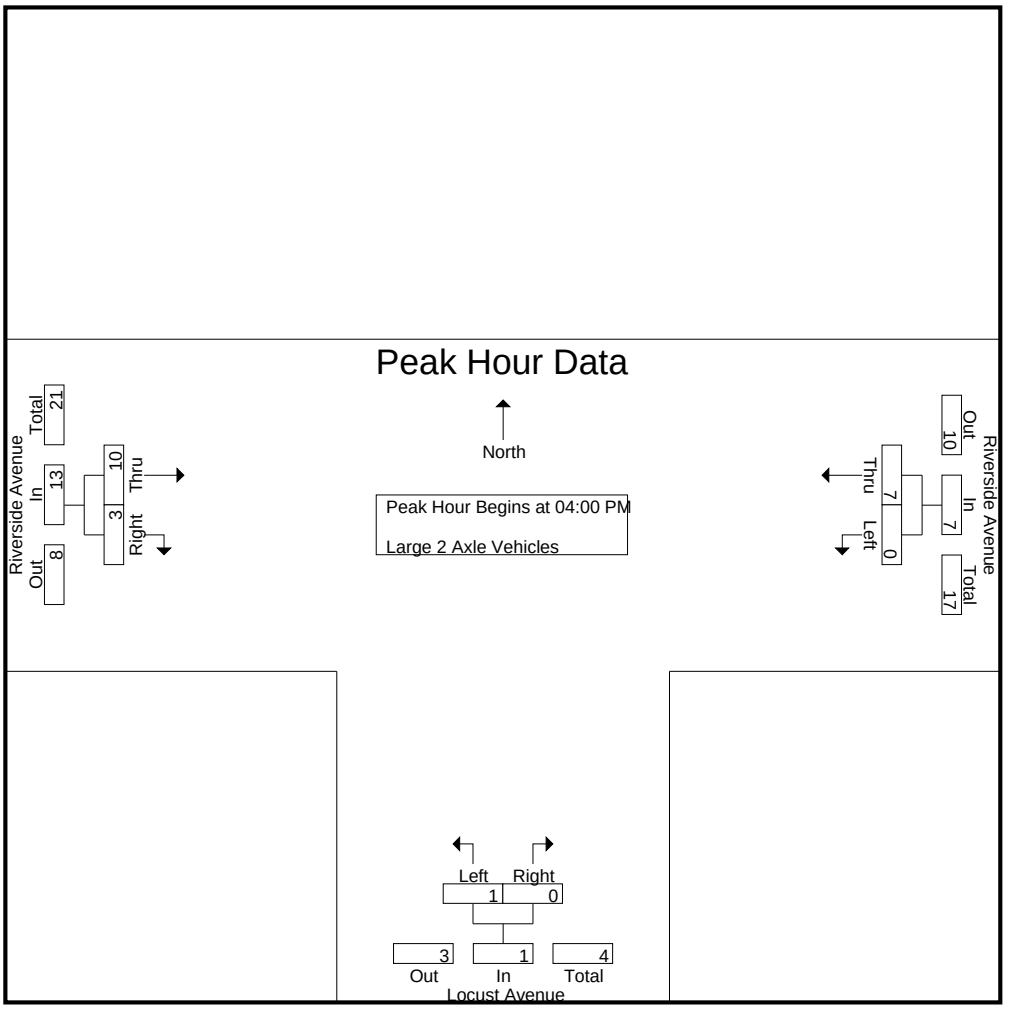

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	1	1	0	0	0	**4**	0	**4**
+15 mins.	0	**4**	**4**	0	0	0	2	**2**	4
+30 mins.	0	1	1	0	0	0	1	0	1
+45 mins.	0	1	1	**1**	0	**1**	3	1	4
Total Volume	0	7	7	1	0	1	10	3	13
% App. Total	0	100		100	0		76.9	23.1	
PHF	.000	.438	.438	.250	.000	.250	.625	.375	.813

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Groups Printed- 3 Axle Vehicles

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	2	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	1	1	0	1	1	0	1	3
04:45 PM	0	0	0	0	0	0	0	1	1	1
Total	0	1	1	1	0	1	1	3	4	6
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	1	2	2
05:30 PM	0	0	0	1	0	1	0	0	0	1
05:45 PM	0	0	0	2	0	2	0	0	0	2
Total	0	0	0	3	0	3	1	1	2	5
Grand Total	0	1	1	4	0	4	2	4	6	11
Apprch %	0	100		100	0		33.3	66.7		
Total %	0	9.1	9.1	36.4	0	36.4	18.2	36.4	54.5	

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	**2**	**2**	2
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	**1**	**1**	**1**	0	**1**	**1**	0	1	**3**
04:45 PM	0	0	0	0	0	0	0	1	1	1
Total Volume	0	1	1	1	0	1	1	3	4	6
% App. Total	0	100		100	0		25	75		
PHF	.000	.250	.250	.250	.000	.250	.250	.375	.500	.500

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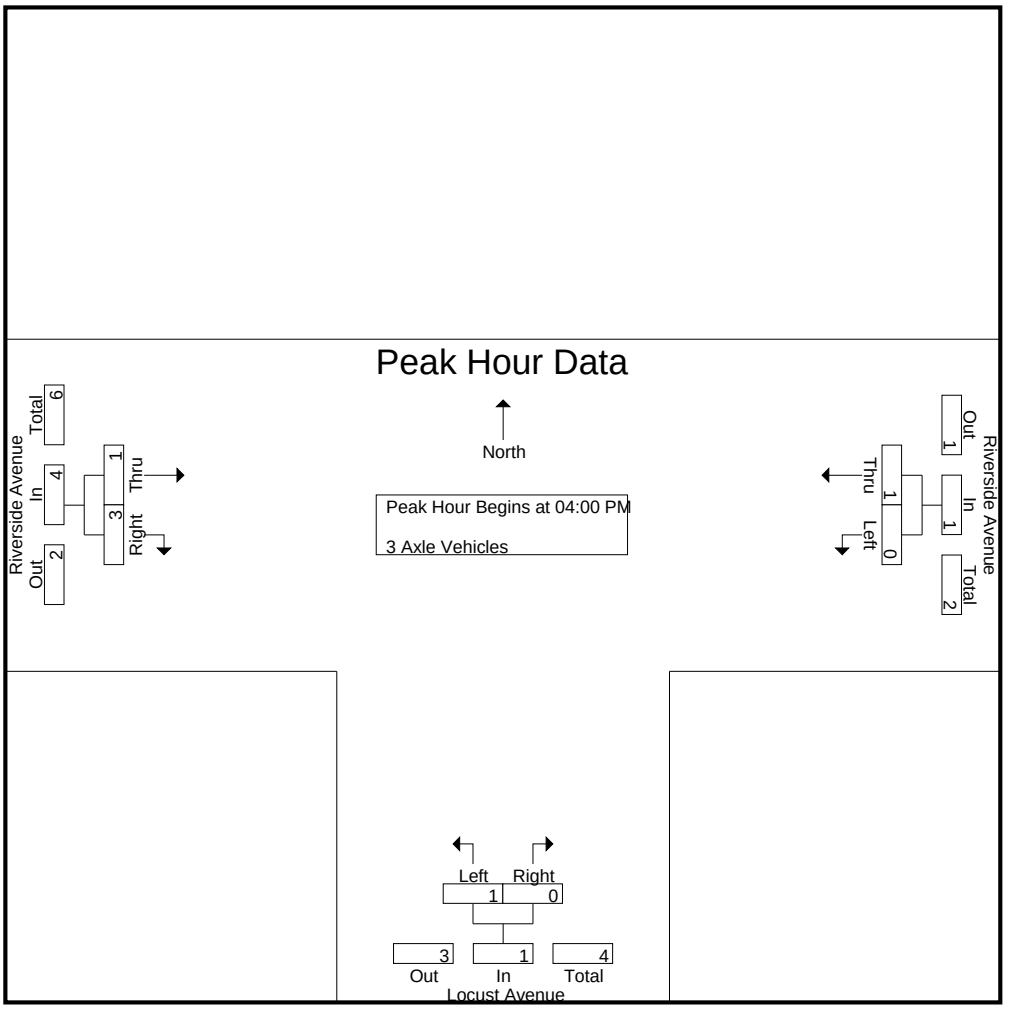

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	**2**	**2**
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	**1**	**1**	0	**1**	**1**	0	1
+45 mins.	0	0	0	0	0	0	0	1	1
Total Volume	0	1	1	1	0	1	1	3	4
% App. Total	0	100		100	0		25	75	
PHF	.000	.250	.250	.250	.000	.250	.250	.375	.500

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Groups Printed- 4+ Axle Trucks

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	3	4	3	5	8	3	2	5	17
04:15 PM	1	1	2	1	4	5	1	6	7	14
04:30 PM	1	1	2	4	5	9	3	0	3	14
04:45 PM	2	5	7	0	4	4	2	3	5	16
Total	5	10	15	8	18	26	9	11	20	61
05:00 PM	2	0	2	2	1	3	2	5	7	12
05:15 PM	1	2	3	2	2	4	2	2	4	11
05:30 PM	2	3	5	1	2	3	1	2	3	11
05:45 PM	3	3	6	4	4	8	0	2	2	16
Total	8	8	16	9	9	18	5	11	16	50
Grand Total	13	18	31	17	27	44	14	22	36	111
Apprch %	41.9	58.1		38.6	61.4		38.9	61.1		
Total %	11.7	16.2	27.9	15.3	24.3	39.6	12.6	19.8	32.4	

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	1	3	4	3	**5**	8	**3**	2	5	**17**
04:15 PM	1	1	2	1	4	5	1	**6**	**7**	14
04:30 PM	1	1	2	**4**	5	**9**	3	0	3	14
04:45 PM	**2**	**5**	**7**	0	4	4	2	3	5	16
Total Volume	5	10	15	8	18	26	9	11	20	61
% App. Total	33.3	66.7		30.8	69.2		45	55		
PHF	.625	.500	.536	.500	.900	.722	.750	.458	.714	.897

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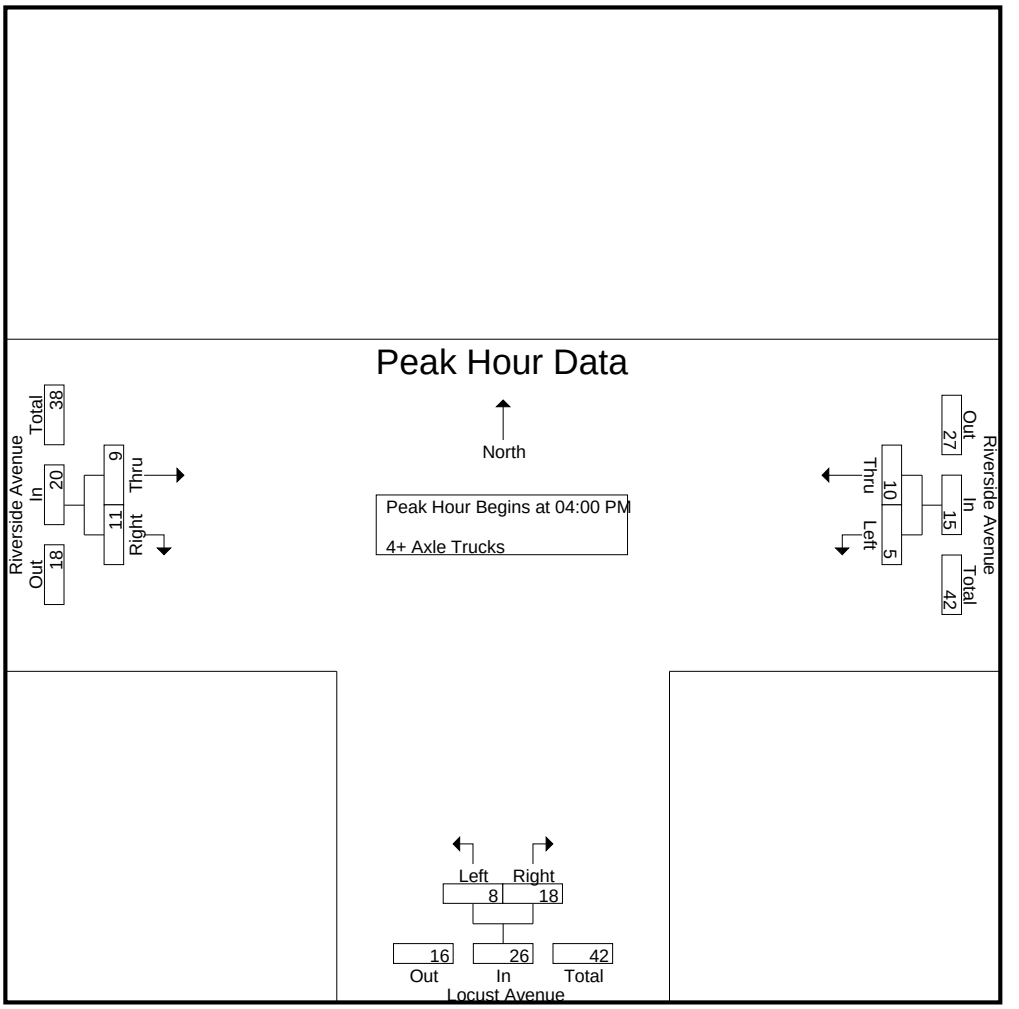

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	1	3	4	3	**5**	8	**3**	2	5
+15 mins.	1	1	2	1	4	5	1	**6**	**7**
+30 mins.	1	1	2	**4**	5	**9**	3	0	3
+45 mins.	**2**	**5**	**7**	0	4	4	2	3	5
Total Volume	5	10	15	8	18	26	9	11	20
% App. Total	33.3	66.7		30.8	69.2		45	55	
PHF	.625	.500	.536	.500	.900	.722	.750	.458	.714

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City of Rialto
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	34	78	112	14	19	33	107	22	129	274
07:15 AM	38	82	120	16	46	62	125	24	149	331
07:30 AM	50	111	161	13	37	50	143	30	173	384
07:45 AM	88	125	213	12	44	56	159	29	188	457
Total	210	396	606	55	146	201	534	105	639	1446
08:00 AM	40	75	115	9	30	39	147	23	170	324
08:15 AM	13	56	69	15	13	28	120	27	147	244
08:30 AM	13	47	60	13	18	31	85	21	106	197
08:45 AM	13	49	62	11	13	24	64	16	80	166
Total	79	227	306	48	74	122	416	87	503	931
Grand Total	289	623	912	103	220	323	950	192	1142	2377
Apprch %	31.7	68.3		31.9	68.1		83.2	16.8		
Total %	12.2	26.2	38.4	4.3	9.3	13.6	40	8.1	48	
Passenger Vehicles	212	562	774	71	180	251	869	164	1033	2058
% Passenger Vehicles	73.4	90.2	84.9	68.9	81.8	77.7	91.5	85.4	90.5	86.6
Large 2 Axle Vehicles	11	19	30	3	7	10	26	8	34	74
% Large 2 Axle Vehicles	3.8	3	3.3	2.9	3.2	3.1	2.7	4.2	3	3.1
3 Axle Vehicles	8	4	12	2	17	19	7	5	12	43
% 3 Axle Vehicles	2.8	0.6	1.3	1.9	7.7	5.9	0.7	2.6	1.1	1.8
4+ Axle Trucks	58	38	96	27	16	43	48	15	63	202
% 4+ Axle Trucks	20.1	6.1	10.5	26.2	7.3	13.3	5.1	7.8	5.5	8.5

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	38	82	120	**16**	**46**	**62**	125	24	149	331
07:30 AM	50	111	161	13	37	50	143	**30**	173	384
07:45 AM	**88**	**125**	**213**	12	44	56	**159**	29	**188**	**457**
08:00 AM	40	75	115	9	30	39	147	23	170	324
Total Volume	216	393	609	50	157	207	574	106	680	1496
% App. Total	35.5	64.5		24.2	75.8		84.4	15.6		
PHF	.614	.786	.715	.781	.853	.835	.903	.883	.904	.818

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City of Rialto
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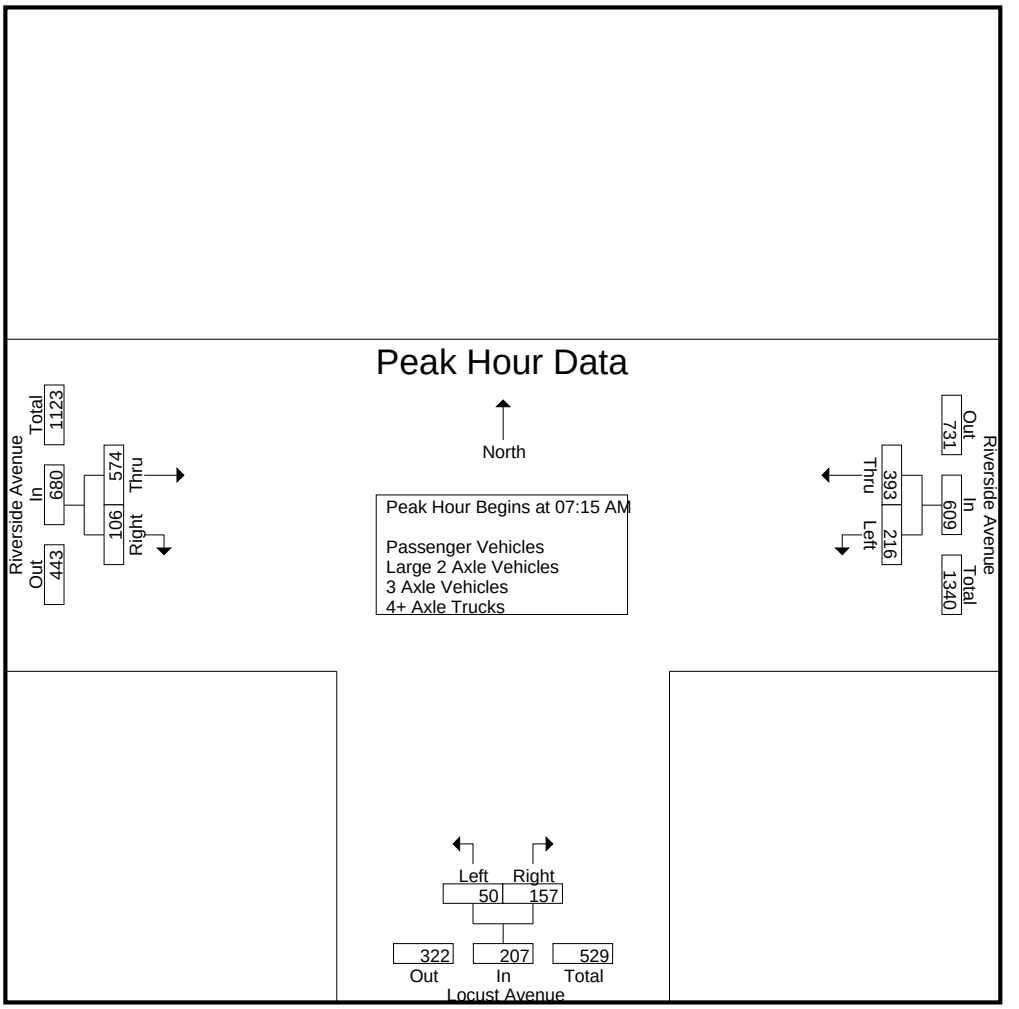
Weather: Clear

File Name : 01_RLT_Loc_Riv Wed AM
Site Code : 10824406
Start Date : 5/8/2024



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	38	82	120	**16**	**46**	**62**	125	24	149
+15 mins.	50	111	161	13	37	50	143	**30**	173
+30 mins.	**88**	**125**	**213**	12	44	56	**159**	29	**188**
+45 mins.	40	75	115	9	30	39	147	23	170
Total Volume	216	393	609	50	157	207	574	106	680
% App. Total	35.5	64.5		24.2	75.8		84.4	15.6	
PHF	.614	.786	.715	.781	.853	.835	.903	.883	.904

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City of Rialto
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Groups Printed- Passenger Vehicles

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	18	64	82	12	16	28	99	21	120	230
07:15 AM	28	77	105	13	36	49	116	21	137	291
07:30 AM	41	101	142	11	32	43	133	27	160	345
07:45 AM	82	119	201	6	38	44	143	23	166	411
Total	169	361	530	42	122	164	491	92	583	1277
08:00 AM	24	65	89	4	28	32	133	21	154	275
08:15 AM	5	49	54	10	6	16	115	22	137	207
08:30 AM	6	43	49	9	15	24	78	16	94	167
08:45 AM	8	44	52	6	9	15	52	13	65	132
Total	43	201	244	29	58	87	378	72	450	781
Grand Total	212	562	774	71	180	251	869	164	1033	2058
Apprch %	27.4	72.6		28.3	71.7		84.1	15.9		
Total %	10.3	27.3	37.6	3.4	8.7	12.2	42.2	8	50.2	

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	28	77	105	**13**	36	**49**	116	21	137	291
07:30 AM	41	101	142	11	32	43	133	**27**	160	345
07:45 AM	**82**	**119**	**201**	6	**38**	44	**143**	23	**166**	**411**
08:00 AM	24	65	89	4	28	32	133	21	154	275
Total Volume	175	362	537	34	134	168	525	92	617	1322
% App. Total	32.6	67.4		20.2	79.8		85.1	14.9		
PHF	.534	.761	.668	.654	.882	.857	.918	.852	.929	.804

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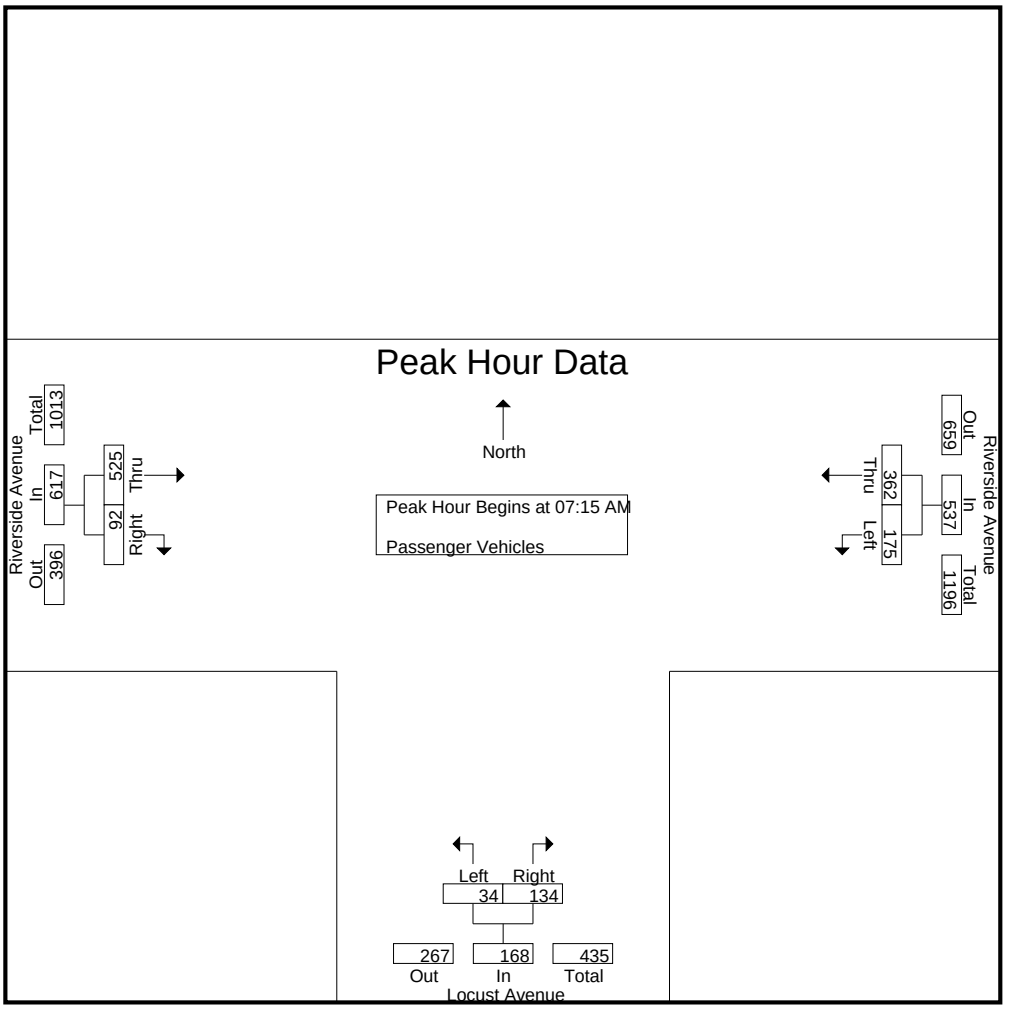

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	28	77	105	**13**	36	**49**	116	21	137
+15 mins.	41	101	142	11	32	43	133	**27**	160
+30 mins.	**82**	**119**	**201**	6	**38**	44	**143**	23	**166**
+45 mins.	24	65	89	4	28	32	133	21	154
Total Volume	175	362	537	34	134	168	525	92	617
% App. Total	32.6	67.4		20.2	79.8		85.1	14.9	
PHF	.534	.761	.668	.654	.882	.857	.918	.852	.929

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Groups Printed- Large 2 Axle Vehicles

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	5	5	10	0	1	1	3	0	3	14
07:15 AM	2	2	4	0	4	4	3	1	4	12
07:30 AM	1	6	7	0	0	0	3	0	3	10
07:45 AM	0	1	1	1	1	2	8	5	13	16
Total	8	14	22	1	6	7	17	6	23	52
08:00 AM	1	3	4	1	0	1	5	0	5	10
08:15 AM	1	1	2	0	0	0	0	0	0	2
08:30 AM	1	0	1	1	1	2	1	1	2	5
08:45 AM	0	1	1	0	0	0	3	1	4	5
Total	3	5	8	2	1	3	9	2	11	22
Grand Total	11	19	30	3	7	10	26	8	34	74
Apprch %	36.7	63.3		30	70		76.5	23.5		
Total %	14.9	25.7	40.5	4.1	9.5	13.5	35.1	10.8	45.9	

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**2**	2	4	0	**4**	**4**	3	1	4	12
07:30 AM	1	**6**	**7**	0	0	0	3	0	3	10
07:45 AM	0	1	1	**1**	1	2	**8**	**5**	**13**	**16**
08:00 AM	1	3	4	1	0	1	5	0	5	10
Total Volume	4	12	16	2	5	7	19	6	25	48
% App. Total	25	75		28.6	71.4		76	24		
PHF	.500	.500	.571	.500	.313	.438	.594	.300	.481	.750

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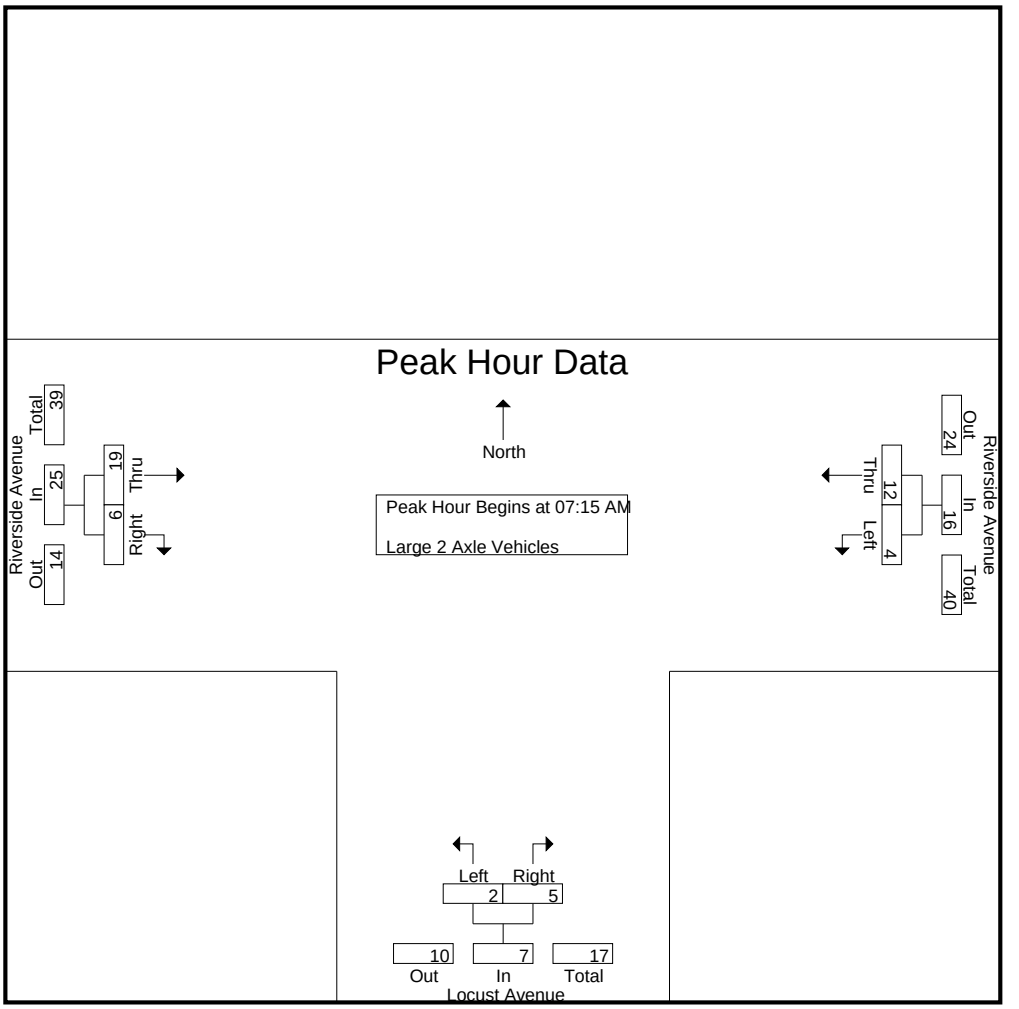

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	**2**	2	4	0	**4**	**4**	3	1	4
+15 mins.	1	**6**	**7**	0	0	0	3	0	3
+30 mins.	0	1	1	**1**	1	2	**8**	**5**	**13**
+45 mins.	1	3	4	1	0	1	5	0	5
Total Volume	4	12	16	2	5	7	19	6	25
% App. Total	25	75		28.6	71.4		76	24	
PHF	.500	.500	.571	.500	.313	.438	.594	.300	.481

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City of Rialto
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Groups Printed- 3 Axle Vehicles

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	4	4	8	0	1	1	0	0	0	9
07:15 AM	3	0	3	0	1	1	0	1	1	5
07:30 AM	0	0	0	1	4	5	0	1	1	6
07:45 AM	1	0	1	0	4	4	0	0	0	5
Total	8	4	12	1	10	11	0	2	2	25
08:00 AM	0	0	0	0	0	0	2	0	2	2
08:15 AM	0	0	0	1	4	5	0	2	2	7
08:30 AM	0	0	0	0	2	2	3	1	4	6
08:45 AM	0	0	0	0	1	1	2	0	2	3
Total	0	0	0	1	7	8	7	3	10	18
Grand Total	8	4	12	2	17	19	7	5	12	43
Apprch %	66.7	33.3		10.5	89.5		58.3	41.7		
Total %	18.6	9.3	27.9	4.7	39.5	44.2	16.3	11.6	27.9	

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**3**	0	**3**	0	1	1	0	**1**	1	5
07:30 AM	0	0	0	**1**	**4**	**5**	0	1	1	**6**
07:45 AM	1	0	1	0	4	4	0	0	0	5
08:00 AM	0	0	0	0	0	0	**2**	0	**2**	2
Total Volume	4	0	4	1	9	10	2	2	4	18
% App. Total	100	0		10	90		50	50		
PHF	.333	.000	.333	.250	.563	.500	.250	.500	.500	.750

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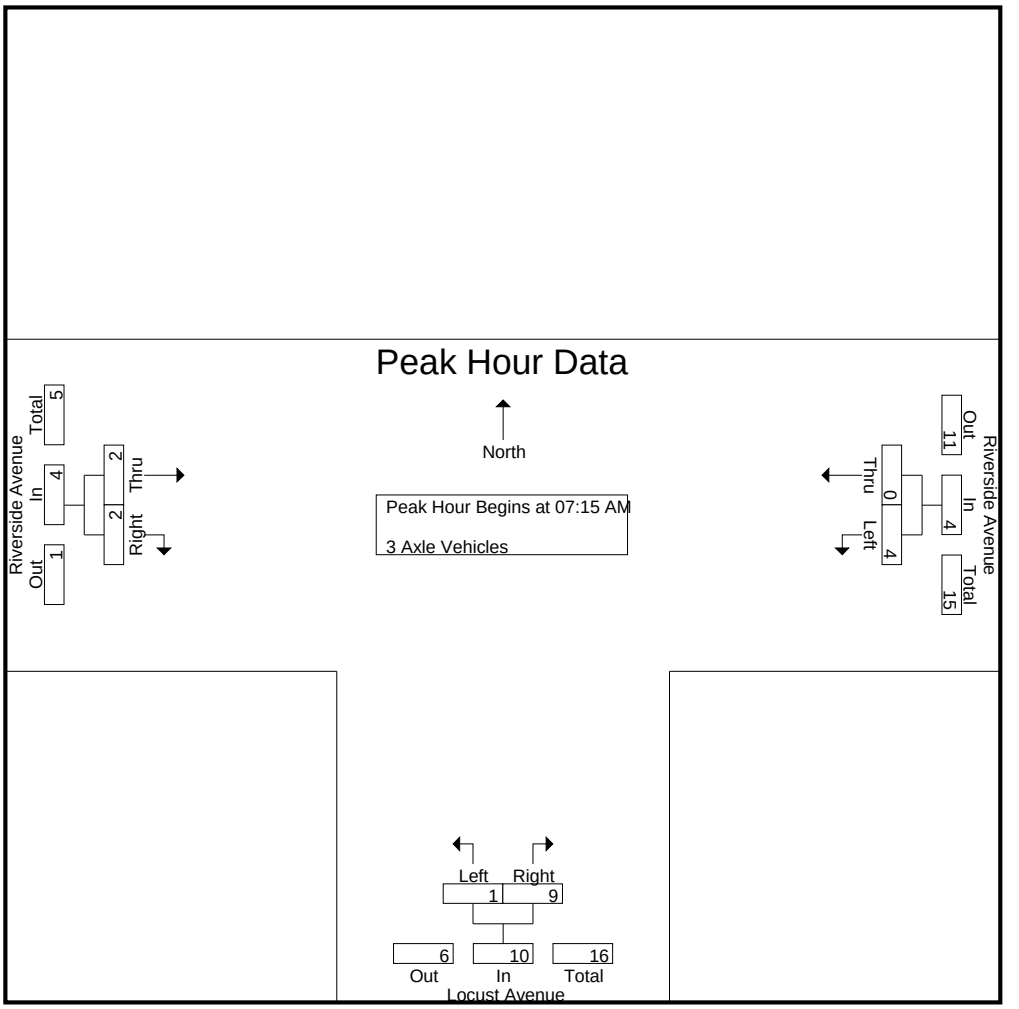

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	**3**	0	**3**	0	1	1	0	**1**	1
+15 mins.	0	0	0	**1**	**4**	**5**	0	1	1
+30 mins.	1	0	1	0	4	4	0	0	0
+45 mins.	0	0	0	0	0	0	**2**	0	**2**
Total Volume	4	0	4	1	9	10	2	2	4
% App. Total	100	0		10	90		50	50	
PHF	.333	.000	.333	.250	.563	.500	.250	.500	.500

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Groups Printed- 4+ Axle Trucks

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	7	5	12	2	1	3	5	1	6	21
07:15 AM	5	3	8	3	5	8	6	1	7	23
07:30 AM	8	4	12	1	1	2	7	2	9	23
07:45 AM	5	5	10	5	1	6	8	1	9	25
Total	25	17	42	11	8	19	26	5	31	92
08:00 AM	15	7	22	4	2	6	7	2	9	37
08:15 AM	7	6	13	4	3	7	5	3	8	28
08:30 AM	6	4	10	3	0	3	3	3	6	19
08:45 AM	5	4	9	5	3	8	7	2	9	26
Total	33	21	54	16	8	24	22	10	32	110
Grand Total	58	38	96	27	16	43	48	15	63	202
Apprch %	60.4	39.6		62.8	37.2		76.2	23.8		
Total %	28.7	18.8	47.5	13.4	7.9	21.3	23.8	7.4	31.2	

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	5	3	8	3	**5**	**8**	6	1	7	23
07:30 AM	8	4	12	1	1	2	7	**2**	**9**	23
07:45 AM	5	5	10	**5**	1	6	**8**	1	9	25
08:00 AM	**15**	**7**	**22**	4	2	6	7	2	9	**37**
Total Volume	33	19	52	13	9	22	28	6	34	108
% App. Total	63.5	36.5		59.1	40.9		82.4	17.6		
PHF	.550	.679	.591	.650	.450	.688	.875	.750	.944	.730

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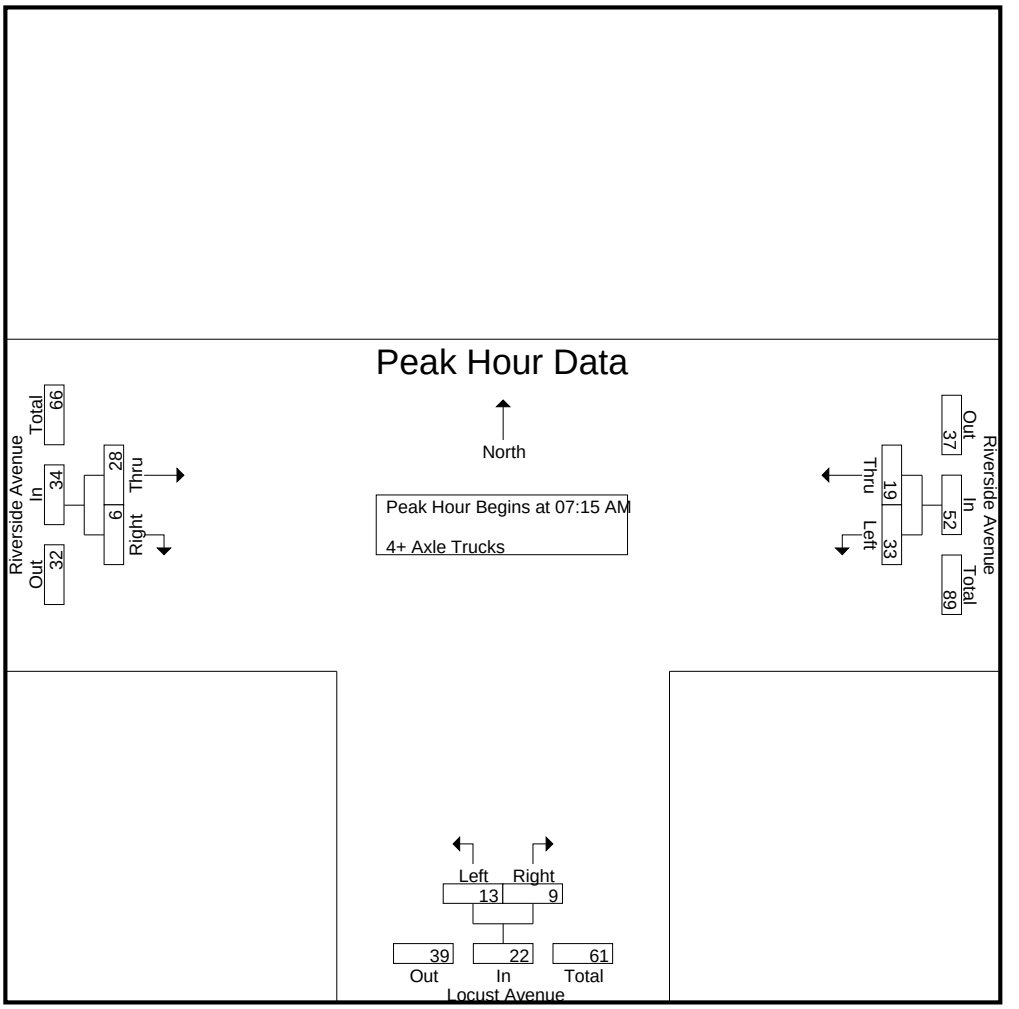

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	5	3	8	3	**5**	**8**	6	1	7
+15 mins.	8	4	12	1	1	2	7	**2**	**9**
+30 mins.	5	5	10	**5**	1	6	**8**	1	9
+45 mins.	**15**	**7**	**22**	4	2	6	7	2	9
Total Volume	33	19	52	13	9	22	28	6	34
% App. Total	63.5	36.5		59.1	40.9		82.4	17.6	
PHF	.550	.679	.591	.650	.450	.688	.875	.750	.944

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	44	177	221	31	21	52	78	19	97	370
04:15 PM	57	188	245	15	20	35	105	12	117	397
04:30 PM	40	145	185	32	71	103	197	15	212	500
04:45 PM	20	109	129	29	29	58	99	19	118	305
Total	161	619	780	107	141	248	479	65	544	1572
05:00 PM	19	146	165	28	20	48	99	20	119	332
05:15 PM	17	132	149	21	26	47	111	23	134	330
05:30 PM	26	122	148	20	17	37	115	24	139	324
05:45 PM	21	99	120	28	9	37	105	18	123	280
Total	83	499	582	97	72	169	430	85	515	1266
Grand Total	244	1118	1362	204	213	417	909	150	1059	2838
Apprch %	17.9	82.1		48.9	51.1		85.8	14.2		
Total %	8.6	39.4	48	7.2	7.5	14.7	32	5.3	37.3	
Passenger Vehicles	225	1095	1320	181	191	372	885	119	1004	2696
% Passenger Vehicles	92.2	97.9	96.9	88.7	89.7	89.2	97.4	79.3	94.8	95
Large 2 Axle Vehicles	5	6	11	3	5	8	16	6	22	41
% Large 2 Axle Vehicles	2	0.5	0.8	1.5	2.3	1.9	1.8	4	2.1	1.4
3 Axle Vehicles	0	2	2	2	4	6	2	5	7	15
% 3 Axle Vehicles	0	0.2	0.1	1	1.9	1.4	0.2	3.3	0.7	0.5
4+ Axle Trucks	14	15	29	18	13	31	6	20	26	86
% 4+ Axle Trucks	5.7	1.3	2.1	8.8	6.1	7.4	0.7	13.3	2.5	3

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	44	177	221	31	21	52	78	**19**	97	370
04:15 PM	**57**	**188**	**245**	15	20	35	105	12	117	397
04:30 PM	40	145	185	**32**	**71**	**103**	**197**	15	**212**	**500**
04:45 PM	20	109	129	29	29	58	99	19	118	305
Total Volume	161	619	780	107	141	248	479	65	544	1572
% App. Total	20.6	79.4		43.1	56.9		88.1	11.9		
PHF	.706	.823	.796	.836	.496	.602	.608	.855	.642	.786

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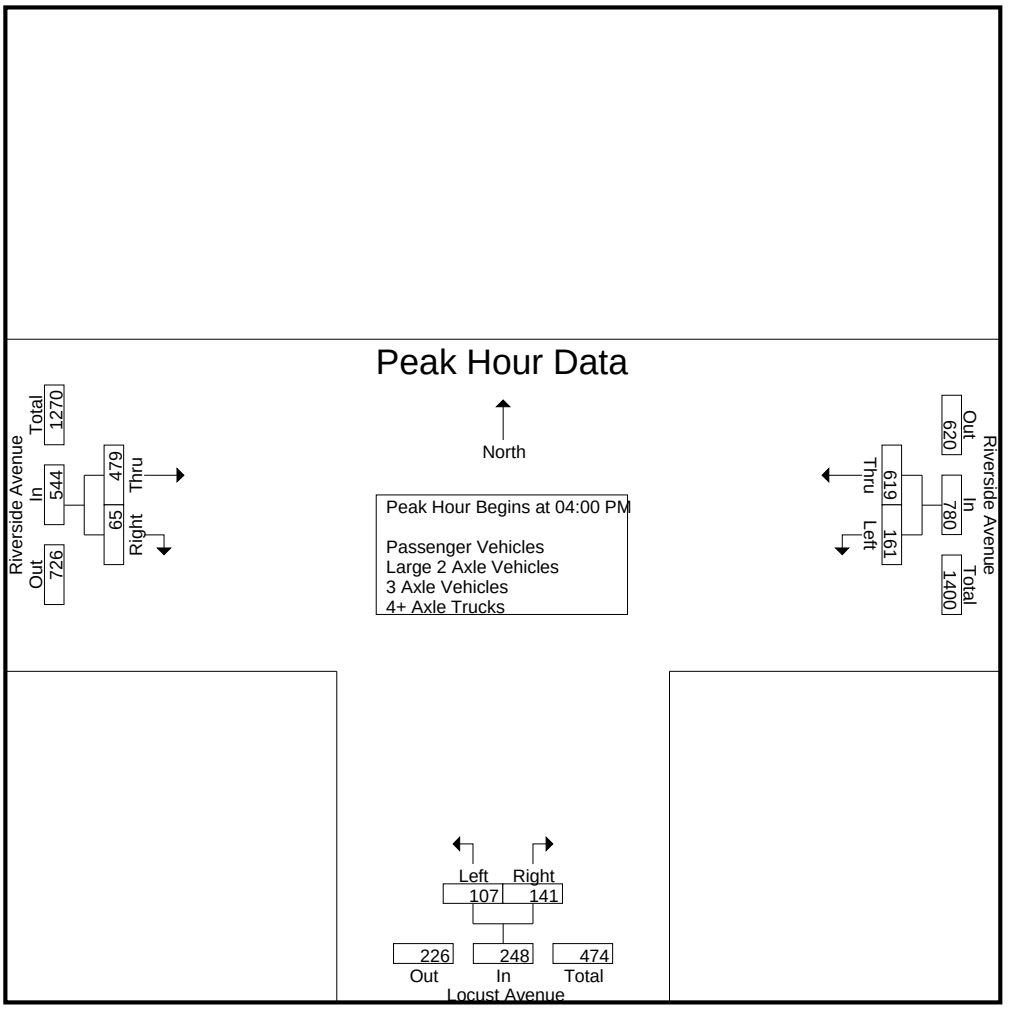

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:30 PM			04:30 PM		
+0 mins.	44	177	221	**32**	**71**	**103**	**197**	15	**212**
+15 mins.	**57**	**188**	**245**	29	29	58	99	19	118
+30 mins.	40	145	185	28	20	48	99	20	119
+45 mins.	20	109	129	21	26	47	111	**23**	134
Total Volume	161	619	780	110	146	256	506	77	583
% App. Total	20.6	79.4		43	57		86.8	13.2	
PHF	.706	.823	.796	.859	.514	.621	.642	.837	.688

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Groups Printed- Passenger Vehicles

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	42	169	211	30	15	45	77	12	89	345
04:15 PM	53	185	238	12	17	29	99	7	106	373
04:30 PM	35	142	177	30	68	98	194	13	207	482
04:45 PM	19	109	128	25	25	50	97	16	113	291
Total	149	605	754	97	125	222	467	48	515	1491
05:00 PM	18	144	162	24	18	42	94	14	108	312
05:15 PM	14	131	145	20	24	44	108	20	128	317
05:30 PM	24	119	143	15	16	31	115	23	138	312
05:45 PM	20	96	116	25	8	33	101	14	115	264
Total	76	490	566	84	66	150	418	71	489	1205
Grand Total	225	1095	1320	181	191	372	885	119	1004	2696
Apprch %	17	83		48.7	51.3		88.1	11.9		
Total %	8.3	40.6	49	6.7	7.1	13.8	32.8	4.4	37.2	

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	42	169	211	**30**	15	45	77	12	89	345
04:15 PM	**53**	**185**	**238**	12	17	29	99	7	106	373
04:30 PM	35	142	177	30	**68**	**98**	**194**	13	**207**	**482**
04:45 PM	19	109	128	25	25	50	97	**16**	113	291
Total Volume	149	605	754	97	125	222	467	48	515	1491
% App. Total	19.8	80.2		43.7	56.3		90.7	9.3		
PHF	.703	.818	.792	.808	.460	.566	.602	.750	.622	.773

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

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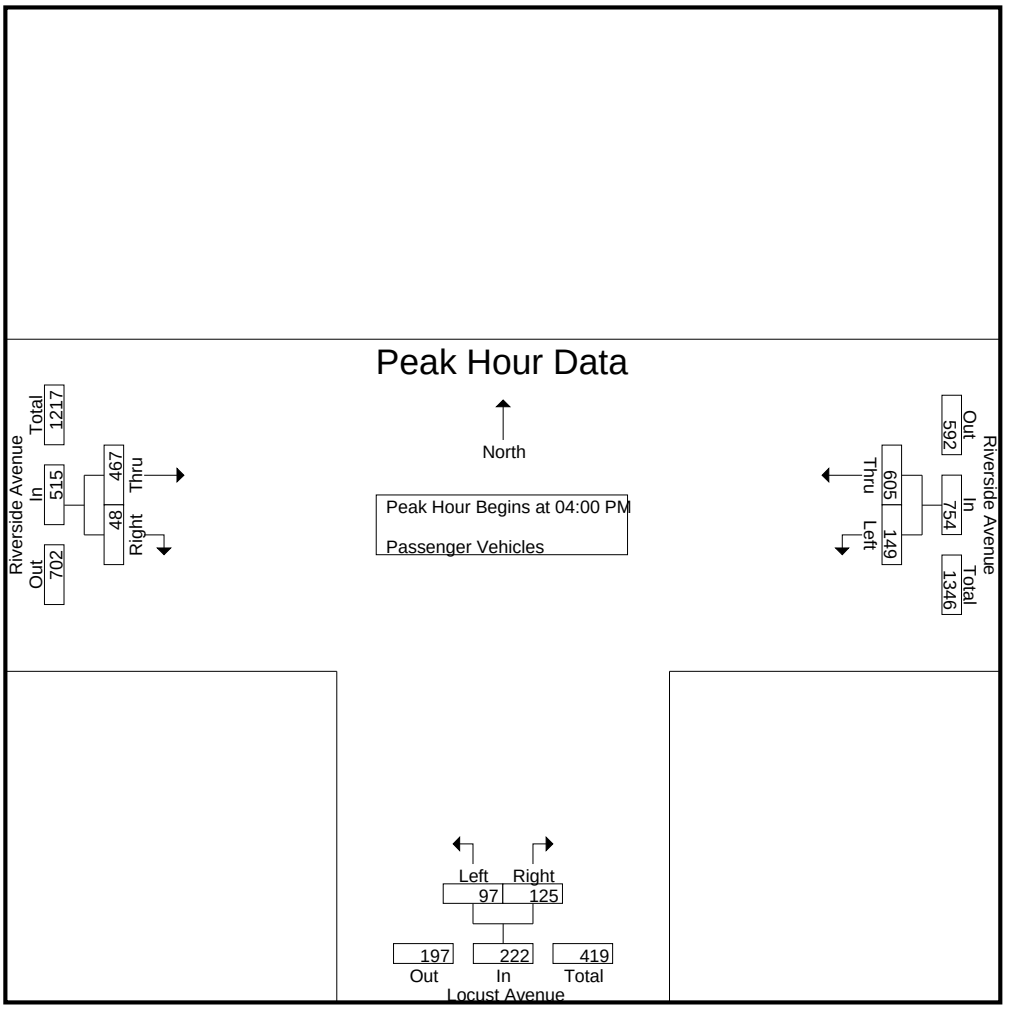

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	42	169	211	**30**	15	45	77	12	89
+15 mins.	**53**	**185**	**238**	12	17	29	99	7	106
+30 mins.	35	142	177	30	**68**	**98**	**194**	13	**207**
+45 mins.	19	109	128	25	25	50	97	**16**	113
Total Volume	149	605	754	97	125	222	467	48	515
% App. Total	19.8	80.2		43.7	56.3		90.7	9.3	
PHF	.703	.818	.792	.808	.460	.566	.602	.750	.622

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City of Rialto
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Weather: Clear

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Groups Printed- Large 2 Axle Vehicles

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	2	0	1	1	1	1	2	5
04:15 PM	2	1	3	0	0	0	5	0	5	8
04:30 PM	2	0	2	1	1	2	2	1	3	7
04:45 PM	1	0	1	0	3	3	1	1	2	6
Total	5	3	8	1	5	6	9	3	12	26
05:00 PM	0	2	2	1	0	1	4	0	4	7
05:15 PM	0	0	0	0	0	0	1	1	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	1	1	0	1	2	2	4	6
Total	0	3	3	2	0	2	7	3	10	15
Grand Total	5	6	11	3	5	8	16	6	22	41
Apprch %	45.5	54.5		37.5	62.5		72.7	27.3		
Total %	12.2	14.6	26.8	7.3	12.2	19.5	39	14.6	53.7	

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**2**	2	0	1	1	1	**1**	2	5
04:15 PM	**2**	1	**3**	0	0	0	**5**	0	**5**	**8**
04:30 PM	2	0	2	**1**	1	2	2	1	3	7
04:45 PM	1	0	1	0	**3**	**3**	1	1	2	6
Total Volume	5	3	8	1	5	6	9	3	12	26
% App. Total	62.5	37.5		16.7	83.3		75	25		
PHF	.625	.375	.667	.250	.417	.500	.450	.750	.600	.813

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City of Rialto
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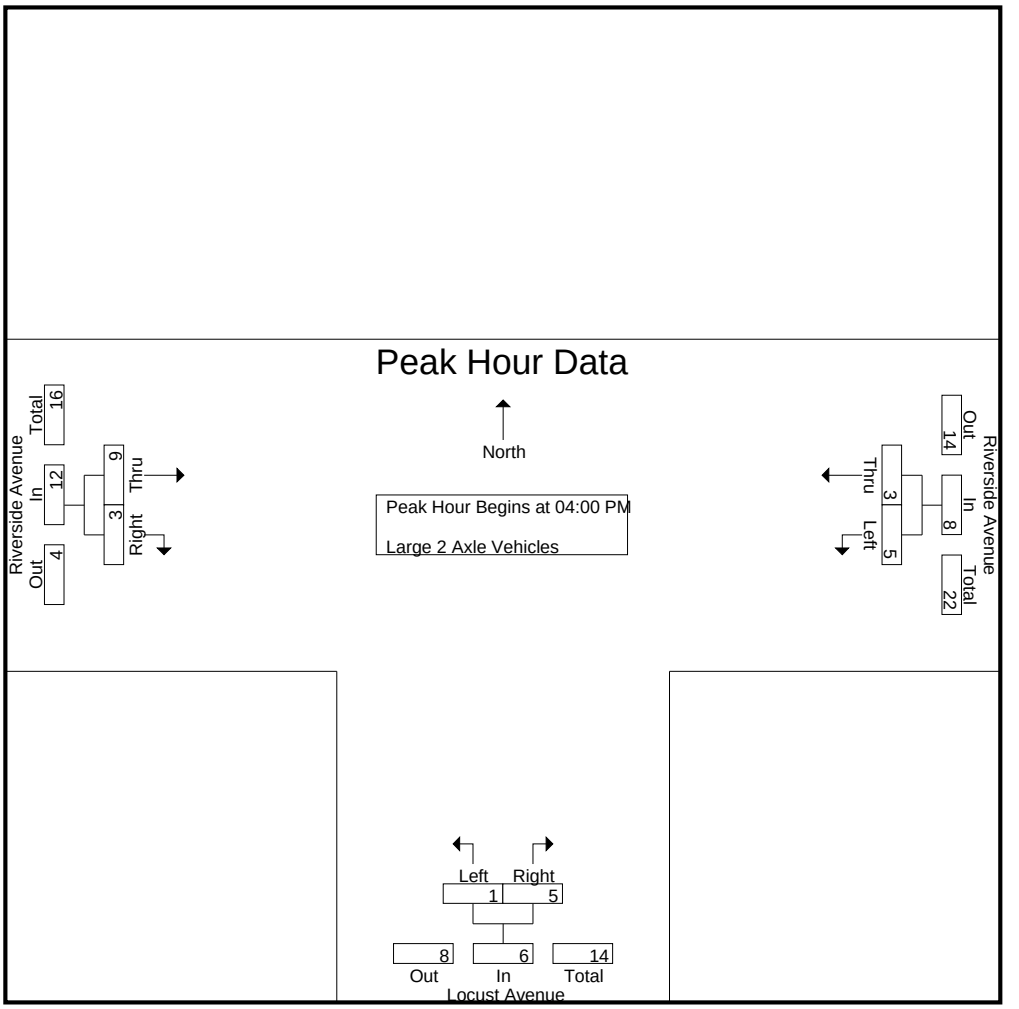

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	**2**	2	0	1	1	1	**1**	2
+15 mins.	**2**	1	**3**	0	0	0	**5**	0	**5**
+30 mins.	2	0	2	**1**	1	2	2	1	3
+45 mins.	1	0	1	0	**3**	**3**	1	1	2
Total Volume	5	3	8	1	5	6	9	3	12
% App. Total	62.5	37.5		16.7	83.3		75	25	
PHF	.625	.375	.667	.250	.417	.500	.450	.750	.600

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City of Rialto
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Groups Printed- 3 Axle Vehicles

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	2	2	0	0	0	2
04:15 PM	0	1	1	1	2	3	1	0	1	5
04:30 PM	0	1	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	1	1	1
Total	0	2	2	1	4	5	1	1	2	9
05:00 PM	0	0	0	0	0	0	1	3	4	4
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	1	0	1	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	1	0	1	1	4	5	6
Grand Total	0	2	2	2	4	6	2	5	7	15
Apprch %	0	100		33.3	66.7		28.6	71.4		
Total %	0	13.3	13.3	13.3	26.7	40	13.3	33.3	46.7	

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	**2**	2	0	0	0	2
04:15 PM	0	**1**	**1**	**1**	2	**3**	**1**	0	**1**	**5**
04:30 PM	0	1	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	**1**	1	1
Total Volume	0	2	2	1	4	5	1	1	2	9
% App. Total	0	100		20	80		50	50		
PHF	.000	.500	.500	.250	.500	.417	.250	.250	.500	.450

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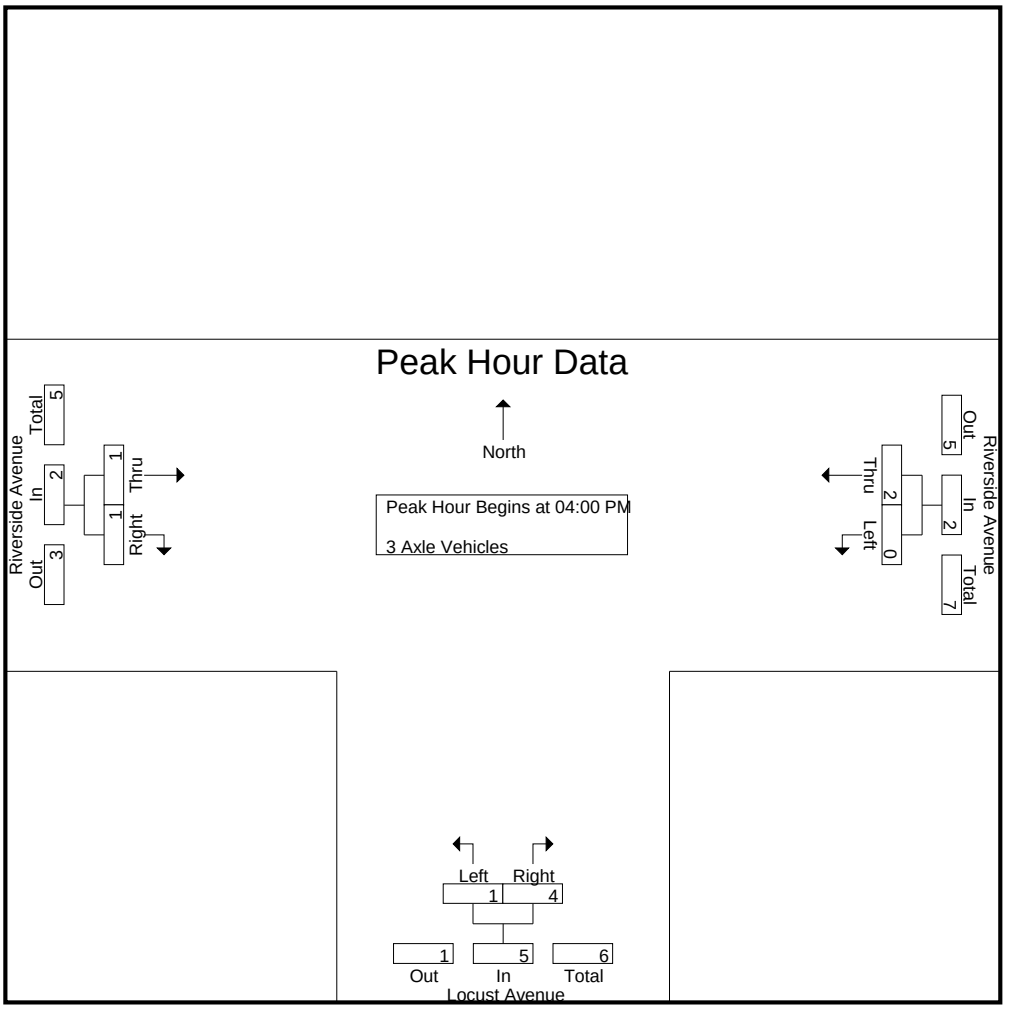

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	**2**	2	0	0	0
+15 mins.	0	**1**	**1**	**1**	2	**3**	**1**	0	**1**
+30 mins.	0	1	1	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	**1**	1
Total Volume	0	2	2	1	4	5	1	1	2
% App. Total	0	100		20	80		50	50	
PHF	.000	.500	.500	.250	.500	.417	.250	.250	.500

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City of Rialto
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Groups Printed- 4+ Axle Trucks

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	2	6	8	1	3	4	0	6	6	18
04:15 PM	2	1	3	2	1	3	0	5	5	11
04:30 PM	3	2	5	1	2	3	1	1	2	10
04:45 PM	0	0	0	4	1	5	1	1	2	7
Total	7	9	16	8	7	15	2	13	15	46
05:00 PM	1	0	1	3	2	5	0	3	3	9
05:15 PM	3	1	4	1	2	3	2	2	4	11
05:30 PM	2	3	5	4	1	5	0	1	1	11
05:45 PM	1	2	3	2	1	3	2	1	3	9
Total	7	6	13	10	6	16	4	7	11	40
Grand Total	14	15	29	18	13	31	6	20	26	86
Apprch %	48.3	51.7		58.1	41.9		23.1	76.9		
Total %	16.3	17.4	33.7	20.9	15.1	36	7	23.3	30.2	

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	2	**6**	**8**	1	**3**	4	0	**6**	**6**	**18**
04:15 PM	2	1	3	2	1	3	0	5	5	11
04:30 PM	**3**	2	5	1	2	3	**1**	1	2	10
04:45 PM	0	0	0	**4**	1	**5**	1	1	2	7
Total Volume	7	9	16	8	7	15	2	13	15	46
% App. Total	43.8	56.2		53.3	46.7		13.3	86.7		
PHF	.583	.375	.500	.500	.583	.750	.500	.542	.625	.639

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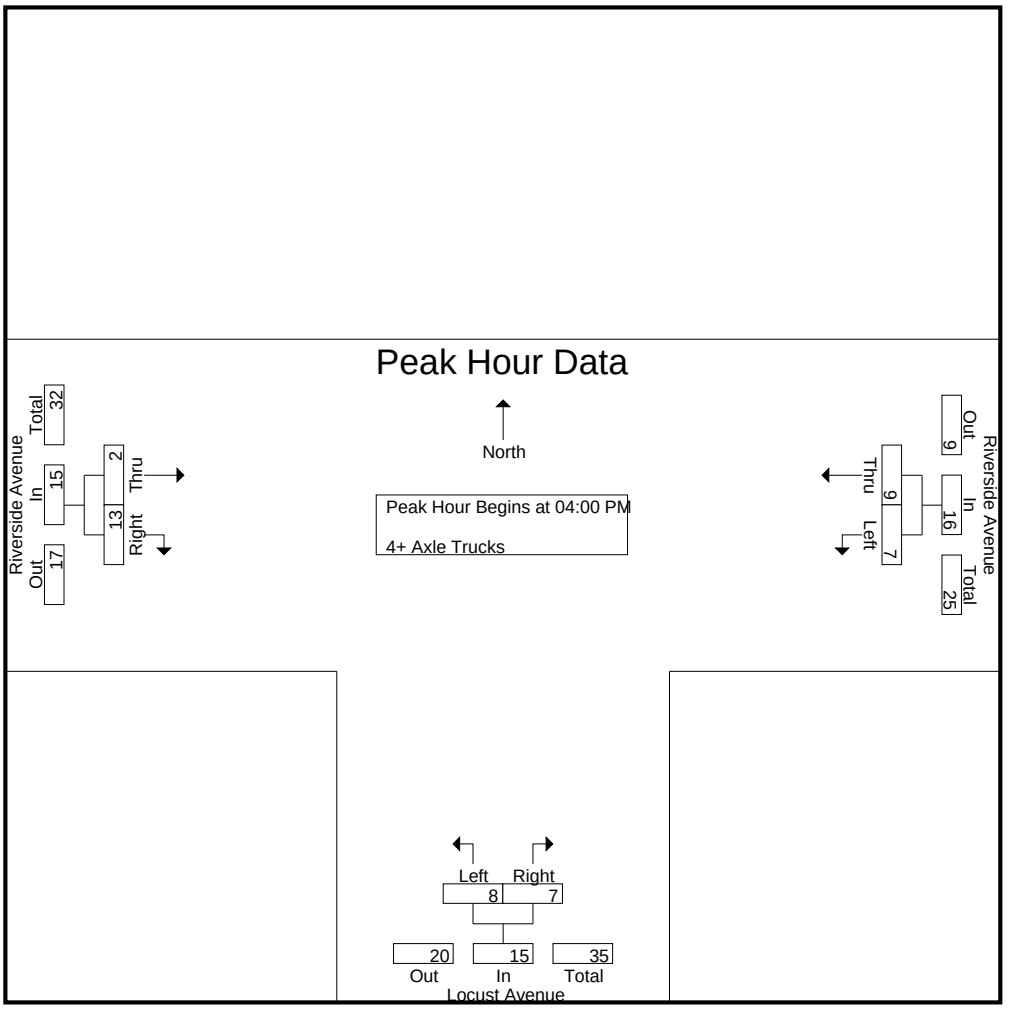

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	2	**6**	**8**	1	**3**	4	0	**6**	**6**
+15 mins.	2	1	3	2	1	3	0	5	5
+30 mins.	**3**	2	5	1	2	3	**1**	1	2
+45 mins.	0	0	0	**4**	1	**5**	1	1	2
Total Volume	7	9	16	8	7	15	2	13	15
% App. Total	43.8	56.2		53.3	46.7		13.3	86.7	
PHF	.583	.375	.500	.500	.583	.750	.500	.542	.625

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City of Rialto
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	24	67	91	19	19	38	105	29	134	263
07:15 AM	34	85	119	12	31	43	125	17	142	304
07:30 AM	53	121	174	23	40	63	119	34	153	390
07:45 AM	70	128	198	10	34	44	194	29	223	465
Total	181	401	582	64	124	188	543	109	652	1422
08:00 AM	34	73	107	8	36	44	156	29	185	336
08:15 AM	20	58	78	14	12	26	116	24	140	244
08:30 AM	17	63	80	21	17	38	87	22	109	227
08:45 AM	16	49	65	8	16	24	85	13	98	187
Total	87	243	330	51	81	132	444	88	532	994
Grand Total	268	644	912	115	205	320	987	197	1184	2416
Apprch %	29.4	70.6		35.9	64.1		83.4	16.6		
Total %	11.1	26.7	37.7	4.8	8.5	13.2	40.9	8.2	49	
Passenger Vehicles	215	576	791	91	178	269	891	167	1058	2118
% Passenger Vehicles	80.2	89.4	86.7	79.1	86.8	84.1	90.3	84.8	89.4	87.7
Large 2 Axle Vehicles	12	11	23	7	6	13	24	5	29	65
% Large 2 Axle Vehicles	4.5	1.7	2.5	6.1	2.9	4.1	2.4	2.5	2.4	2.7
3 Axle Vehicles	2	6	8	1	2	3	9	3	12	23
% 3 Axle Vehicles	0.7	0.9	0.9	0.9	1	0.9	0.9	1.5	1	1
4+ Axle Trucks	39	51	90	16	19	35	63	22	85	210
% 4+ Axle Trucks	14.6	7.9	9.9	13.9	9.3	10.9	6.4	11.2	7.2	8.7

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	34	85	119	12	31	43	125	17	142	304
07:30 AM	53	121	174	**23**	**40**	**63**	119	**34**	153	390
07:45 AM	**70**	**128**	**198**	10	34	44	**194**	29	**223**	**465**
08:00 AM	34	73	107	8	36	44	156	29	185	336
Total Volume	191	407	598	53	141	194	594	109	703	1495
% App. Total	31.9	68.1		27.3	72.7		84.5	15.5		
PHF	.682	.795	.755	.576	.881	.770	.765	.801	.788	.804

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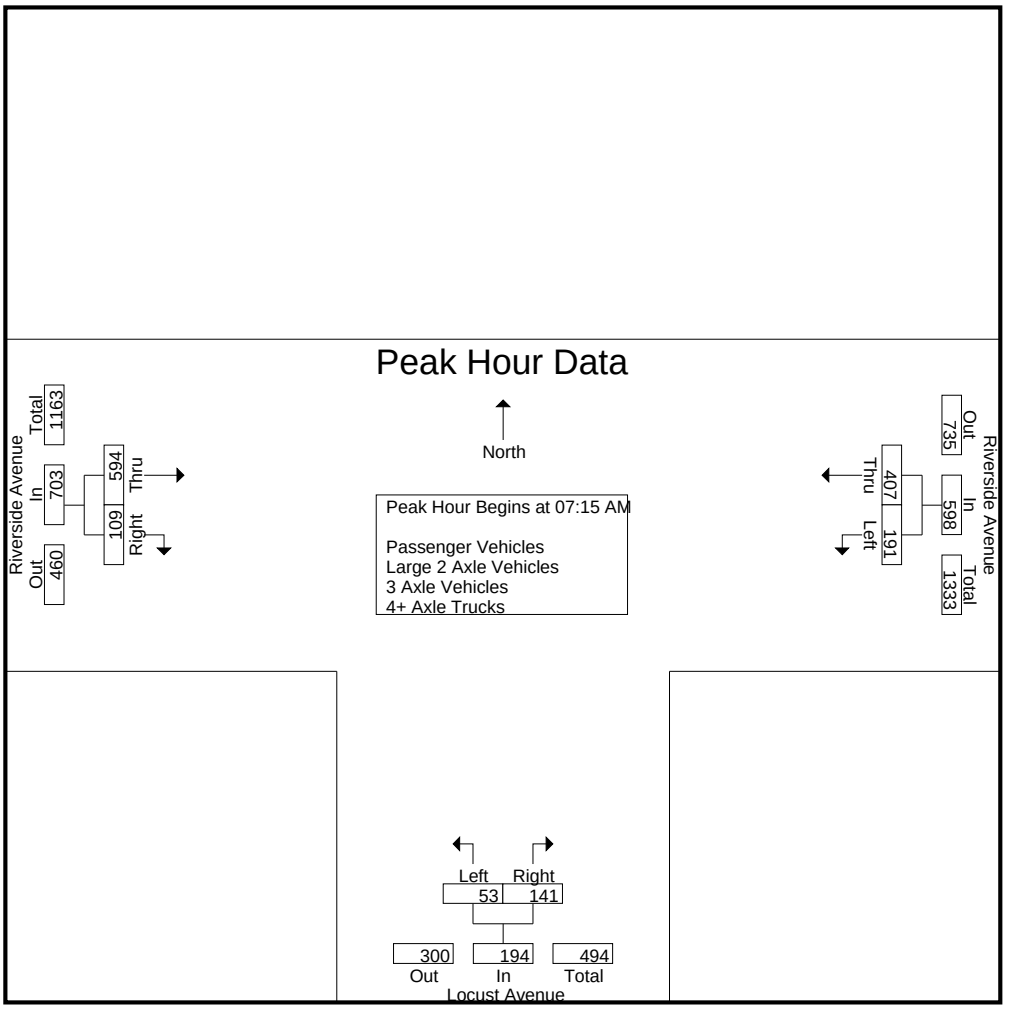

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	34	85	119	12	31	43	125	17	142
+15 mins.	53	121	174	**23**	**40**	**63**	119	**34**	153
+30 mins.	**70**	**128**	**198**	10	34	44	**194**	29	**223**
+45 mins.	34	73	107	8	36	44	156	29	185
Total Volume	191	407	598	53	141	194	594	109	703
% App. Total	31.9	68.1		27.3	72.7		84.5	15.5	
PHF	.682	.795	.755	.576	.881	.770	.765	.801	.788

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Groups Printed- Passenger Vehicles

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	17	58	75	15	14	29	98	24	122	226
07:15 AM	31	77	108	10	26	36	121	15	136	280
07:30 AM	43	110	153	20	37	57	107	28	135	345
07:45 AM	63	120	183	7	31	38	177	24	201	422
Total	154	365	519	52	108	160	503	91	594	1273
08:00 AM	28	64	92	6	34	40	138	27	165	297
08:15 AM	15	50	65	12	11	23	107	19	126	214
08:30 AM	10	56	66	18	14	32	78	19	97	195
08:45 AM	8	41	49	3	11	14	65	11	76	139
Total	61	211	272	39	70	109	388	76	464	845
Grand Total	215	576	791	91	178	269	891	167	1058	2118
Apprch %	27.2	72.8		33.8	66.2		84.2	15.8		
Total %	10.2	27.2	37.3	4.3	8.4	12.7	42.1	7.9	50	

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	31	77	108	10	26	36	121	15	136	280
07:30 AM	43	110	153	**20**	**37**	**57**	107	**28**	135	345
07:45 AM	**63**	**120**	**183**	7	31	38	**177**	24	**201**	**422**
08:00 AM	28	64	92	6	34	40	138	27	165	297
Total Volume	165	371	536	43	128	171	543	94	637	1344
% App. Total	30.8	69.2		25.1	74.9		85.2	14.8		
PHF	.655	.773	.732	.538	.865	.750	.767	.839	.792	.796

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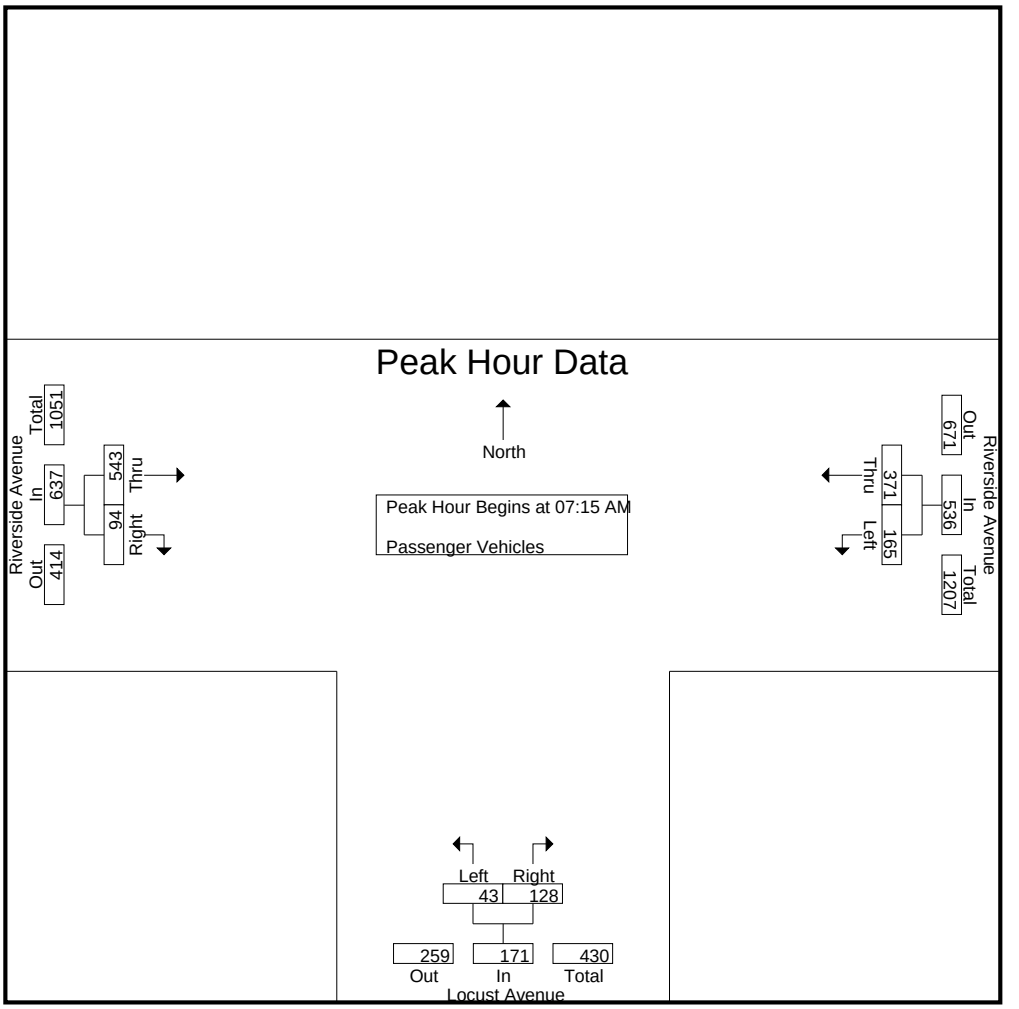

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	31	77	108	10	26	36	121	15	136
+15 mins.	43	110	153	**20**	**37**	**57**	107	**28**	135
+30 mins.	**63**	**120**	**183**	7	31	38	**177**	24	**201**
+45 mins.	28	64	92	6	34	40	138	27	165
Total Volume	165	371	536	43	128	171	543	94	637
% App. Total	30.8	69.2		25.1	74.9		85.2	14.8	
PHF	.655	.773	.732	.538	.865	.750	.767	.839	.792

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City of Rialto
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Groups Printed- Large 2 Axle Vehicles

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	5	0	5	2	1	3	3	0	3	11
07:15 AM	1	2	3	0	3	3	0	0	0	6
07:30 AM	1	5	6	0	0	0	2	0	2	8
07:45 AM	1	3	4	1	1	2	7	2	9	15
Total	8	10	18	3	5	8	12	2	14	40
08:00 AM	0	0	0	1	1	2	7	0	7	9
08:15 AM	1	0	1	1	0	1	2	2	4	6
08:30 AM	1	1	2	0	0	0	0	1	1	3
08:45 AM	2	0	2	2	0	2	3	0	3	7
Total	4	1	5	4	1	5	12	3	15	25
Grand Total	12	11	23	7	6	13	24	5	29	65
Apprch %	52.2	47.8		53.8	46.2		82.8	17.2		
Total %	18.5	16.9	35.4	10.8	9.2	20	36.9	7.7	44.6	

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**1**	2	3	0	**3**	**3**	0	0	0	6
07:30 AM	1	**5**	**6**	0	0	0	2	0	2	8
07:45 AM	1	3	4	**1**	1	2	**7**	**2**	**9**	**15**
08:00 AM	0	0	0	1	1	2	7	0	7	9
Total Volume	3	10	13	2	5	7	16	2	18	38
% App. Total	23.1	76.9		28.6	71.4		88.9	11.1		
PHF	.750	.500	.542	.500	.417	.583	.571	.250	.500	.633

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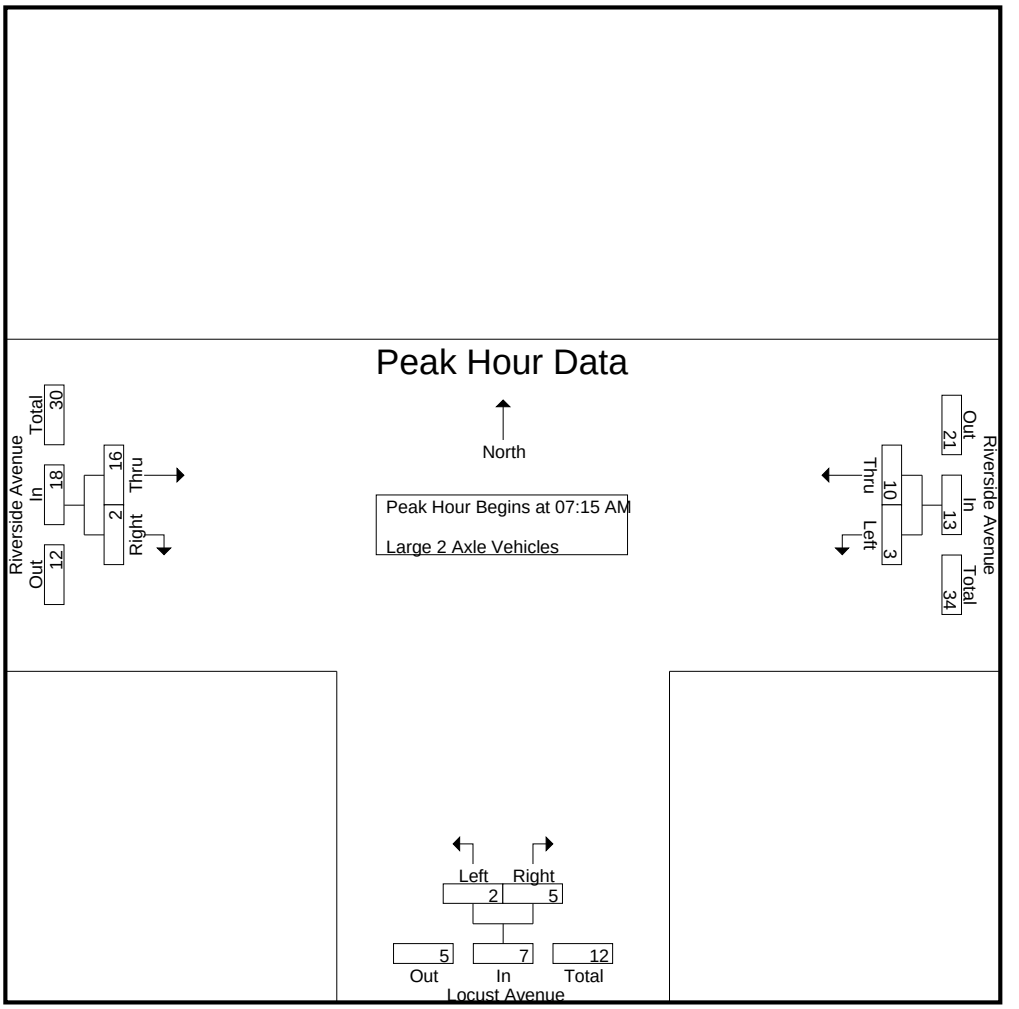

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	**1**	2	3	0	**3**	**3**	0	0	0
+15 mins.	1	**5**	**6**	0	0	0	2	0	2
+30 mins.	1	3	4	**1**	1	2	**7**	**2**	**9**
+45 mins.	0	0	0	1	1	2	7	0	7
Total Volume	3	10	13	2	5	7	16	2	18
% App. Total	23.1	76.9		28.6	71.4		88.9	11.1	
PHF	.750	.500	.542	.500	.417	.583	.571	.250	.500

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Groups Printed- 3 Axle Vehicles

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	5	0	0	0	1	1	2	7
07:15 AM	0	1	1	0	0	0	1	1	2	3
07:30 AM	0	0	0	0	0	0	2	1	3	3
07:45 AM	0	0	0	0	0	0	1	0	1	1
Total	0	6	6	0	0	0	5	3	8	14
08:00 AM	0	0	0	1	0	1	1	0	1	2
08:15 AM	1	0	1	0	0	0	1	0	1	2
08:30 AM	1	0	1	0	1	1	0	0	0	2
08:45 AM	0	0	0	0	1	1	2	0	2	3
Total	2	0	2	1	2	3	4	0	4	9
Grand Total	2	6	8	1	2	3	9	3	12	23
Apprch %	25	75		33.3	66.7		75	25		
Total %	8.7	26.1	34.8	4.3	8.7	13	39.1	13	52.2	

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	**1**	**1**	0	0	0	1	**1**	2	**3**
07:30 AM	0	0	0	0	0	0	**2**	1	**3**	3
07:45 AM	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	0	**1**	0	**1**	1	0	1	2
Total Volume	0	1	1	1	0	1	5	2	7	9
% App. Total	0	100		100	0		71.4	28.6		
PHF	.000	.250	.250	.250	.000	.250	.625	.500	.583	.750

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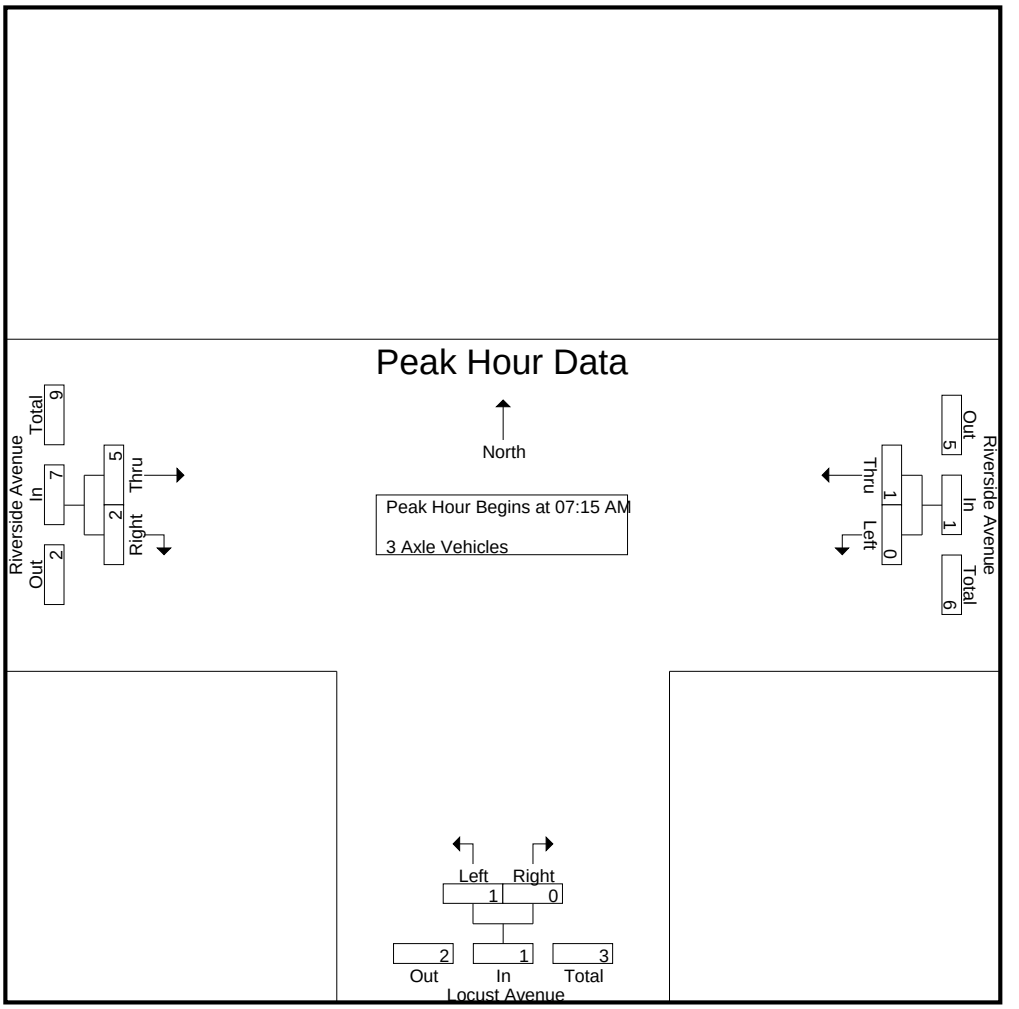

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	**1**	**1**	0	0	0	1	**1**	2
+15 mins.	0	0	0	0	0	0	**2**	1	**3**
+30 mins.	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	**1**	0	**1**	1	0	1
Total Volume	0	1	1	1	0	1	5	2	7
% App. Total	0	100		100	0		71.4	28.6	
PHF	.000	.250	.250	.250	.000	.250	.625	.500	.583

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Groups Printed- 4+ Axle Trucks

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	2	4	6	2	4	6	3	4	7	19
07:15 AM	2	5	7	2	2	4	3	1	4	15
07:30 AM	9	6	15	3	3	6	8	5	13	34
07:45 AM	6	5	11	2	2	4	9	3	12	27
Total	19	20	39	9	11	20	23	13	36	95
08:00 AM	6	9	15	0	1	1	10	2	12	28
08:15 AM	3	8	11	1	1	2	6	3	9	22
08:30 AM	5	6	11	3	2	5	9	2	11	27
08:45 AM	6	8	14	3	4	7	15	2	17	38
Total	20	31	51	7	8	15	40	9	49	115
Grand Total	39	51	90	16	19	35	63	22	85	210
Apprch %	43.3	56.7		45.7	54.3		74.1	25.9		
Total %	18.6	24.3	42.9	7.6	9	16.7	30	10.5	40.5	

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	2	5	7	2	2	4	3	1	4	15
07:30 AM	**9**	6	**15**	**3**	**3**	**6**	8	**5**	**13**	**34**
07:45 AM	6	5	11	2	2	4	9	3	12	27
08:00 AM	6	**9**	15	0	1	1	**10**	2	12	28
Total Volume	23	25	48	7	8	15	30	11	41	104
% App. Total	47.9	52.1		46.7	53.3		73.2	26.8		
PHF	.639	.694	.800	.583	.667	.625	.750	.550	.788	.765

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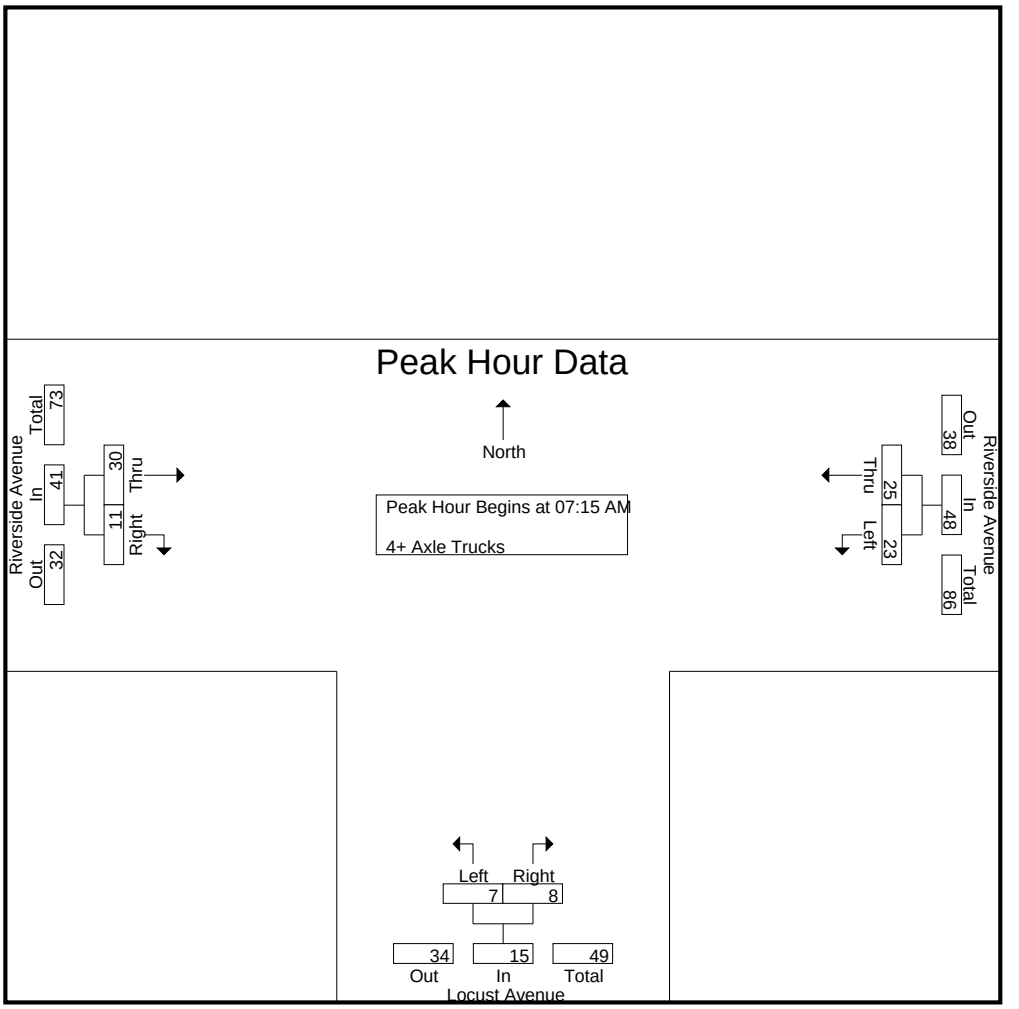

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	2	5	7	2	2	4	3	1	4
+15 mins.	**9**	6	**15**	**3**	**3**	**6**	8	**5**	**13**
+30 mins.	6	5	11	2	2	4	9	3	12
+45 mins.	6	**9**	15	0	1	1	**10**	2	12
Total Volume	23	25	48	7	8	15	30	11	41
% App. Total	47.9	52.1		46.7	53.3		73.2	26.8	
PHF	.639	.694	.800	.583	.667	.625	.750	.550	.788

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	35	161	196	28	21	49	97	23	120	365
04:15 PM	54	182	236	25	21	46	116	19	135	417
04:30 PM	19	123	142	38	13	51	210	13	223	416
04:45 PM	20	120	140	24	13	37	111	20	131	308
Total	128	586	714	115	68	183	534	75	609	1506
05:00 PM	13	122	135	28	20	48	117	29	146	329
05:15 PM	18	119	137	29	15	44	106	20	126	307
05:30 PM	18	120	138	15	18	33	124	20	144	315
05:45 PM	27	100	127	20	12	32	102	26	128	287
Total	76	461	537	92	65	157	449	95	544	1238
Grand Total	204	1047	1251	207	133	340	983	170	1153	2744
Apprch %	16.3	83.7		60.9	39.1		85.3	14.7		
Total %	7.4	38.2	45.6	7.5	4.8	12.4	35.8	6.2	42	
Passenger Vehicles	195	1037	1232	194	123	317	966	139	1105	2654
% Passenger Vehicles	95.6	99	98.5	93.7	92.5	93.2	98.3	81.8	95.8	96.7
Large 2 Axle Vehicles	3	3	6	2	3	5	12	2	14	25
% Large 2 Axle Vehicles	1.5	0.3	0.5	1	2.3	1.5	1.2	1.2	1.2	0.9
3 Axle Vehicles	0	0	0	3	0	3	1	3	4	7
% 3 Axle Vehicles	0	0	0	1.4	0	0.9	0.1	1.8	0.3	0.3
4+ Axle Trucks	6	7	13	8	7	15	4	26	30	58
% 4+ Axle Trucks	2.9	0.7	1	3.9	5.3	4.4	0.4	15.3	2.6	2.1

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	35	161	196	28	**21**	49	97	**23**	120	365
04:15 PM	**54**	**182**	**236**	25	21	46	116	19	135	**417**
04:30 PM	19	123	142	**38**	13	**51**	**210**	13	**223**	416
04:45 PM	20	120	140	24	13	37	111	20	131	308
Total Volume	128	586	714	115	68	183	534	75	609	1506
% App. Total	17.9	82.1		62.8	37.2		87.7	12.3		
PHF	.593	.805	.756	.757	.810	.897	.636	.815	.683	.903

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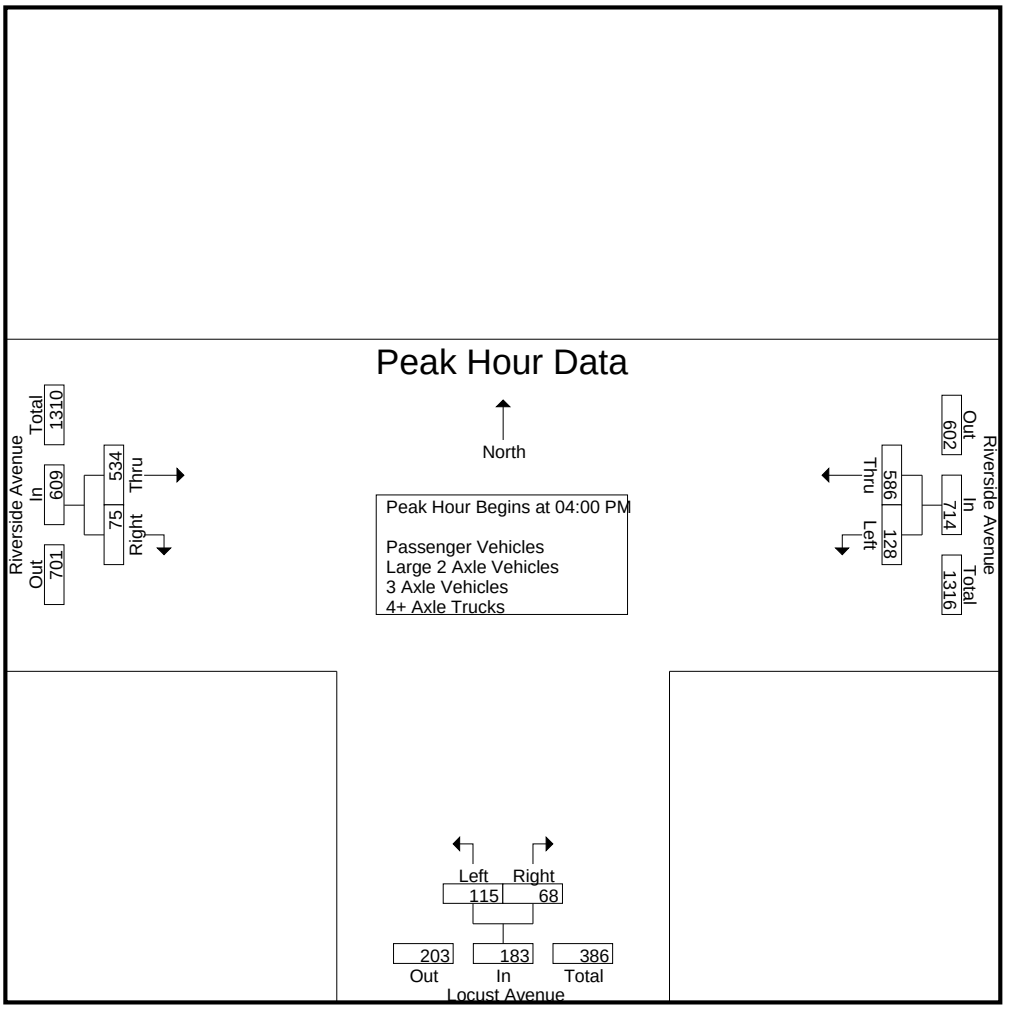

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:15 PM		
+0 mins.	35	161	196	28	**21**	49	116	19	135
+15 mins.	**54**	**182**	**236**	25	21	46	**210**	13	**223**
+30 mins.	19	123	142	**38**	13	**51**	111	20	131
+45 mins.	20	120	140	24	13	37	117	**29**	146
Total Volume	128	586	714	115	68	183	554	81	635
% App. Total	17.9	82.1		62.8	37.2		87.2	12.8	
PHF	.593	.805	.756	.757	.810	.897	.660	.698	.712

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Groups Printed- Passenger Vehicles

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	32	157	189	25	19	44	93	19	112	345
04:15 PM	53	179	232	23	18	41	114	17	131	404
04:30 PM	18	123	141	36	11	47	208	11	219	407
04:45 PM	18	120	138	22	12	34	107	19	126	298
Total	121	579	700	106	60	166	522	66	588	1454
05:00 PM	13	122	135	25	19	44	115	23	138	317
05:15 PM	16	119	135	29	14	43	105	15	120	298
05:30 PM	18	117	135	15	18	33	122	14	136	304
05:45 PM	27	100	127	19	12	31	102	21	123	281
Total	74	458	532	88	63	151	444	73	517	1200
Grand Total	195	1037	1232	194	123	317	966	139	1105	2654
Apprch %	15.8	84.2		61.2	38.8		87.4	12.6		
Total %	7.3	39.1	46.4	7.3	4.6	11.9	36.4	5.2	41.6	

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	32	157	189	25	**19**	44	93	**19**	112	345
04:15 PM	**53**	**179**	**232**	23	18	41	114	17	131	404
04:30 PM	18	123	141	**36**	11	**47**	**208**	11	**219**	**407**
04:45 PM	18	120	138	22	12	34	107	19	126	298
Total Volume	121	579	700	106	60	166	522	66	588	1454
% App. Total	17.3	82.7		63.9	36.1		88.8	11.2		
PHF	.571	.809	.754	.736	.789	.883	.627	.868	.671	.893

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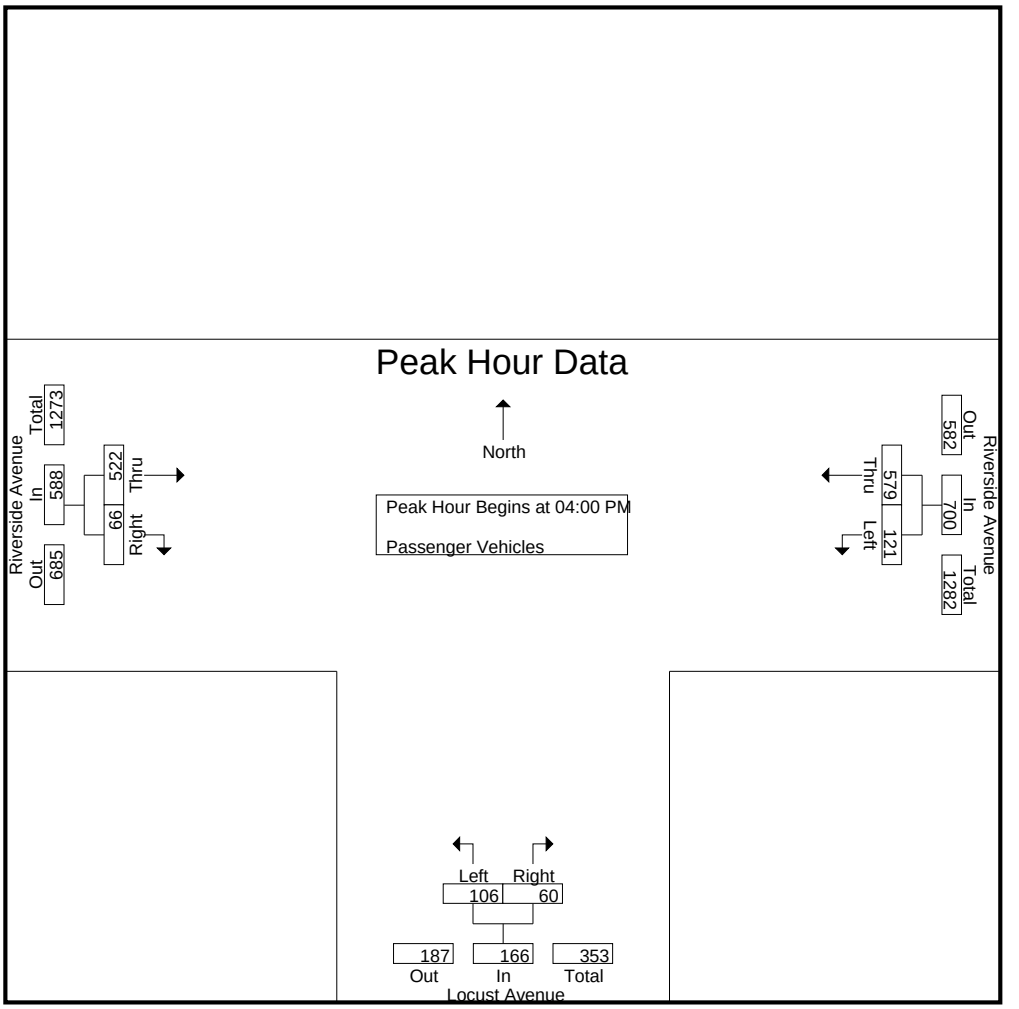

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	32	157	189	25	**19**	44	93	**19**	112
+15 mins.	**53**	**179**	**232**	23	18	41	114	17	131
+30 mins.	18	123	141	**36**	11	**47**	**208**	11	**219**
+45 mins.	18	120	138	22	12	34	107	19	126
Total Volume	121	579	700	106	60	166	522	66	588
% App. Total	17.3	82.7		63.9	36.1		88.8	11.2	
PHF	.571	.809	.754	.736	.789	.883	.627	.868	.671

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Groups Printed- Large 2 Axle Vehicles

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	1	1	1	2	4	0	4	7
04:15 PM	0	1	1	0	0	0	1	0	1	2
04:30 PM	1	0	1	1	1	2	1	0	1	4
04:45 PM	0	0	0	0	0	0	4	0	4	4
Total	2	1	3	2	2	4	10	0	10	17
05:00 PM	0	0	0	0	1	1	2	1	3	4
05:15 PM	1	0	1	0	0	0	0	0	0	1
05:30 PM	0	2	2	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	1	1	1
Total	1	2	3	0	1	1	2	2	4	8
Grand Total	3	3	6	2	3	5	12	2	14	25
Apprch %	50	50		40	60		85.7	14.3		
Total %	12	12	24	8	12	20	48	8	56	

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**1**	0	**1**	**1**	**1**	**2**	**4**	0	**4**	**7**
04:15 PM	0	**1**	1	0	0	0	1	0	1	2
04:30 PM	1	0	1	1	1	2	1	0	1	4
04:45 PM	0	0	0	0	0	0	4	0	4	4
Total Volume	2	1	3	2	2	4	10	0	10	17
% App. Total	66.7	33.3		50	50		100	0		
PHF	.500	.250	.750	.500	.500	.500	.625	.000	.625	.607

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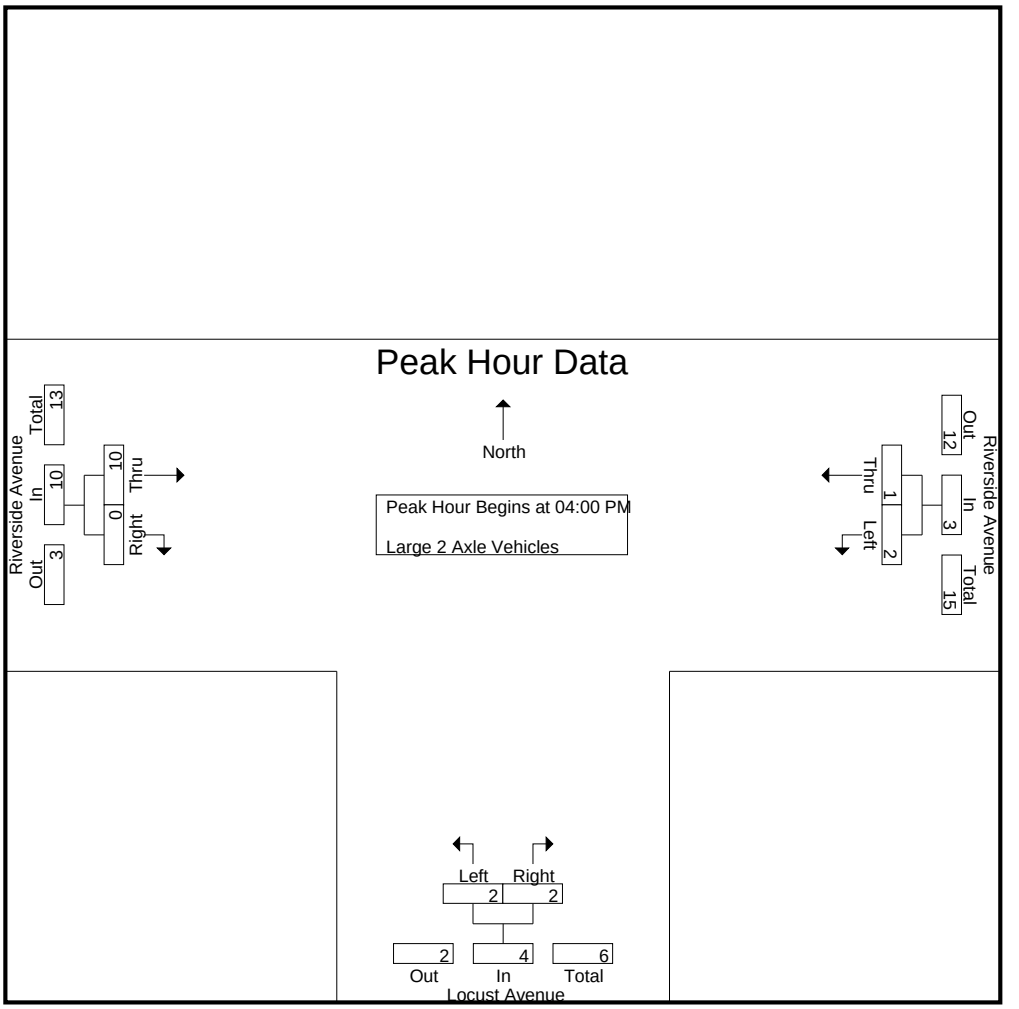

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**1**	0	**1**	**1**	**1**	**2**	**4**	0	**4**
+15 mins.	0	**1**	1	0	0	0	1	0	1
+30 mins.	1	0	1	1	1	2	1	0	1
+45 mins.	0	0	0	0	0	0	4	0	4
Total Volume	2	1	3	2	2	4	10	0	10
% App. Total	66.7	33.3		50	50		100	0	
PHF	.500	.250	.750	.500	.500	.500	.625	.000	.625

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

City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	1	0	1	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	1	0	1	0	0	0	1
04:45 PM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	3	0	3	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	1	2	2
05:30 PM	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	1	3	4	4
Grand Total	0	0	0	3	0	3	1	3	4	7
Apprch %	0	0		100	0		25	75		
Total %	0	0	0	42.9	0	42.9	14.3	42.9	57.1	

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	**1**	0	**1**	0	0	0	**1**
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	1	0	1	0	0	0	1
04:45 PM	0	0	0	1	0	1	0	0	0	1
Total Volume	0	0	0	3	0	3	0	0	0	3
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.750	.000	.750	.000	.000	.000	.750

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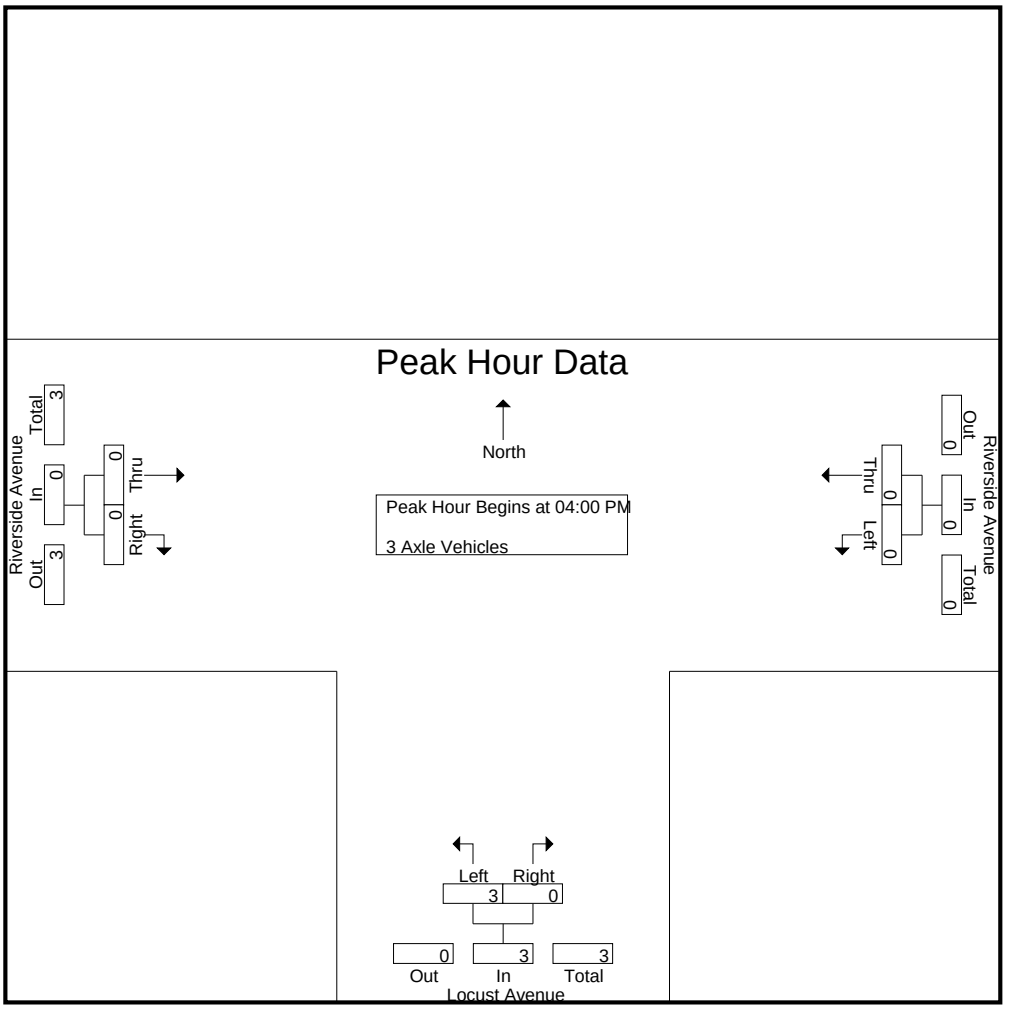
City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	**1**	0	**1**	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	1	0	1	0	0	0
+45 mins.	0	0	0	1	0	1	0	0	0
Total Volume	0	0	0	3	0	3	0	0	0
% App. Total	0	0		100	0		0	0	
PHF	.000	.000	.000	.750	.000	.750	.000	.000	.000

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	2	4	6	1	1	2	0	4	4	12
04:15 PM	1	2	3	2	3	5	1	2	3	11
04:30 PM	0	0	0	0	1	1	1	2	3	4
04:45 PM	2	0	2	1	1	2	0	1	1	5
Total	5	6	11	4	6	10	2	9	11	32
05:00 PM	0	0	0	3	0	3	0	5	5	8
05:15 PM	1	0	1	0	1	1	0	4	4	6
05:30 PM	0	1	1	0	0	0	2	5	7	8
05:45 PM	0	0	0	1	0	1	0	3	3	4
Total	1	1	2	4	1	5	2	17	19	26
Grand Total	6	7	13	8	7	15	4	26	30	58
Apprch %	46.2	53.8		53.3	46.7		13.3	86.7		
Total %	10.3	12.1	22.4	13.8	12.1	25.9	6.9	44.8	51.7	

	Riverside Avenue Westbound			Locust Avenue Northbound			Riverside Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**2**	**4**	**6**	1	1	2	0	**4**	**4**	**12**
04:15 PM	1	2	3	**2**	**3**	**5**	**1**	2	3	11
04:30 PM	0	0	0	0	1	1	1	2	3	4
04:45 PM	2	0	2	1	1	2	0	1	1	5
Total Volume	5	6	11	4	6	10	2	9	11	32
% App. Total	45.5	54.5		40	60		18.2	81.8		
PHF	.625	.375	.458	.500	.500	.500	.500	.563	.688	.667

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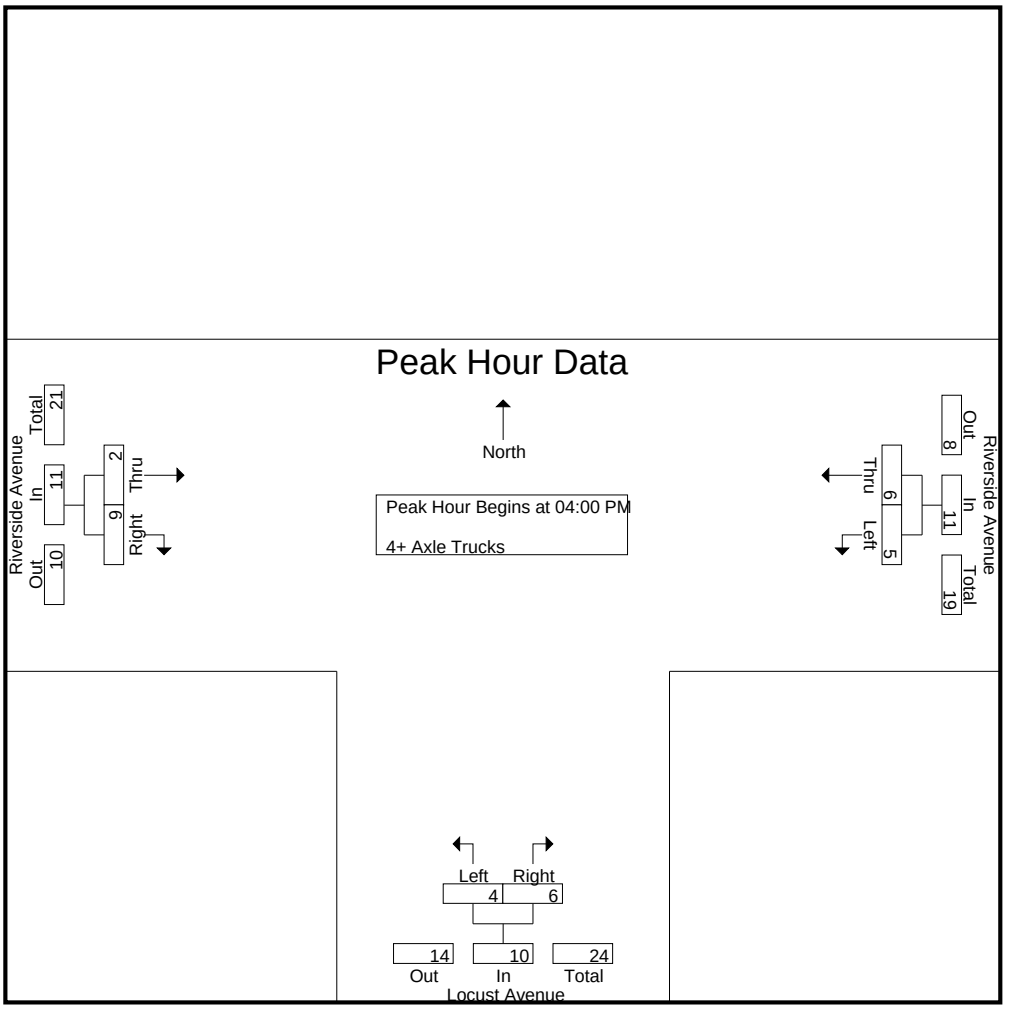
City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**2**	**4**	**6**	1	1	2	0	**4**	**4**
+15 mins.	1	2	3	**2**	**3**	**5**	**1**	2	3
+30 mins.	0	0	0	0	1	1	1	2	3
+45 mins.	2	0	2	1	1	2	0	1	1
Total Volume	5	6	11	4	6	10	2	9	11
% App. Total	45.5	54.5		40	60		18.2	81.8	
PHF	.625	.375	.458	.500	.500	.500	.500	.563	.688

Location: Rialto
N/S: Locust Avenue
E/W: Riverside Avenue

Date: 5/7/2024
Day: Tuesday

PEDESTRIANS

	North Leg Locust Avenue	East Leg Riverside Avenue	South Leg Locust Avenue	West Leg Riverside Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	1	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	1

	North Leg Locust Avenue	East Leg Riverside Avenue	South Leg Locust Avenue	West Leg Riverside Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Rialto
N/S: Locust Avenue
E/W: Riverside Avenue

Date: 5/7/2024
Day: Tuesday

BICYCLES

	Southbound Locust Avenue			Westbound Riverside Avenue			Northbound Locust Avenue			Eastbound Riverside Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	1	0	2

	Southbound Locust Avenue			Westbound Riverside Avenue			Northbound Locust Avenue			Eastbound Riverside Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

Location: Rialto
N/S: Locust Avenue
E/W: Riverside Avenue

Date: 5/8/2024
Day: Wednesday

PEDESTRIANS

	North Leg Locust Avenue	East Leg Riverside Avenue	South Leg Locust Avenue	West Leg Riverside Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Locust Avenue	East Leg Riverside Avenue	South Leg Locust Avenue	West Leg Riverside Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Rialto
N/S: Locust Avenue
E/W: Riverside Avenue

Date: 5/8/2024
Day: Wednesday

BICYCLES

	Southbound Locust Avenue			Westbound Riverside Avenue			Northbound Locust Avenue			Eastbound Riverside Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

	Southbound Locust Avenue			Westbound Riverside Avenue			Northbound Locust Avenue			Eastbound Riverside Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

Location: Rialto
N/S: Locust Avenue
E/W: Riverside Avenue

Date: 5/9/2024
Day: Thursday

PEDESTRIANS

	North Leg Locust Avenue	East Leg Riverside Avenue	South Leg Locust Avenue	West Leg Riverside Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Locust Avenue	East Leg Riverside Avenue	South Leg Locust Avenue	West Leg Riverside Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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PO Box 1178
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Location: Rialto
N/S: Locust Avenue
E/W: Riverside Avenue

Date: 5/9/2024
Day: Thursday

BICYCLES

	Southbound Locust Avenue			Westbound Riverside Avenue			Northbound Locust Avenue			Eastbound Riverside Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

	Southbound Locust Avenue			Westbound Riverside Avenue			Northbound Locust Avenue			Eastbound Riverside Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	56	1	57	8	53	61	0	3	3	121
07:15 AM	78	1	79	4	58	62	0	0	0	141
07:30 AM	112	1	113	7	104	111	0	5	5	229
07:45 AM	154	2	156	7	116	123	0	2	2	281
Total	400	5	405	26	331	357	0	10	10	772
08:00 AM	128	5	133	2	62	64	1	4	5	202
08:15 AM	96	1	97	1	47	48	0	2	2	147
08:30 AM	96	1	97	3	60	63	0	6	6	166
08:45 AM	57	2	59	7	46	53	1	3	4	116
Total	377	9	386	13	215	228	2	15	17	631
Grand Total	777	14	791	39	546	585	2	25	27	1403
Apprch %	98.2	1.8		6.7	93.3		7.4	92.6		
Total %	55.4	1	56.4	2.8	38.9	41.7	0.1	1.8	1.9	
Passenger Vehicles	662	12	674	33	476	509	2	18	20	1203
% Passenger Vehicles	85.2	85.7	85.2	84.6	87.2	87	100	72	74.1	85.7
Large 2 Axle Vehicles	26	2	28	2	17	19	0	1	1	48
% Large 2 Axle Vehicles	3.3	14.3	3.5	5.1	3.1	3.2	0	4	3.7	3.4
3 Axle Vehicles	6	0	6	0	6	6	0	0	0	12
% 3 Axle Vehicles	0.8	0	0.8	0	1.1	1	0	0	0	0.9
4+ Axle Trucks	83	0	83	4	47	51	0	6	6	140
% 4+ Axle Trucks	10.7	0	10.5	10.3	8.6	8.7	0	24	22.2	10

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	112	1	113	**7**	104	111	0	**5**	**5**	229
07:45 AM	**154**	2	**156**	7	**116**	**123**	0	2	2	**281**
08:00 AM	128	**5**	133	2	62	64	**1**	4	5	202
08:15 AM	96	1	97	1	47	48	0	2	2	147
Total Volume	490	9	499	17	329	346	1	13	14	859
% App. Total	98.2	1.8		4.9	95.1		7.1	92.9		
PHF	.795	.450	.800	.607	.709	.703	.250	.650	.700	.764

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Corona, CA 92878
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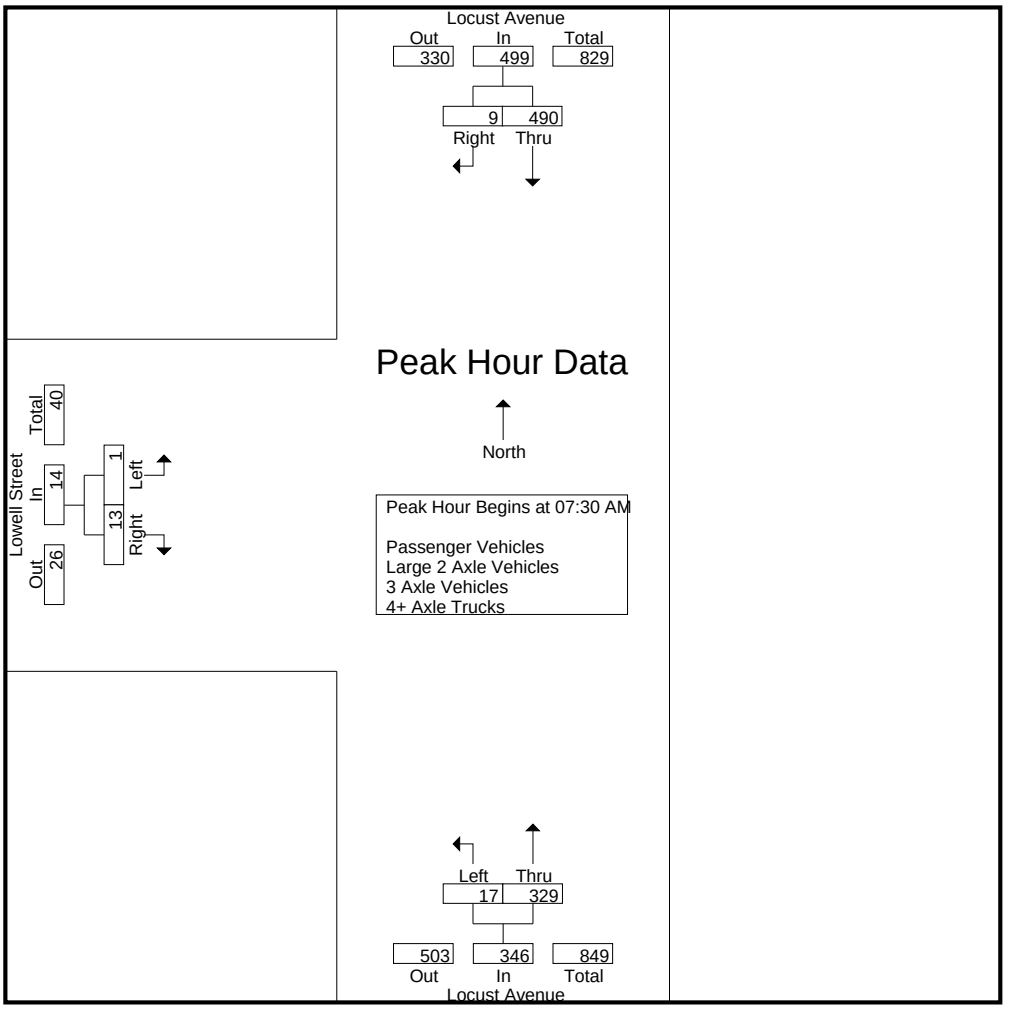
City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:15 AM			08:00 AM		
+0 mins.	112	1	113	4	58	62	**1**	4	5
+15 mins.	**154**	2	**156**	**7**	104	111	0	2	2
+30 mins.	128	**5**	133	7	**116**	**123**	0	**6**	**6**
+45 mins.	96	1	97	2	62	64	1	3	4
Total Volume	490	9	499	20	340	360	2	15	17
% App. Total	98.2	1.8		5.6	94.4		11.8	88.2	
PHF	.795	.450	.800	.714	.733	.732	.500	.625	.708

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Tue AM
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Groups Printed- Passenger Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	43	1	44	6	41	47	0	1	1	92
07:15 AM	63	1	64	4	51	55	0	0	0	119
07:30 AM	99	0	99	7	97	104	0	4	4	207
07:45 AM	136	2	138	6	105	111	0	1	1	250
Total	341	4	345	23	294	317	0	6	6	668
08:00 AM	116	5	121	2	57	59	1	2	3	183
08:15 AM	82	1	83	1	39	40	0	2	2	125
08:30 AM	83	1	84	2	51	53	0	6	6	143
08:45 AM	40	1	41	5	35	40	1	2	3	84
Total	321	8	329	10	182	192	2	12	14	535
Grand Total	662	12	674	33	476	509	2	18	20	1203
Apprch %	98.2	1.8		6.5	93.5		10	90		
Total %	55	1	56	2.7	39.6	42.3	0.2	1.5	1.7	

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	99	0	99	**7**	97	104	0	**4**	**4**	207
07:45 AM	**136**	2	**138**	6	**105**	**111**	0	1	1	**250**
08:00 AM	116	**5**	121	2	57	59	**1**	2	3	183
08:15 AM	82	1	83	1	39	40	0	2	2	125
Total Volume	433	8	441	16	298	314	1	9	10	765
% App. Total	98.2	1.8		5.1	94.9		10	90		
PHF	.796	.400	.799	.571	.710	.707	.250	.563	.625	.765

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City of Rialto
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File Name : 02_RLT_Loc_Low Tue AM
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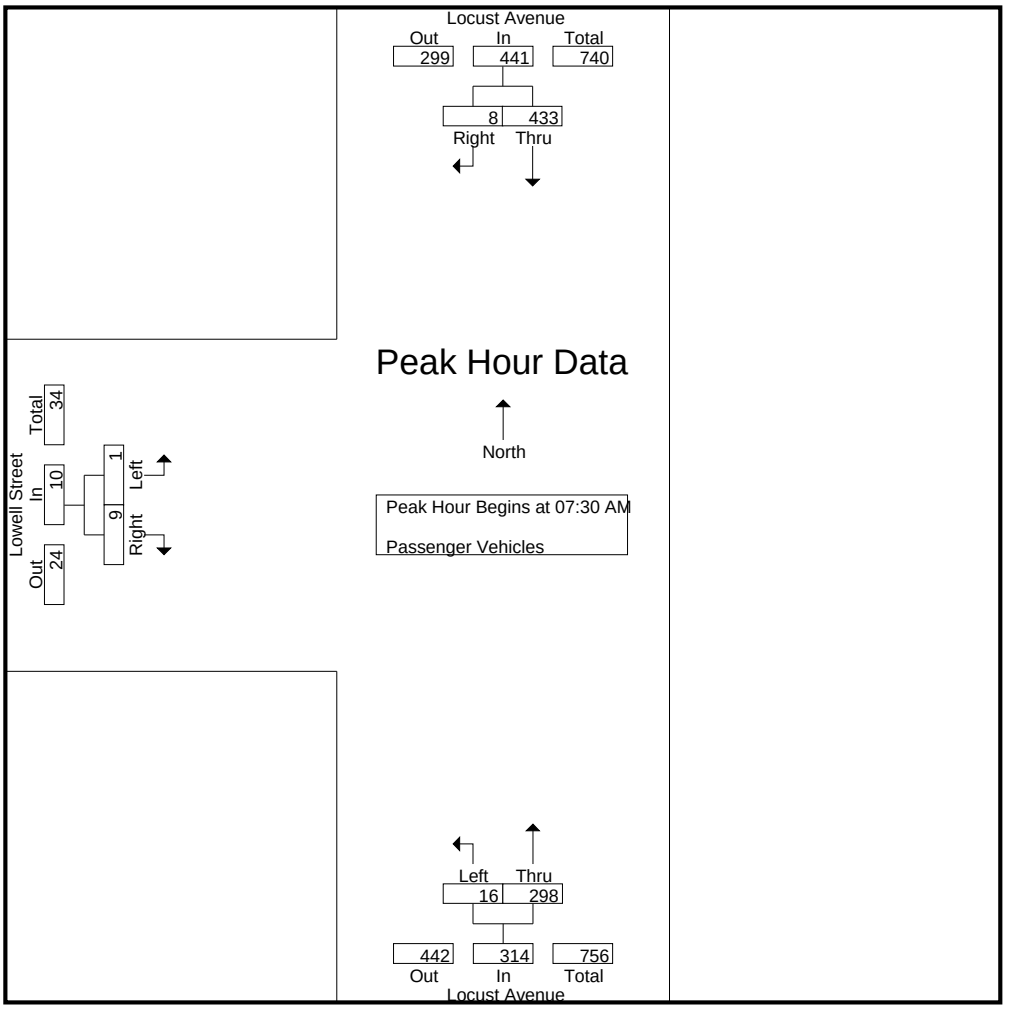

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	99	0	99	**7**	97	104	0	**4**	**4**
+15 mins.	**136**	2	**138**	6	**105**	**111**	0	1	1
+30 mins.	116	**5**	121	2	57	59	**1**	2	3
+45 mins.	82	1	83	1	39	40	0	2	2
Total Volume	433	8	441	16	298	314	1	9	10
% App. Total	98.2	1.8		5.1	94.9		10	90	
PHF	.796	.400	.799	.571	.710	.707	.250	.563	.625

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Groups Printed- Large 2 Axle Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	2	0	2	0	4	4	0	1	1	7
07:15 AM	5	0	5	0	2	2	0	0	0	7
07:30 AM	3	1	4	0	4	4	0	0	0	8
07:45 AM	6	0	6	1	5	6	0	0	0	12
Total	16	1	17	1	15	16	0	1	1	34
08:00 AM	4	0	4	0	0	0	0	0	0	4
08:15 AM	1	0	1	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	5	1	6	1	2	3	0	0	0	9
Total	10	1	11	1	2	3	0	0	0	14
Grand Total	26	2	28	2	17	19	0	1	1	48
Apprch %	92.9	7.1		10.5	89.5		0	100		
Total %	54.2	4.2	58.3	4.2	35.4	39.6	0	2.1	2.1	

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	3	**1**	4	0	4	4	0	0	0	8
07:45 AM	**6**	0	**6**	**1**	**5**	**6**	0	0	0	**12**
08:00 AM	4	0	4	0	0	0	0	0	0	4
08:15 AM	1	0	1	0	0	0	0	0	0	1
Total Volume	14	1	15	1	9	10	0	0	0	25
% App. Total	93.3	6.7		10	90		0	0		
PHF	.583	.250	.625	.250	.450	.417	.000	.000	.000	.521

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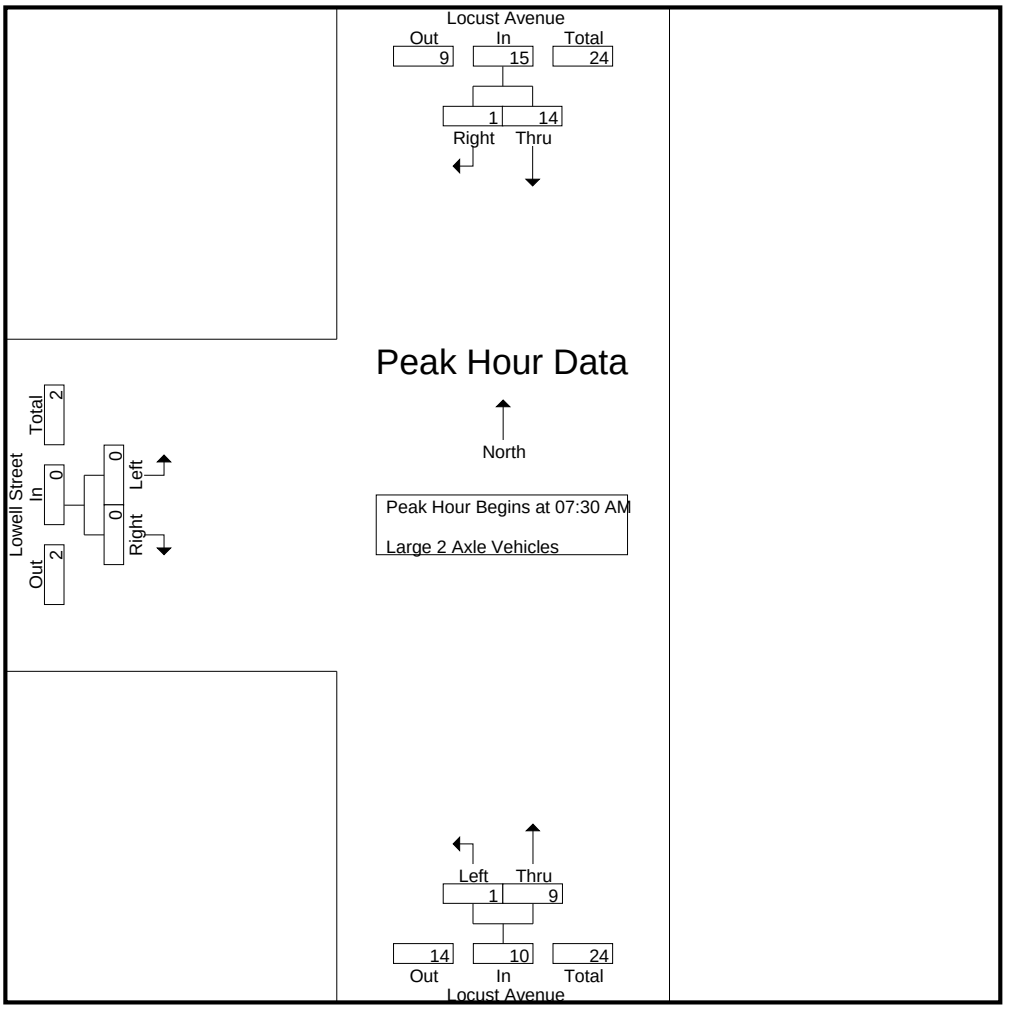

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	3	**1**	4	0	4	4	0	0	0
+15 mins.	**6**	0	**6**	**1**	**5**	**6**	0	0	0
+30 mins.	4	0	4	0	0	0	0	0	0
+45 mins.	1	0	1	0	0	0	0	0	0
Total Volume	14	1	15	1	9	10	0	0	0
% App. Total	93.3	6.7		10	90		0	0	
PHF	.583	.250	.625	.250	.450	.417	.000	.000	.000

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Groups Printed- 3 Axle Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	2	0	2	0	1	1	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	3	0	3	0	1	1	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	1	0	2	2	0	0	0	3
08:30 AM	1	0	1	0	2	2	0	0	0	3
08:45 AM	1	0	1	0	1	1	0	0	0	2
Total	3	0	3	0	5	5	0	0	0	8
Grand Total	6	0	6	0	6	6	0	0	0	12
Apprch %	100	0		0	100		0	0		
Total %	50	0	50	0	50	50	0	0	0	

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**1**	0	**1**	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	1	0	**2**	**2**	0	0	0	**3**
Total Volume	2	0	2	0	2	2	0	0	0	4
% App. Total	100	0		0	100		0	0		
PHF	.500	.000	.500	.000	.250	.250	.000	.000	.000	.333

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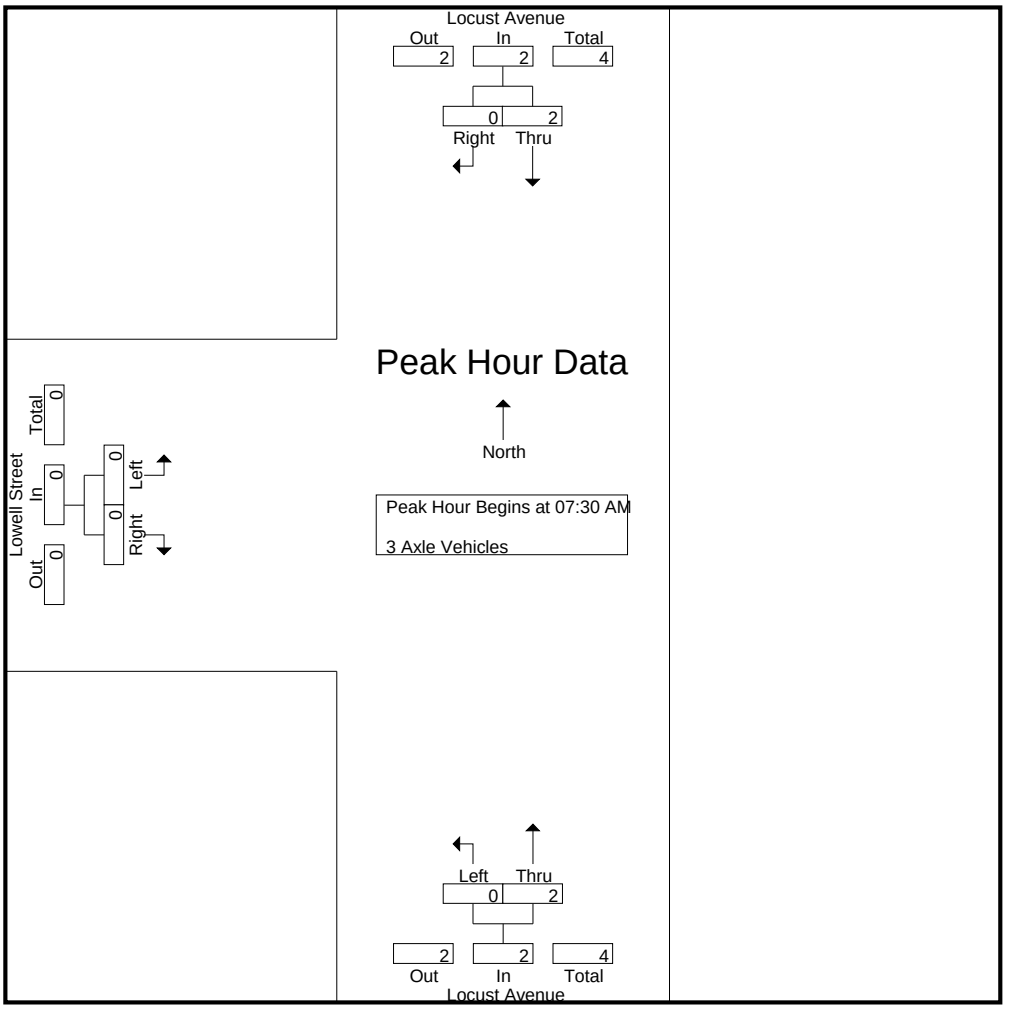

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**1**	0	**1**	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	1	0	**2**	**2**	0	0	0
Total Volume	2	0	2	0	2	2	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.500	.000	.500	.000	.250	.250	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	9	0	9	2	7	9	0	1	1	19
07:15 AM	10	0	10	0	5	5	0	0	0	15
07:30 AM	9	0	9	0	3	3	0	1	1	13
07:45 AM	12	0	12	0	6	6	0	1	1	19
Total	40	0	40	2	21	23	0	3	3	66
08:00 AM	8	0	8	0	5	5	0	2	2	15
08:15 AM	12	0	12	0	6	6	0	0	0	18
08:30 AM	12	0	12	1	7	8	0	0	0	20
08:45 AM	11	0	11	1	8	9	0	1	1	21
Total	43	0	43	2	26	28	0	3	3	74
Grand Total	83	0	83	4	47	51	0	6	6	140
Apprch %	100	0		7.8	92.2		0	100		
Total %	59.3	0	59.3	2.9	33.6	36.4	0	4.3	4.3	

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	9	0	9	0	3	3	0	1	1	13
07:45 AM	**12**	0	**12**	0	**6**	**6**	0	1	1	**19**
08:00 AM	8	0	8	0	5	5	0	**2**	**2**	15
08:15 AM	12	0	12	0	6	6	0	0	0	18
Total Volume	41	0	41	0	20	20	0	4	4	65
% App. Total	100	0		0	100		0	100		
PHF	.854	.000	.854	.000	.833	.833	.000	.500	.500	.855

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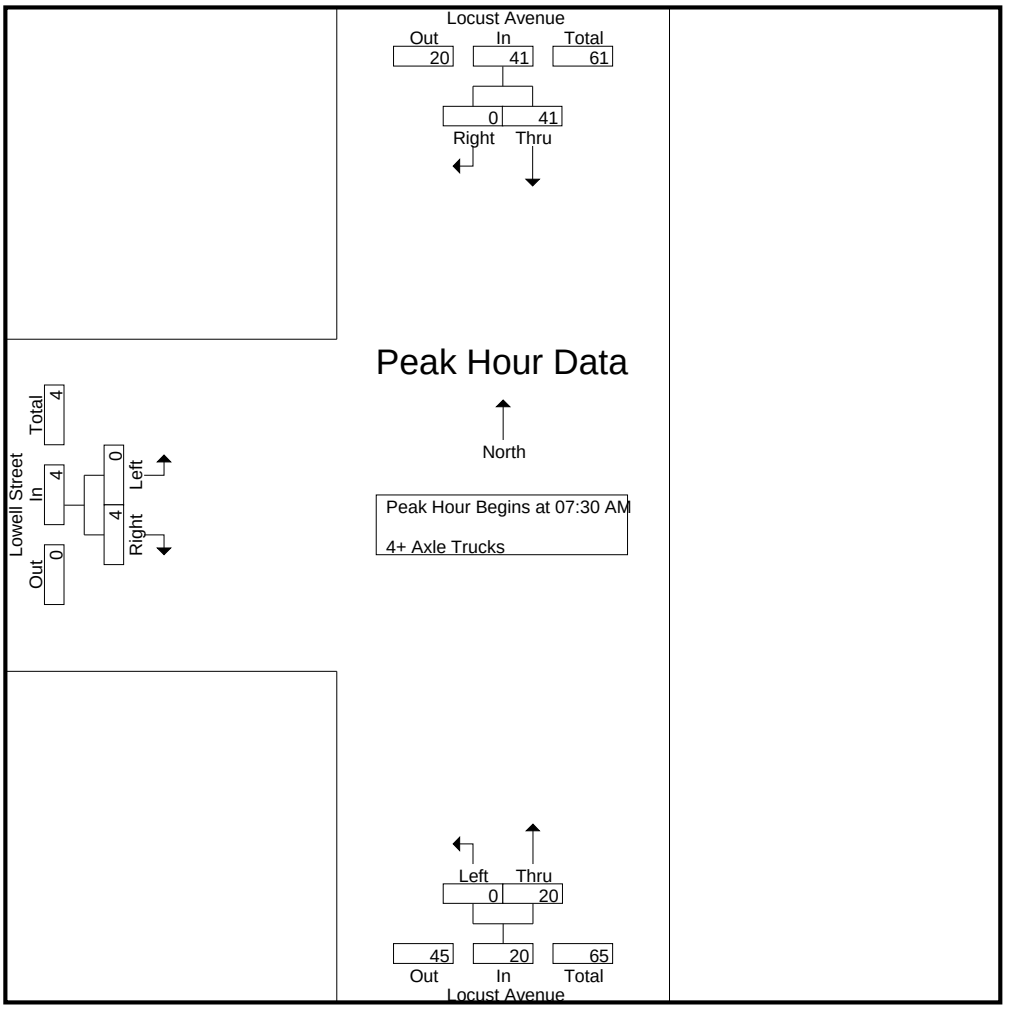

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	9	0	9	0	3	3	0	1	1
+15 mins.	**12**	0	**12**	0	**6**	**6**	0	1	1
+30 mins.	8	0	8	0	5	5	0	**2**	**2**
+45 mins.	12	0	12	0	6	6	0	0	0
Total Volume	41	0	41	0	20	20	0	4	4
% App. Total	100	0		0	100		0	100	
PHF	.854	.000	.854	.000	.833	.833	.000	.500	.500

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	81	1	82	2	125	127	2	9	11	220
04:15 PM	101	0	101	1	113	114	3	7	10	225
04:30 PM	204	1	205	1	85	86	6	25	31	322
04:45 PM	91	1	92	0	72	72	2	5	7	171
Total	477	3	480	4	395	399	13	46	59	938
05:00 PM	69	0	69	0	78	78	2	13	15	162
05:15 PM	62	0	62	0	80	80	0	7	7	149
05:30 PM	68	0	68	0	58	58	2	5	7	133
05:45 PM	44	1	45	2	68	70	0	3	3	118
Total	243	1	244	2	284	286	4	28	32	562
Grand Total	720	4	724	6	679	685	17	74	91	1500
Apprch %	99.4	0.6		0.9	99.1		18.7	81.3		
Total %	48	0.3	48.3	0.4	45.3	45.7	1.1	4.9	6.1	
Passenger Vehicles	667	3	670	4	615	619	16	71	87	1376
% Passenger Vehicles	92.6	75	92.5	66.7	90.6	90.4	94.1	95.9	95.6	91.7
Large 2 Axle Vehicles	11	1	12	0	9	9	1	3	4	25
% Large 2 Axle Vehicles	1.5	25	1.7	0	1.3	1.3	5.9	4.1	4.4	1.7
3 Axle Vehicles	7	0	7	1	4	5	0	0	0	12
% 3 Axle Vehicles	1	0	1	16.7	0.6	0.7	0	0	0	0.8
4+ Axle Trucks	35	0	35	1	51	52	0	0	0	87
% 4+ Axle Trucks	4.9	0	4.8	16.7	7.5	7.6	0	0	0	5.8

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	81	**1**	82	**2**	**125**	**127**	2	9	11	220
04:15 PM	101	0	101	1	113	114	3	7	10	225
04:30 PM	**204**	1	**205**	1	85	86	**6**	**25**	**31**	**322**
04:45 PM	91	1	92	0	72	72	2	5	7	171
Total Volume	477	3	480	4	395	399	13	46	59	938
% App. Total	99.4	0.6		1	99		22	78		
PHF	.585	.750	.585	.500	.790	.785	.542	.460	.476	.728

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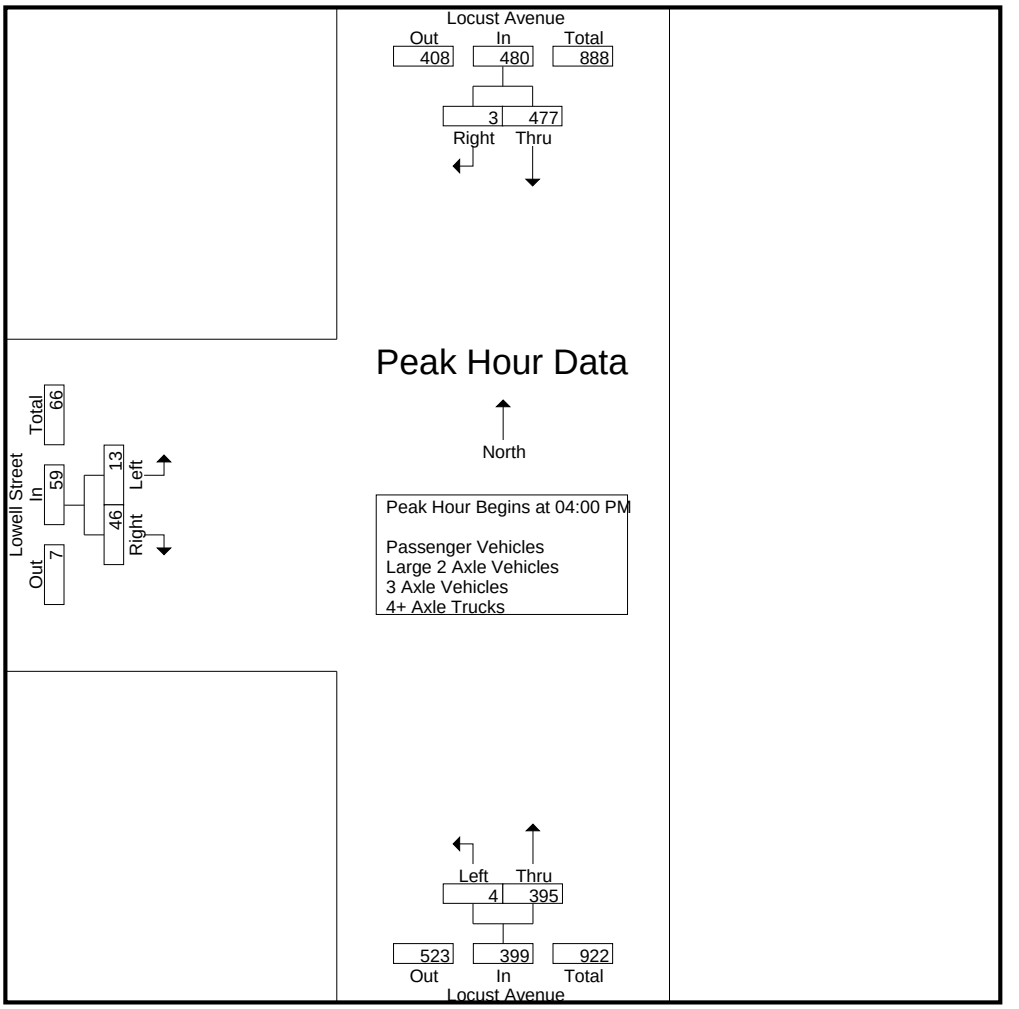

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:15 PM		
+0 mins.	81	**1**	82	**2**	**125**	**127**	3	7	10
+15 mins.	101	0	101	1	113	114	**6**	**25**	**31**
+30 mins.	**204**	1	**205**	1	85	86	2	5	7
+45 mins.	91	1	92	0	72	72	2	13	15
Total Volume	477	3	480	4	395	399	13	50	63
% App. Total	99.4	0.6		1	99		20.6	79.4	
PHF	.585	.750	.585	.500	.790	.785	.542	.500	.508

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Groups Printed- Passenger Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	73	1	74	1	116	117	2	9	11	202
04:15 PM	91	0	91	1	105	106	3	6	9	206
04:30 PM	199	1	200	1	77	78	5	25	30	308
04:45 PM	80	0	80	0	62	62	2	5	7	149
Total	443	2	445	3	360	363	12	45	57	865
05:00 PM	61	0	61	0	72	72	2	11	13	146
05:15 PM	57	0	57	0	74	74	0	7	7	138
05:30 PM	65	0	65	0	50	50	2	5	7	122
05:45 PM	41	1	42	1	59	60	0	3	3	105
Total	224	1	225	1	255	256	4	26	30	511
Grand Total	667	3	670	4	615	619	16	71	87	1376
Apprch %	99.6	0.4		0.6	99.4		18.4	81.6		
Total %	48.5	0.2	48.7	0.3	44.7	45	1.2	5.2	6.3	

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	73	**1**	74	**1**	**116**	**117**	2	9	11	202
04:15 PM	91	0	91	1	105	106	3	6	9	206
04:30 PM	**199**	1	**200**	1	77	78	**5**	**25**	**30**	**308**
04:45 PM	80	0	80	0	62	62	2	5	7	149
Total Volume	443	2	445	3	360	363	12	45	57	865
% App. Total	99.6	0.4		0.8	99.2		21.1	78.9		
PHF	.557	.500	.556	.750	.776	.776	.600	.450	.475	.702

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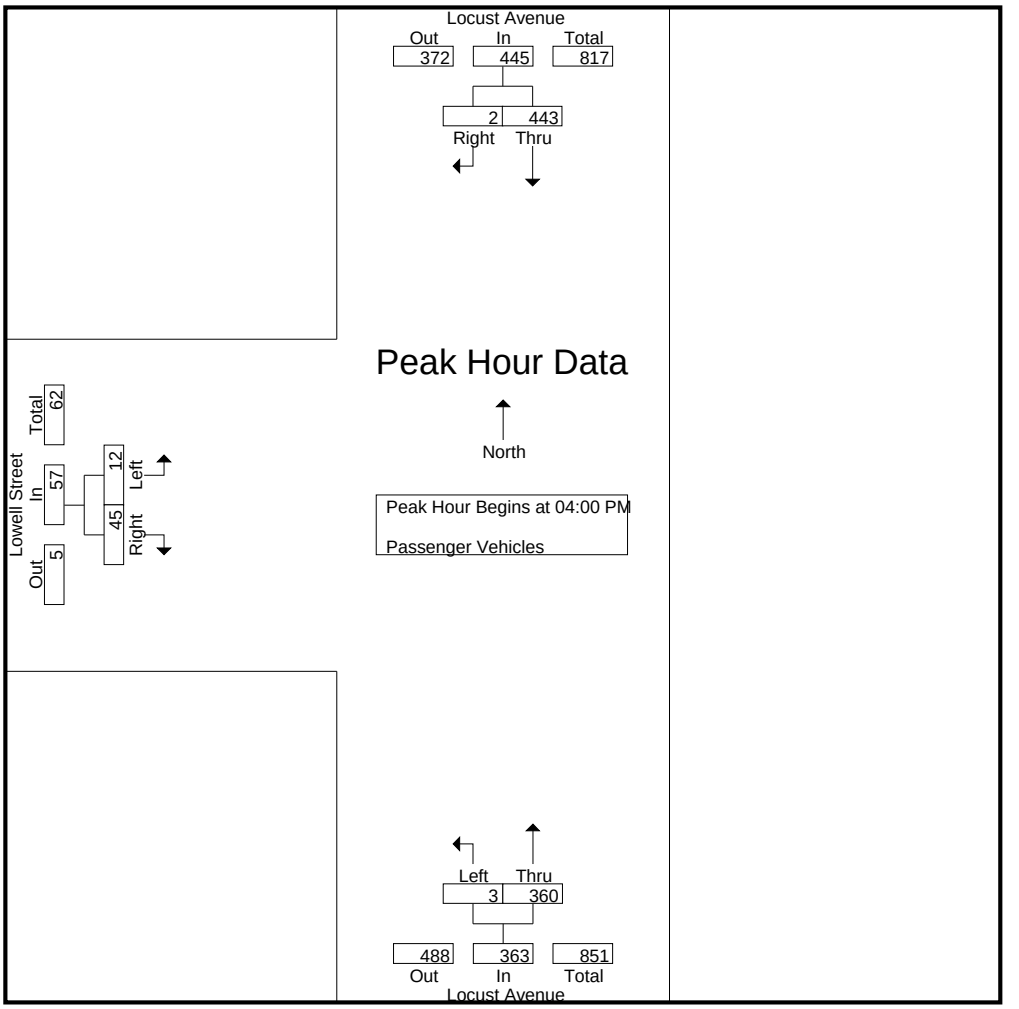

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	73	**1**	74	**1**	**116**	**117**	2	9	11
+15 mins.	91	0	91	1	105	106	3	6	9
+30 mins.	**199**	1	**200**	1	77	78	**5**	**25**	**30**
+45 mins.	80	0	80	0	62	62	2	5	7
Total Volume	443	2	445	3	360	363	12	45	57
% App. Total	99.6	0.4		0.8	99.2		21.1	78.9	
PHF	.557	.500	.556	.750	.776	.776	.600	.450	.475

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City of Rialto
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Groups Printed- Large 2 Axle Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	2	0	2	0	1	1	0	0	0	3
04:15 PM	4	0	4	0	2	2	0	1	1	7
04:30 PM	2	0	2	0	1	1	1	0	1	4
04:45 PM	1	1	2	0	2	2	0	0	0	4
Total	9	1	10	0	6	6	1	1	2	18
05:00 PM	1	0	1	0	0	0	0	2	2	3
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	0	1	0	1	1	0	0	0	2
05:45 PM	0	0	0	0	2	2	0	0	0	2
Total	2	0	2	0	3	3	0	2	2	7
Grand Total	11	1	12	0	9	9	1	3	4	25
Apprch %	91.7	8.3		0	100		25	75		
Total %	44	4	48	0	36	36	4	12	16	

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	2	0	2	0	1	1	0	0	0	3
04:15 PM	**4**	0	**4**	0	**2**	**2**	0	**1**	**1**	**7**
04:30 PM	2	0	2	0	1	1	**1**	0	1	4
04:45 PM	1	**1**	2	0	2	2	0	0	0	4
Total Volume	9	1	10	0	6	6	1	1	2	18
% App. Total	90	10		0	100		50	50		
PHF	.563	.250	.625	.000	.750	.750	.250	.250	.500	.643

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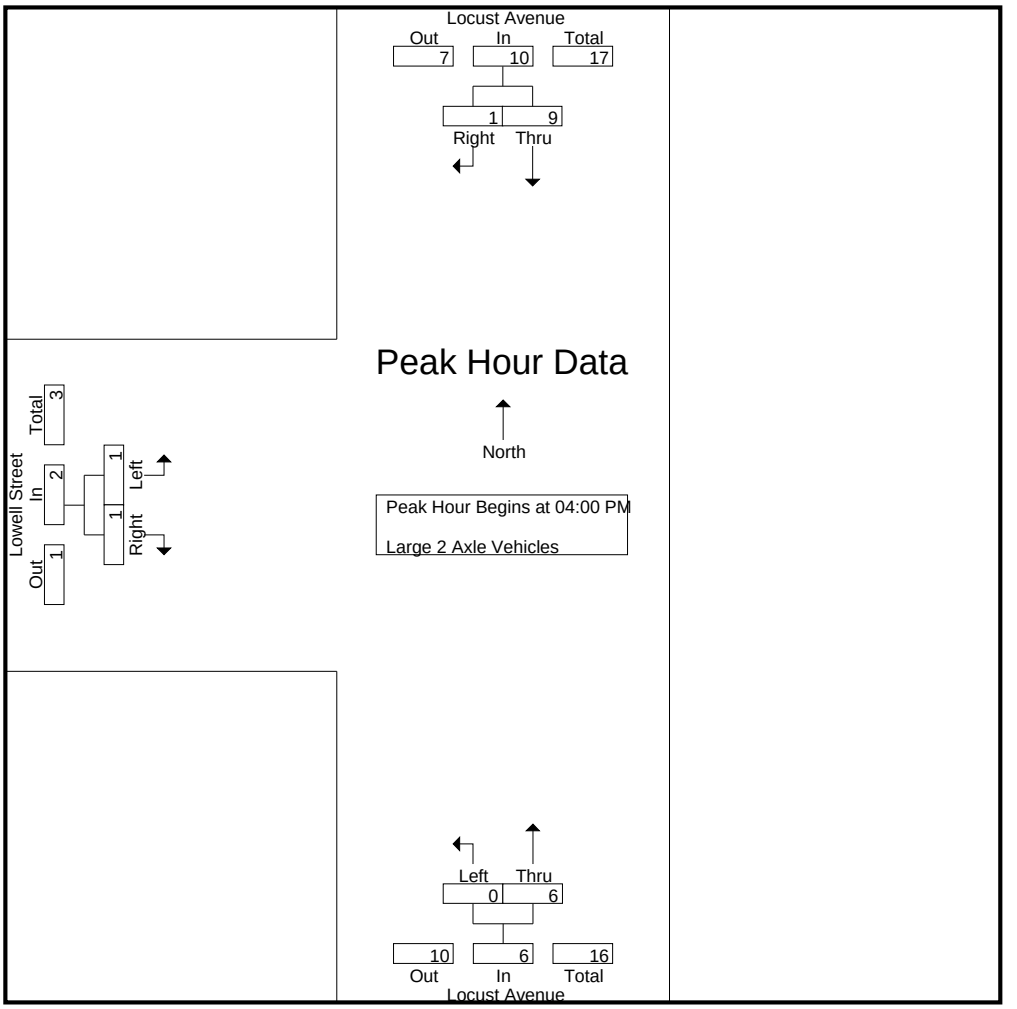

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	2	0	2	0	1	1	0	0	0
+15 mins.	**4**	0	**4**	0	**2**	**2**	0	**1**	**1**
+30 mins.	2	0	2	0	1	1	**1**	0	1
+45 mins.	1	**1**	2	0	2	2	0	0	0
Total Volume	9	1	10	0	6	6	1	1	2
% App. Total	90	10		0	100		50	50	
PHF	.563	.250	.625	.000	.750	.750	.250	.250	.500

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Groups Printed- 3 Axle Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	3	0	3	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	2	0	2	0	0	0	0	0	0	2
Total	5	0	5	0	0	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	1	0	1	1	0	0	0	2
05:30 PM	1	0	1	0	1	1	0	0	0	2
05:45 PM	0	0	0	1	2	3	0	0	0	3
Total	2	0	2	1	4	5	0	0	0	7
Grand Total	7	0	7	1	4	5	0	0	0	12
Apprch %	100	0		20	80		0	0		
Total %	58.3	0	58.3	8.3	33.3	41.7	0	0	0	

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**3**	0	**3**	0	0	0	0	0	0	**3**
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	2	0	2	0	0	0	0	0	0	2
Total Volume	5	0	5	0	0	0	0	0	0	5
% App. Total	100	0		0	0		0	0		
PHF	.417	.000	.417	.000	.000	.000	.000	.000	.000	.417

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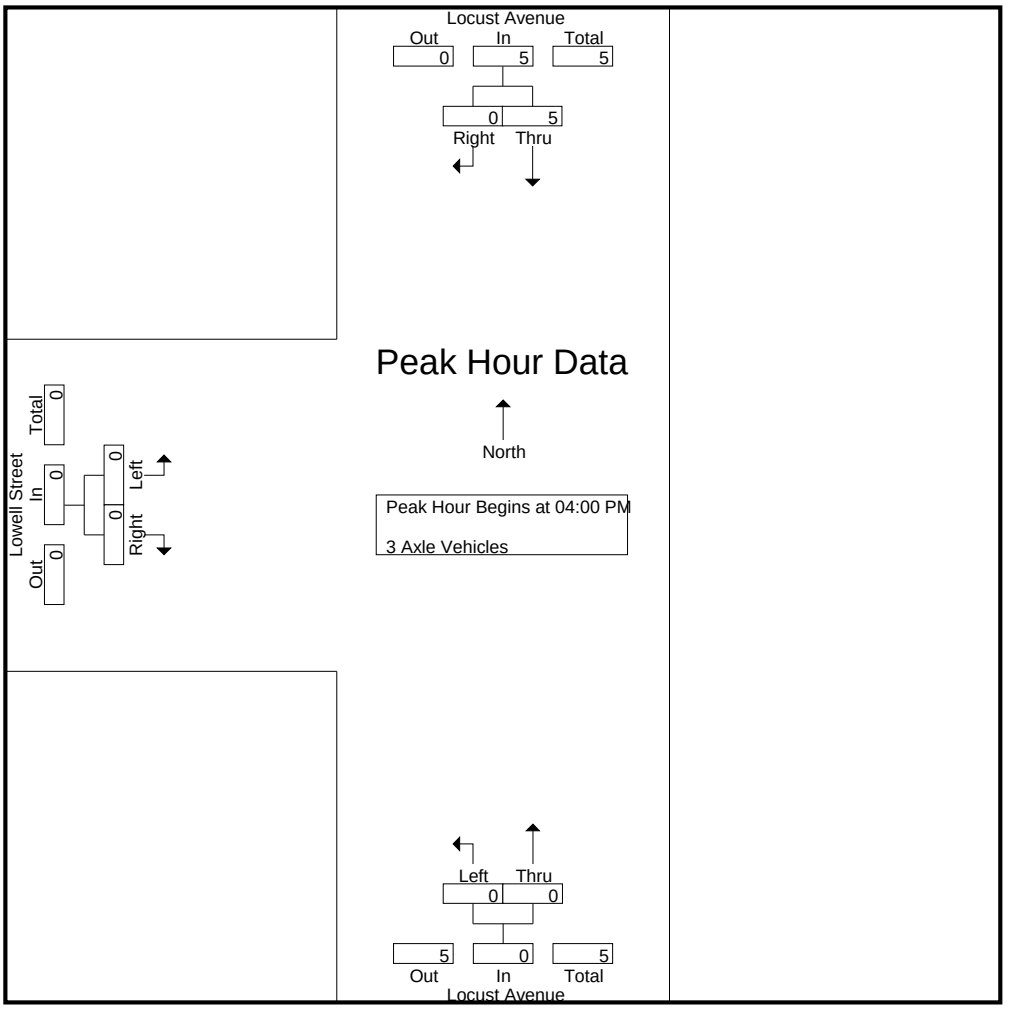

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**3**	0	**3**	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	2	0	2	0	0	0	0	0	0
Total Volume	5	0	5	0	0	0	0	0	0
% App. Total	100	0		0	0		0	0	
PHF	.417	.000	.417	.000	.000	.000	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	3	0	3	1	8	9	0	0	0	12
04:15 PM	6	0	6	0	6	6	0	0	0	12
04:30 PM	3	0	3	0	7	7	0	0	0	10
04:45 PM	8	0	8	0	8	8	0	0	0	16
Total	20	0	20	1	29	30	0	0	0	50
05:00 PM	7	0	7	0	6	6	0	0	0	13
05:15 PM	4	0	4	0	5	5	0	0	0	9
05:30 PM	1	0	1	0	6	6	0	0	0	7
05:45 PM	3	0	3	0	5	5	0	0	0	8
Total	15	0	15	0	22	22	0	0	0	37
Grand Total	35	0	35	1	51	52	0	0	0	87
Apprch %	100	0		1.9	98.1		0	0		
Total %	40.2	0	40.2	1.1	58.6	59.8	0	0	0	

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	3	0	3	**1**	**8**	**9**	0	0	0	12
04:15 PM	6	0	6	0	6	6	0	0	0	12
04:30 PM	3	0	3	0	7	7	0	0	0	10
04:45 PM	**8**	0	**8**	0	8	8	0	0	0	**16**
Total Volume	20	0	20	1	29	30	0	0	0	50
% App. Total	100	0		3.3	96.7		0	0		
PHF	.625	.000	.625	.250	.906	.833	.000	.000	.000	.781

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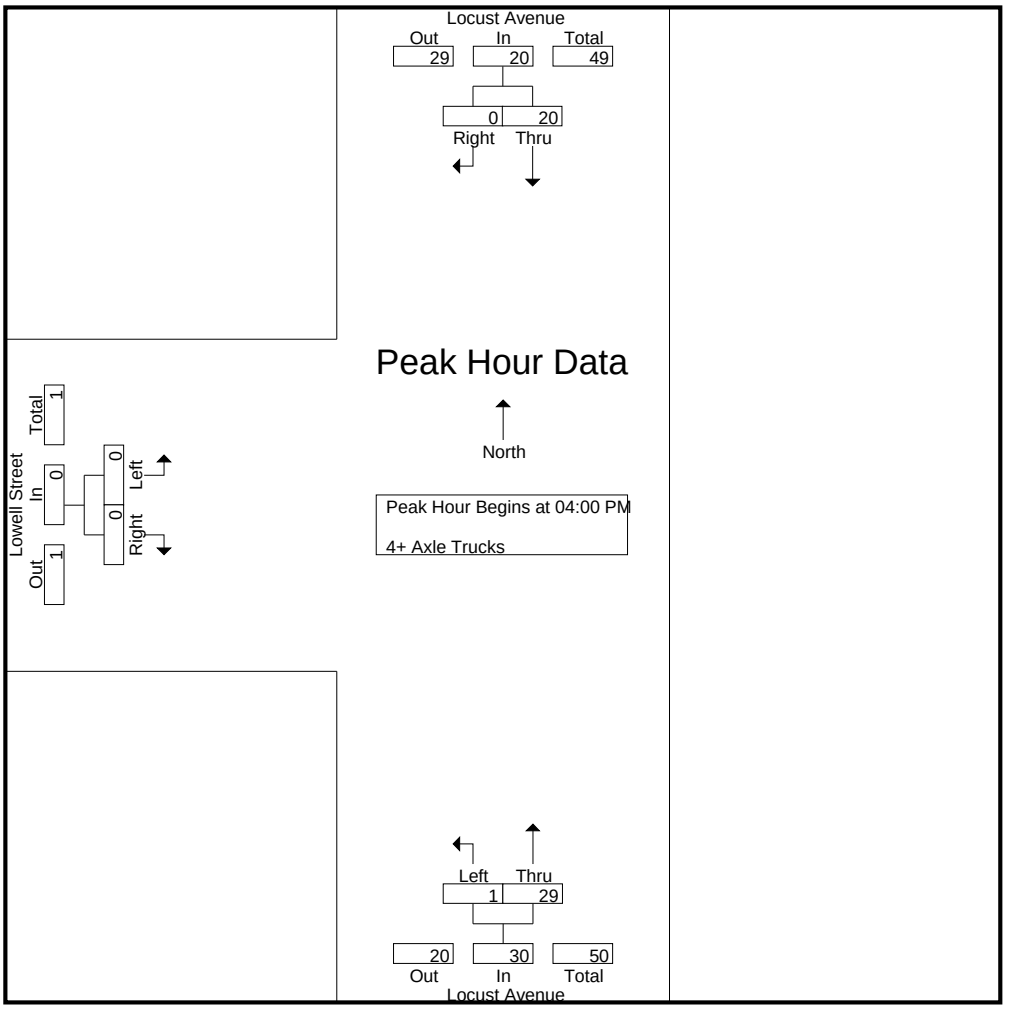

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	3	0	3	**1**	**8**	**9**	0	0	0
+15 mins.	6	0	6	0	6	6	0	0	0
+30 mins.	3	0	3	0	7	7	0	0	0
+45 mins.	**8**	0	**8**	0	8	8	0	0	0
Total Volume	20	0	20	1	29	30	0	0	0
% App. Total	100	0		3.3	96.7		0	0	
PHF	.625	.000	.625	.250	.906	.833	.000	.000	.000

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City of Rialto
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	72	3	75	5	47	52	3	0	3	130
07:15 AM	80	2	82	5	49	54	4	0	4	140
07:30 AM	111	2	113	5	93	98	0	1	1	212
07:45 AM	158	3	161	7	131	138	3	2	5	304
Total	421	10	431	22	320	342	10	3	13	786
08:00 AM	136	5	141	6	52	58	1	2	3	202
08:15 AM	93	3	96	1	53	54	2	4	6	156
08:30 AM	87	1	88	4	71	75	1	2	3	166
08:45 AM	58	2	60	9	39	48	3	4	7	115
Total	374	11	385	20	215	235	7	12	19	639
Grand Total	795	21	816	42	535	577	17	15	32	1425
Apprch %	97.4	2.6		7.3	92.7		53.1	46.9		
Total %	55.8	1.5	57.3	2.9	37.5	40.5	1.2	1.1	2.2	
Passenger Vehicles	663	9	672	33	449	482	4	10	14	1168
% Passenger Vehicles	83.4	42.9	82.4	78.6	83.9	83.5	23.5	66.7	43.8	82
Large 2 Axle Vehicles	24	6	30	1	15	16	6	2	8	54
% Large 2 Axle Vehicles	3	28.6	3.7	2.4	2.8	2.8	35.3	13.3	25	3.8
3 Axle Vehicles	16	0	16	2	16	18	0	2	2	36
% 3 Axle Vehicles	2	0	2	4.8	3	3.1	0	13.3	6.2	2.5
4+ Axle Trucks	92	6	98	6	55	61	7	1	8	167
% 4+ Axle Trucks	11.6	28.6	12	14.3	10.3	10.6	41.2	6.7	25	11.7

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	111	2	113	5	93	98	0	1	1	212
07:45 AM	**158**	3	**161**	**7**	**131**	**138**	**3**	2	5	**304**
08:00 AM	136	**5**	141	6	52	58	1	2	3	202
08:15 AM	93	3	96	1	53	54	2	**4**	**6**	156
Total Volume	498	13	511	19	329	348	6	9	15	874
% App. Total	97.5	2.5		5.5	94.5		40	60		
PHF	.788	.650	.793	.679	.628	.630	.500	.563	.625	.719

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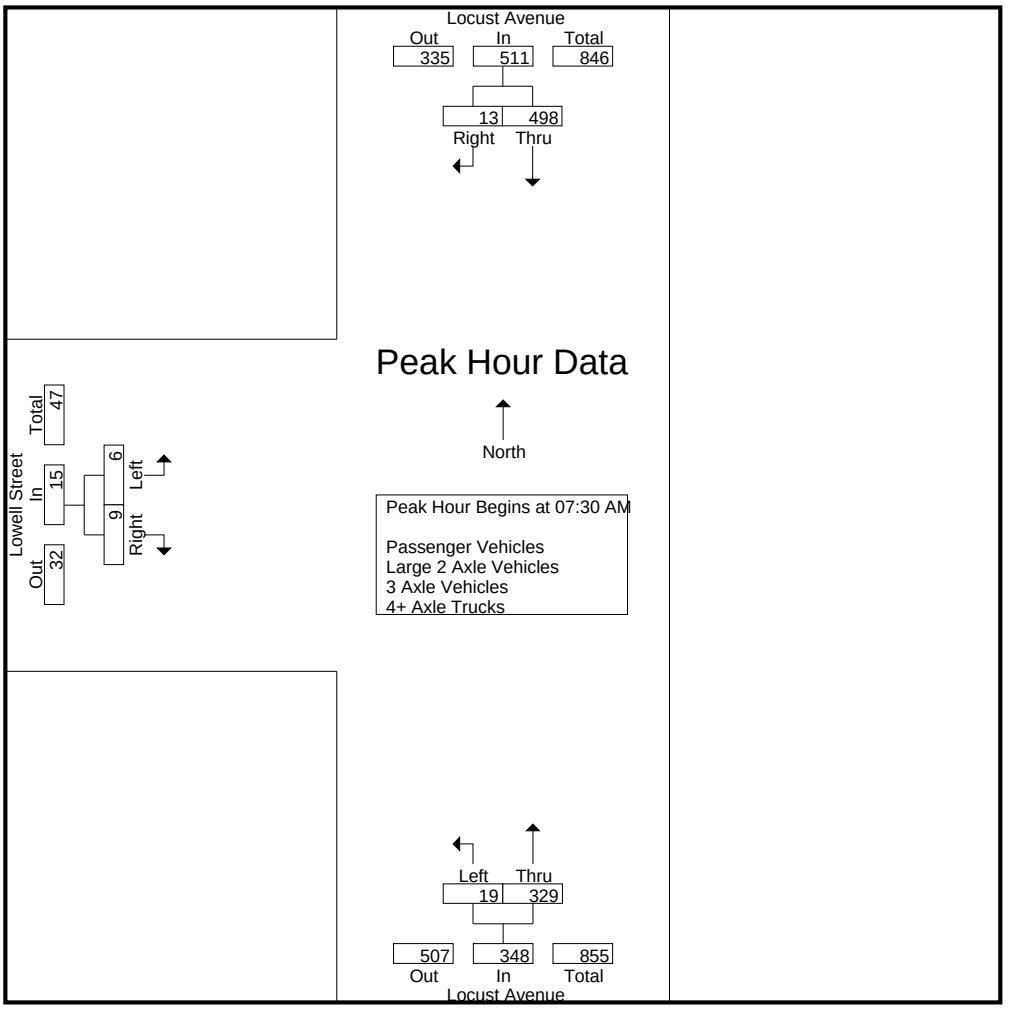

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:15 AM			08:00 AM		
+0 mins.	111	2	113	5	49	54	1	2	3
+15 mins.	**158**	3	**161**	5	93	98	2	**4**	6
+30 mins.	136	**5**	141	**7**	**131**	**138**	1	2	3
+45 mins.	93	3	96	6	52	58	**3**	4	**7**
Total Volume	498	13	511	23	325	348	7	12	19
% App. Total	97.5	2.5		6.6	93.4		36.8	63.2	
PHF	.788	.650	.793	.821	.620	.630	.583	.750	.679

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Groups Printed- Passenger Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	56	0	56	5	38	43	1	0	1	100
07:15 AM	61	2	63	4	41	45	1	0	1	109
07:30 AM	93	0	93	5	79	84	0	0	0	177
07:45 AM	142	2	144	5	117	122	0	1	1	267
Total	352	4	356	19	275	294	2	1	3	653
08:00 AM	118	2	120	6	43	49	0	2	2	171
08:15 AM	76	1	77	0	39	39	0	2	2	118
08:30 AM	71	0	71	3	63	66	0	2	2	139
08:45 AM	46	2	48	5	29	34	2	3	5	87
Total	311	5	316	14	174	188	2	9	11	515
Grand Total	663	9	672	33	449	482	4	10	14	1168
Apprch %	98.7	1.3		6.8	93.2		28.6	71.4		
Total %	56.8	0.8	57.5	2.8	38.4	41.3	0.3	0.9	1.2	

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	93	0	93	5	79	84	0	0	0	177
07:45 AM	**142**	**2**	**144**	5	**117**	**122**	0	1	1	**267**
08:00 AM	118	2	120	**6**	43	49	0	**2**	**2**	171
08:15 AM	76	1	77	0	39	39	0	2	2	118
Total Volume	429	5	434	16	278	294	0	5	5	733
% App. Total	98.8	1.2		5.4	94.6		0	100		
PHF	.755	.625	.753	.667	.594	.602	.000	.625	.625	.686

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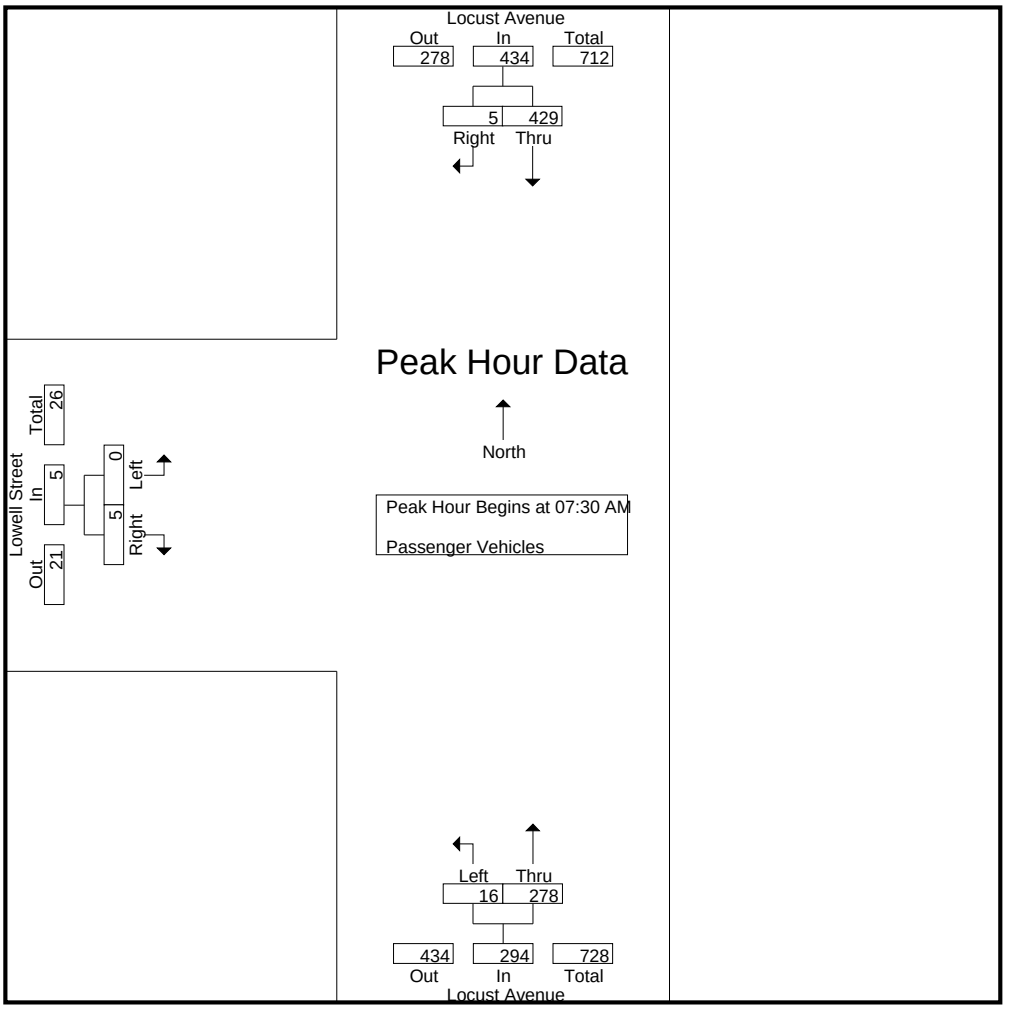

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	93	0	93	5	79	84	0	0	0
+15 mins.	**142**	**2**	**144**	5	**117**	**122**	0	1	1
+30 mins.	118	2	120	**6**	43	49	0	**2**	**2**
+45 mins.	76	1	77	0	39	39	0	2	2
Total Volume	429	5	434	16	278	294	0	5	5
% App. Total	98.8	1.2		5.4	94.6		0	100	
PHF	.755	.625	.753	.667	.594	.602	.000	.625	.625

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Groups Printed- Large 2 Axle Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	4	1	5	0	4	4	0	0	0	9
07:15 AM	5	0	5	0	3	3	0	0	0	8
07:30 AM	4	1	5	0	3	3	0	0	0	8
07:45 AM	7	1	8	1	3	4	2	1	3	15
Total	20	3	23	1	13	14	2	1	3	40
08:00 AM	2	1	3	0	0	0	1	0	1	4
08:15 AM	0	1	1	0	0	0	1	0	1	2
08:30 AM	2	1	3	0	2	2	1	0	1	6
08:45 AM	0	0	0	0	0	0	1	1	2	2
Total	4	3	7	0	2	2	4	1	5	14
Grand Total	24	6	30	1	15	16	6	2	8	54
Apprch %	80	20		6.2	93.8		75	25		
Total %	44.4	11.1	55.6	1.9	27.8	29.6	11.1	3.7	14.8	

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	4	**1**	5	0	**3**	3	0	0	0	8
07:45 AM	**7**	1	**8**	**1**	3	**4**	**2**	**1**	**3**	**15**
08:00 AM	2	1	3	0	0	0	1	0	1	4
08:15 AM	0	1	1	0	0	0	1	0	1	2
Total Volume	13	4	17	1	6	7	4	1	5	29
% App. Total	76.5	23.5		14.3	85.7		80	20		
PHF	.464	1.00	.531	.250	.500	.438	.500	.250	.417	.483

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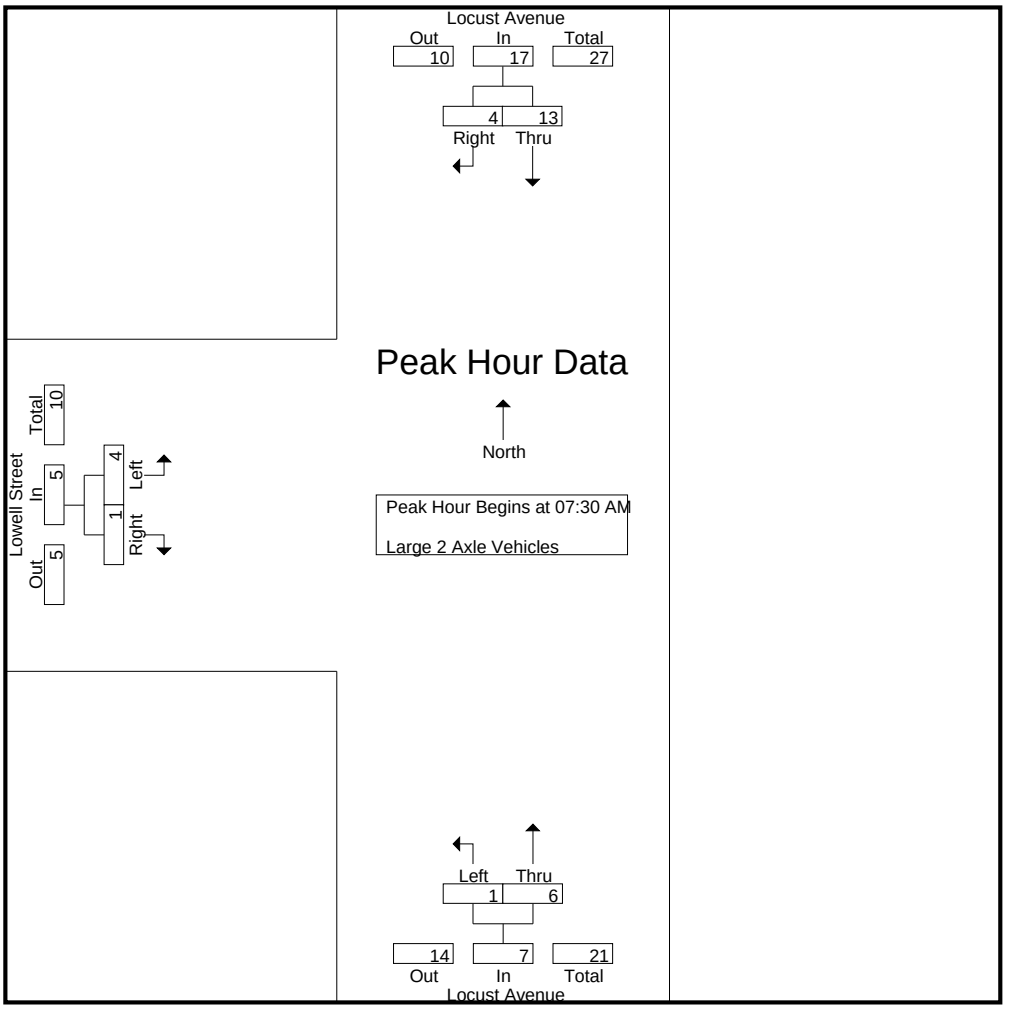

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	4	**1**	5	0	**3**	3	0	0	0
+15 mins.	**7**	1	**8**	**1**	3	**4**	**2**	**1**	**3**
+30 mins.	2	1	3	0	0	0	1	0	1
+45 mins.	0	1	1	0	0	0	1	0	1
Total Volume	13	4	17	1	6	7	4	1	5
% App. Total	76.5	23.5		14.3	85.7		80	20	
PHF	.464	1.000	.531	.250	.500	.438	.500	.250	.417

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City of Rialto
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Weather: Clear

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Groups Printed- 3 Axle Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	3	0	3	0	0	0	0	0	0	3
07:15 AM	5	0	5	1	1	2	0	0	0	7
07:30 AM	1	0	1	0	4	4	0	1	1	6
07:45 AM	1	0	1	0	3	3	0	0	0	4
Total	10	0	10	1	8	9	0	1	1	20
08:00 AM	2	0	2	0	0	0	0	0	0	2
08:15 AM	3	0	3	1	6	7	0	1	1	11
08:30 AM	1	0	1	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	2	2	0	0	0	2
Total	6	0	6	1	8	9	0	1	1	16
Grand Total	16	0	16	2	16	18	0	2	2	36
Apprch %	100	0		11.1	88.9		0	100		
Total %	44.4	0	44.4	5.6	44.4	50	0	5.6	5.6	

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	1	0	1	0	4	4	0	**1**	**1**	6
07:45 AM	1	0	1	0	3	3	0	0	0	4
08:00 AM	2	0	2	0	0	0	0	0	0	2
08:15 AM	**3**	0	**3**	**1**	**6**	**7**	0	1	1	**11**
Total Volume	7	0	7	1	13	14	0	2	2	23
% App. Total	100	0		7.1	92.9		0	100		
PHF	.583	.000	.583	.250	.542	.500	.000	.500	.500	.523

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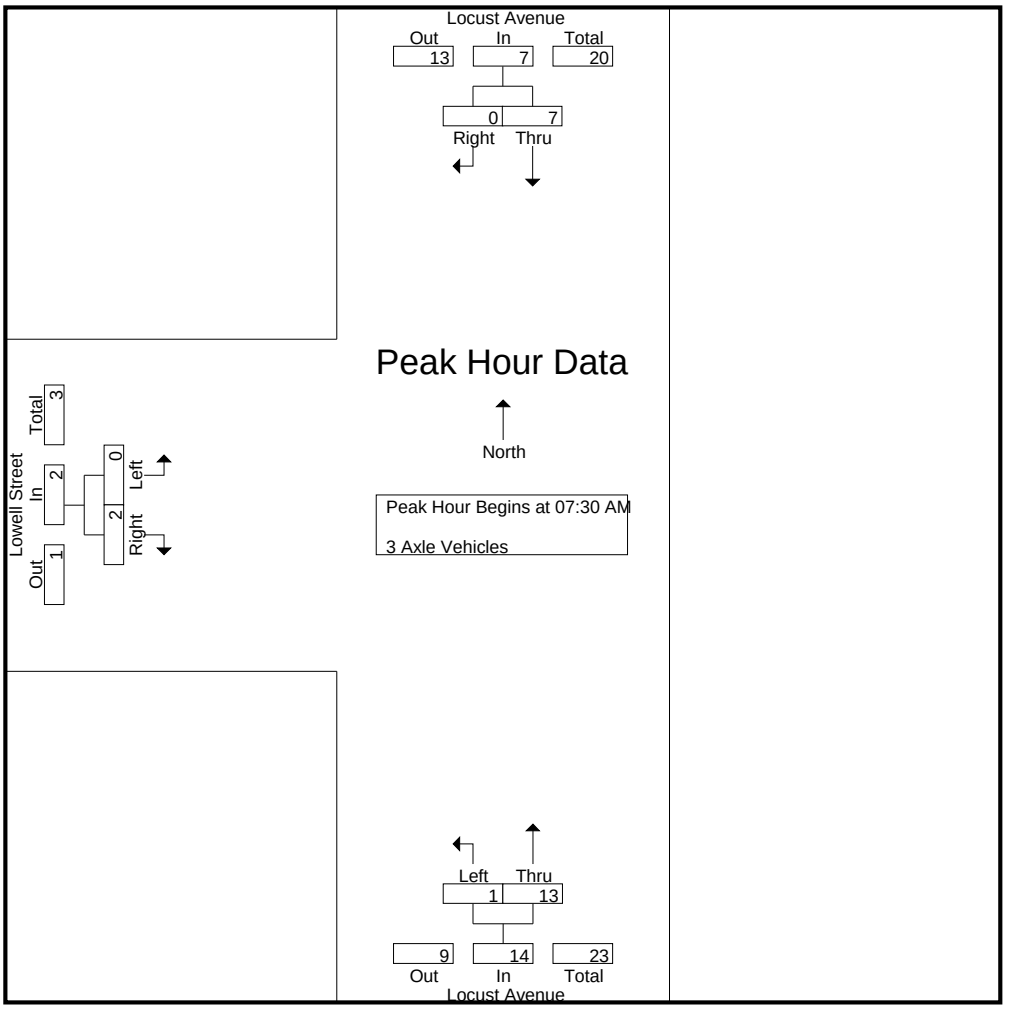

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	1	0	1	0	4	4	0	**1**	**1**
+15 mins.	1	0	1	0	3	3	0	0	0
+30 mins.	2	0	2	0	0	0	0	0	0
+45 mins.	**3**	0	**3**	**1**	**6**	**7**	0	1	1
Total Volume	7	0	7	1	13	14	0	2	2
% App. Total	100	0		7.1	92.9		0	100	
PHF	.583	.000	.583	.250	.542	.500	.000	.500	.500

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Groups Printed- 4+ Axle Trucks

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	9	2	11	0	5	5	2	0	2	18
07:15 AM	9	0	9	0	4	4	3	0	3	16
07:30 AM	13	1	14	0	7	7	0	0	0	21
07:45 AM	8	0	8	1	8	9	1	0	1	18
Total	39	3	42	1	24	25	6	0	6	73
08:00 AM	14	2	16	0	9	9	0	0	0	25
08:15 AM	14	1	15	0	8	8	1	1	2	25
08:30 AM	13	0	13	1	6	7	0	0	0	20
08:45 AM	12	0	12	4	8	12	0	0	0	24
Total	53	3	56	5	31	36	1	1	2	94
Grand Total	92	6	98	6	55	61	7	1	8	167
Apprch %	93.9	6.1		9.8	90.2		87.5	12.5		
Total %	55.1	3.6	58.7	3.6	32.9	36.5	4.2	0.6	4.8	

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	13	1	14	0	7	7	0	0	0	21
07:45 AM	8	0	8	**1**	8	**9**	**1**	0	1	18
08:00 AM	**14**	**2**	**16**	0	**9**	9	0	0	0	**25**
08:15 AM	14	1	15	0	8	8	1	**1**	**2**	25
Total Volume	49	4	53	1	32	33	2	1	3	89
% App. Total	92.5	7.5		3	97		66.7	33.3		
PHF	.875	.500	.828	.250	.889	.917	.500	.250	.375	.890

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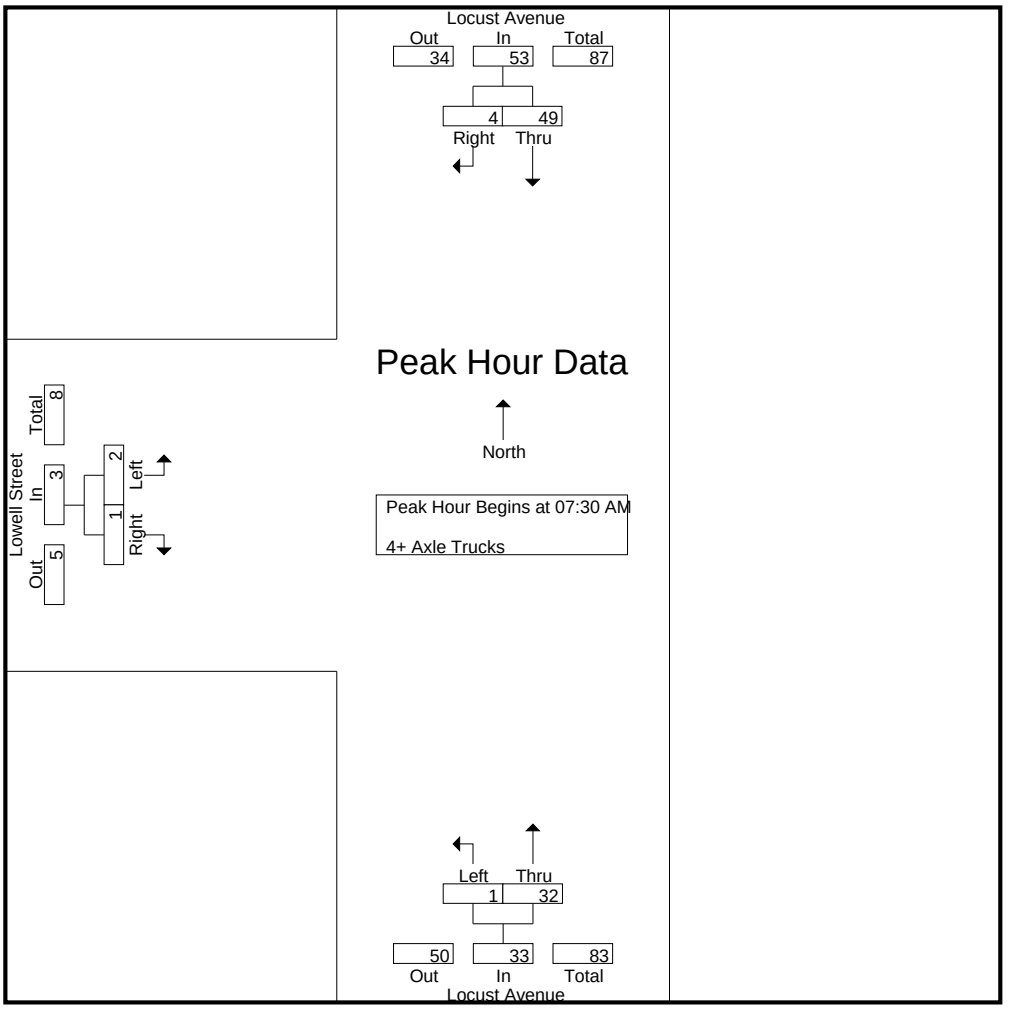

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	13	1	14	0	7	7	0	0	0
+15 mins.	8	0	8	**1**	8	**9**	**1**	0	1
+30 mins.	**14**	**2**	**16**	0	**9**	9	0	0	0
+45 mins.	14	1	15	0	8	8	1	**1**	**2**
Total Volume	49	4	53	1	32	33	2	1	3
% App. Total	92.5	7.5		3	97		66.7	33.3	
PHF	.875	.500	.828	.250	.889	.917	.500	.250	.375

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	70	2	72	3	137	140	3	12	15	227
04:15 PM	92	0	92	1	113	114	3	8	11	217
04:30 PM	188	1	189	0	90	90	1	22	23	302
04:45 PM	89	0	89	1	71	72	2	7	9	170
Total	439	3	442	5	411	416	9	49	58	916
05:00 PM	64	0	64	1	88	89	1	13	14	167
05:15 PM	66	0	66	1	77	78	1	2	3	147
05:30 PM	73	0	73	0	64	64	1	7	8	145
05:45 PM	63	0	63	1	77	78	0	1	1	142
Total	266	0	266	3	306	309	3	23	26	601
Grand Total	705	3	708	8	717	725	12	72	84	1517
Apprch %	99.6	0.4		1.1	98.9		14.3	85.7		
Total %	46.5	0.2	46.7	0.5	47.3	47.8	0.8	4.7	5.5	
Passenger Vehicles	653	2	655	7	662	669	11	72	83	1407
% Passenger Vehicles	92.6	66.7	92.5	87.5	92.3	92.3	91.7	100	98.8	92.7
Large 2 Axle Vehicles	12	0	12	0	10	10	1	0	1	23
% Large 2 Axle Vehicles	1.7	0	1.7	0	1.4	1.4	8.3	0	1.2	1.5
3 Axle Vehicles	6	0	6	0	8	8	0	0	0	14
% 3 Axle Vehicles	0.9	0	0.8	0	1.1	1.1	0	0	0	0.9
4+ Axle Trucks	34	1	35	1	37	38	0	0	0	73
% 4+ Axle Trucks	4.8	33.3	4.9	12.5	5.2	5.2	0	0	0	4.8

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	70	**2**	72	**3**	**137**	**140**	**3**	12	15	227
04:15 PM	92	0	92	1	113	114	3	8	11	217
04:30 PM	**188**	1	**189**	0	90	90	1	**22**	**23**	**302**
04:45 PM	89	0	89	1	71	72	2	7	9	170
Total Volume	439	3	442	5	411	416	9	49	58	916
% App. Total	99.3	0.7		1.2	98.8		15.5	84.5		
PHF	.584	.375	.585	.417	.750	.743	.750	.557	.630	.758

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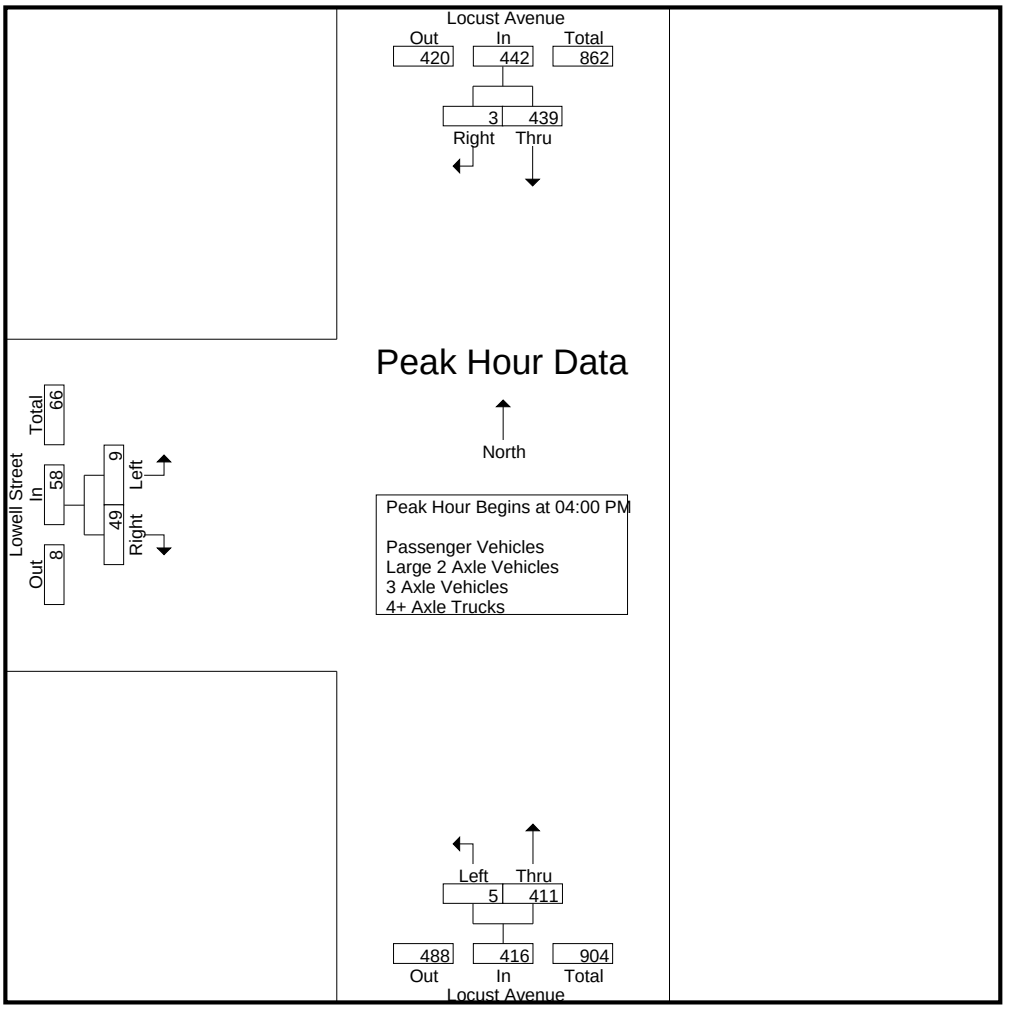

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	70	**2**	72	**3**	**137**	**140**	**3**	12	15
+15 mins.	92	0	92	1	113	114	3	8	11
+30 mins.	**188**	1	**189**	0	90	90	1	**22**	**23**
+45 mins.	89	0	89	1	71	72	2	7	9
Total Volume	439	3	442	5	411	416	9	49	58
% App. Total	99.3	0.7		1.2	98.8		15.5	84.5	
PHF	.584	.375	.585	.417	.750	.743	.750	.557	.630

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Groups Printed- Passenger Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	56	1	57	3	129	132	3	12	15	204
04:15 PM	83	0	83	1	103	104	3	8	11	198
04:30 PM	182	1	183	0	84	84	1	22	23	290
04:45 PM	86	0	86	1	64	65	2	7	9	160
Total	407	2	409	5	380	385	9	49	58	852
05:00 PM	57	0	57	0	81	81	1	13	14	152
05:15 PM	61	0	61	1	72	73	0	2	2	136
05:30 PM	70	0	70	0	58	58	1	7	8	136
05:45 PM	58	0	58	1	71	72	0	1	1	131
Total	246	0	246	2	282	284	2	23	25	555
Grand Total	653	2	655	7	662	669	11	72	83	1407
Apprch %	99.7	0.3		1	99		13.3	86.7		
Total %	46.4	0.1	46.6	0.5	47.1	47.5	0.8	5.1	5.9	

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	56	**1**	57	**3**	**129**	**132**	**3**	12	15	204
04:15 PM	83	0	83	1	103	104	3	8	11	198
04:30 PM	**182**	1	**183**	0	84	84	1	**22**	**23**	**290**
04:45 PM	86	0	86	1	64	65	2	7	9	160
Total Volume	407	2	409	5	380	385	9	49	58	852
% App. Total	99.5	0.5		1.3	98.7		15.5	84.5		
PHF	.559	.500	.559	.417	.736	.729	.750	.557	.630	.734

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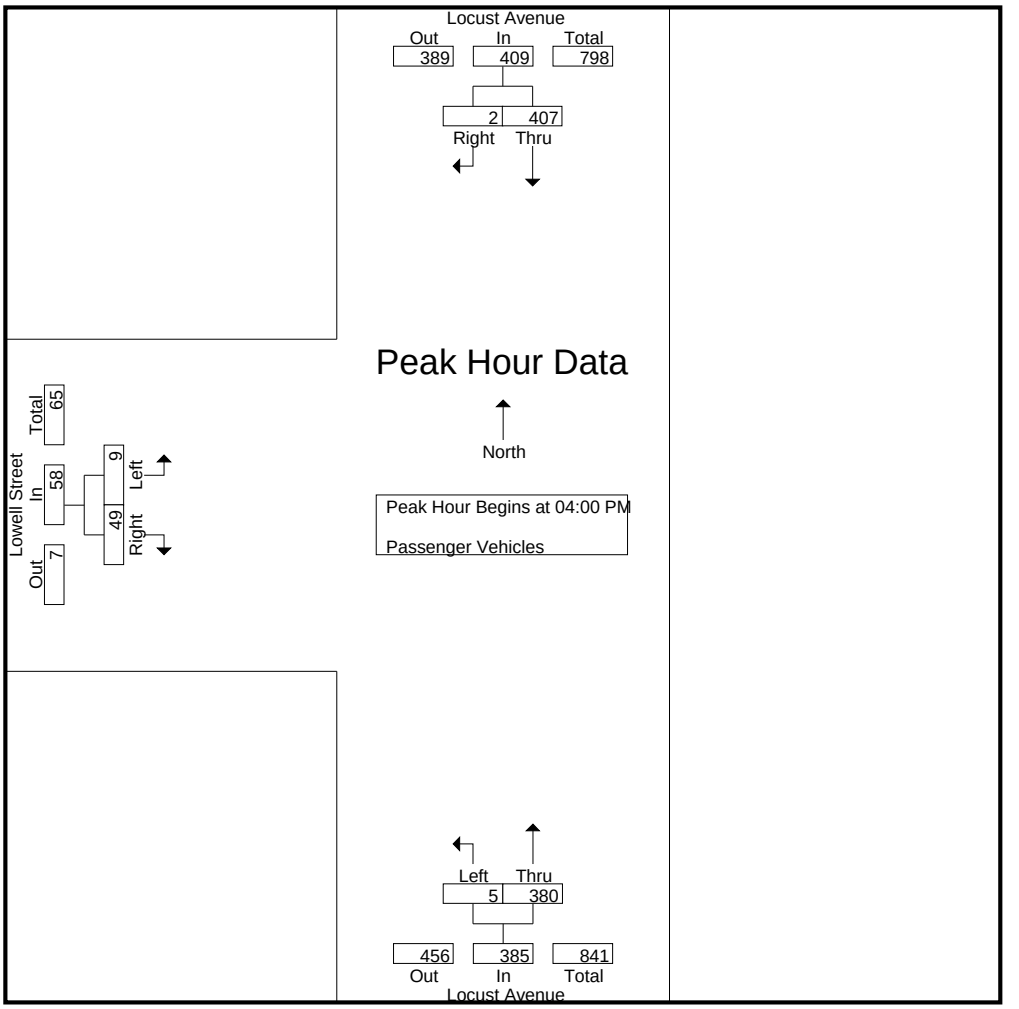

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	56	**1**	57	**3**	**129**	**132**	**3**	12	15
+15 mins.	83	0	83	1	103	104	3	8	11
+30 mins.	**182**	1	**183**	0	84	84	1	**22**	**23**
+45 mins.	86	0	86	1	64	65	2	7	9
Total Volume	407	2	409	5	380	385	9	49	58
% App. Total	99.5	0.5		1.3	98.7		15.5	84.5	
PHF	.559	.500	.559	.417	.736	.729	.750	.557	.630

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Groups Printed- Large 2 Axle Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	3	0	3	0	1	1	0	0	0	4
04:15 PM	1	0	1	0	3	3	0	0	0	4
04:30 PM	3	0	3	0	0	0	0	0	0	3
04:45 PM	2	0	2	0	2	2	0	0	0	4
Total	9	0	9	0	6	6	0	0	0	15
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	1	0	1	1	1	0	1	3
05:30 PM	0	0	0	0	1	1	0	0	0	1
05:45 PM	2	0	2	0	2	2	0	0	0	4
Total	3	0	3	0	4	4	1	0	1	8
Grand Total	12	0	12	0	10	10	1	0	1	23
Apprch %	100	0		0	100		100	0		
Total %	52.2	0	52.2	0	43.5	43.5	4.3	0	4.3	

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**3**	0	**3**	0	1	1	0	0	0	**4**
04:15 PM	1	0	1	0	**3**	**3**	0	0	0	4
04:30 PM	3	0	3	0	0	0	0	0	0	3
04:45 PM	2	0	2	0	2	2	0	0	0	4
Total Volume	9	0	9	0	6	6	0	0	0	15
% App. Total	100	0		0	100		0	0		
PHF	.750	.000	.750	.000	.500	.500	.000	.000	.000	.938

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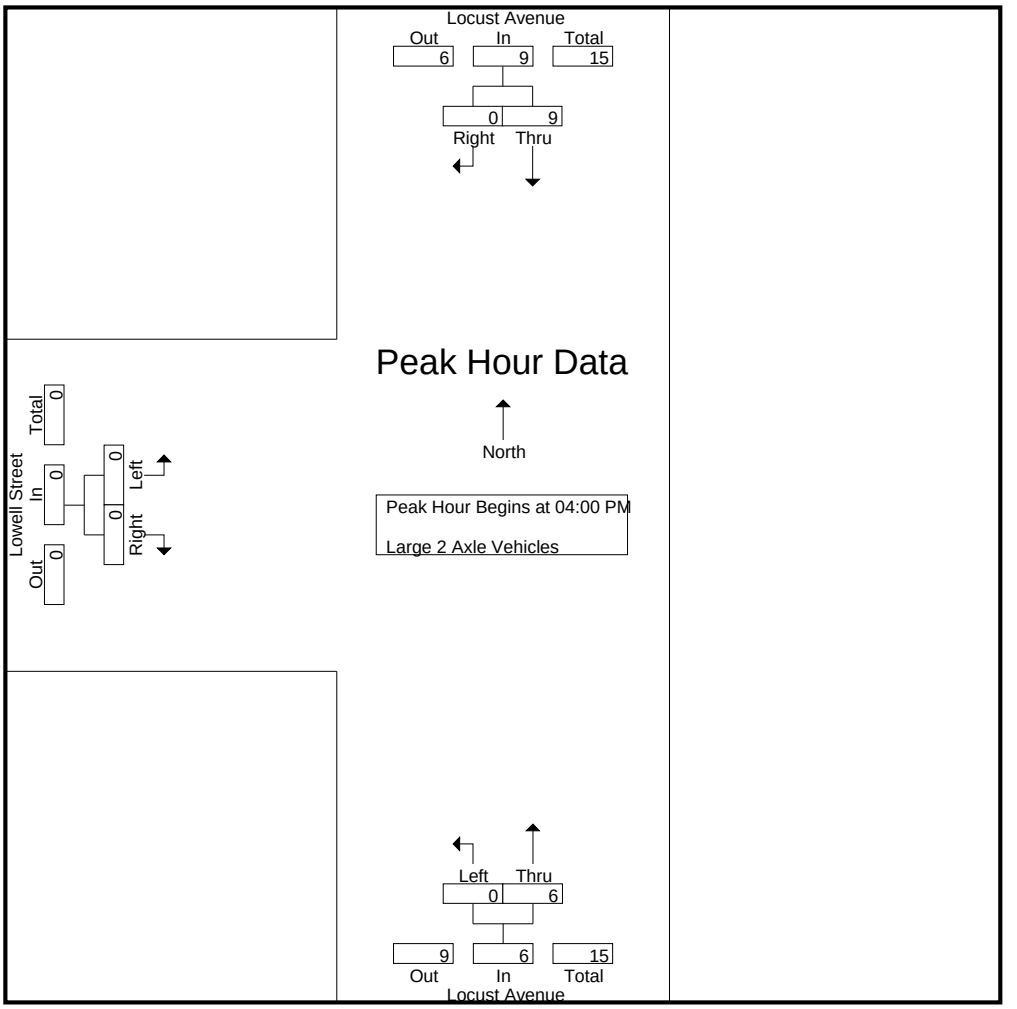

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**3**	0	**3**	0	1	1	0	0	0
+15 mins.	1	0	1	0	**3**	**3**	0	0	0
+30 mins.	3	0	3	0	0	0	0	0	0
+45 mins.	2	0	2	0	2	2	0	0	0
Total Volume	9	0	9	0	6	6	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.750	.000	.750	.000	.500	.500	.000	.000	.000

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Groups Printed- 3 Axle Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	1	0	1	0	3	3	0	0	0	4
04:15 PM	0	0	0	0	1	1	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	4	4	0	0	0	5
05:00 PM	3	0	3	0	2	2	0	0	0	5
05:15 PM	1	0	1	0	0	0	0	0	0	1
05:30 PM	1	0	1	0	1	1	0	0	0	2
05:45 PM	0	0	0	0	1	1	0	0	0	1
Total	5	0	5	0	4	4	0	0	0	9
Grand Total	6	0	6	0	8	8	0	0	0	14
Apprch %	100	0		0	100		0	0		
Total %	42.9	0	42.9	0	57.1	57.1	0	0	0	

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**1**	0	**1**	0	**3**	**3**	0	0	0	**4**
04:15 PM	0	0	0	0	1	1	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	4	4	0	0	0	5
% App. Total	100	0		0	100		0	0		
PHF	.250	.000	.250	.000	.333	.333	.000	.000	.000	.313

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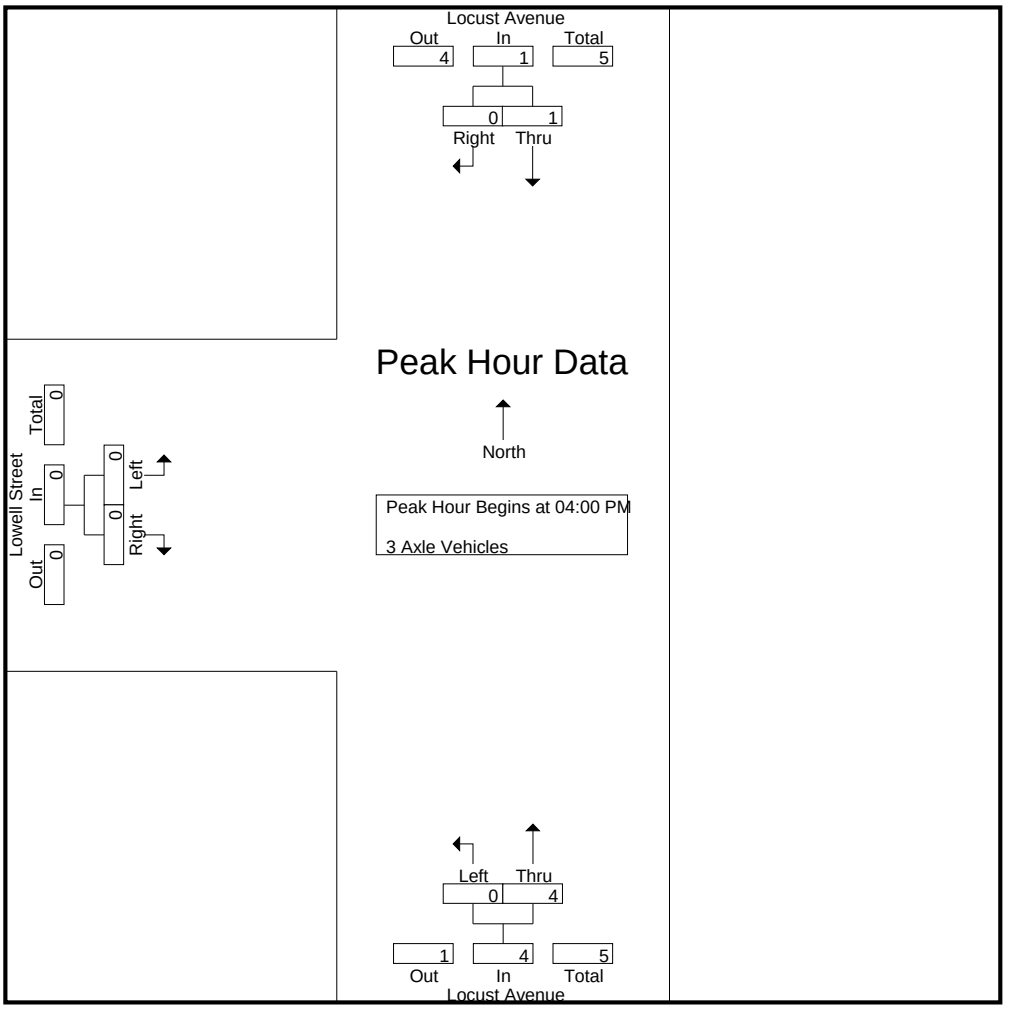

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**1**	0	**1**	0	**3**	**3**	0	0	0
+15 mins.	0	0	0	0	1	1	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	4	4	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.250	.000	.250	.000	.333	.333	.000	.000	.000

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Wed PM
Site Code : 10824406
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Groups Printed- 4+ Axle Trucks

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	10	1	11	0	4	4	0	0	0	15
04:15 PM	8	0	8	0	6	6	0	0	0	14
04:30 PM	3	0	3	0	6	6	0	0	0	9
04:45 PM	1	0	1	0	5	5	0	0	0	6
Total	22	1	23	0	21	21	0	0	0	44
05:00 PM	4	0	4	1	5	6	0	0	0	10
05:15 PM	3	0	3	0	4	4	0	0	0	7
05:30 PM	2	0	2	0	4	4	0	0	0	6
05:45 PM	3	0	3	0	3	3	0	0	0	6
Total	12	0	12	1	16	17	0	0	0	29
Grand Total	34	1	35	1	37	38	0	0	0	73
Apprch %	97.1	2.9		2.6	97.4		0	0		
Total %	46.6	1.4	47.9	1.4	50.7	52.1	0	0	0	

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**10**	**1**	**11**	0	4	4	0	0	0	**15**
04:15 PM	8	0	8	0	**6**	**6**	0	0	0	14
04:30 PM	3	0	3	0	6	6	0	0	0	9
04:45 PM	1	0	1	0	5	5	0	0	0	6
Total Volume	22	1	23	0	21	21	0	0	0	44
% App. Total	95.7	4.3		0	100		0	0		
PHF	.550	.250	.523	.000	.875	.875	.000	.000	.000	.733

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File Name : 02_RLT_Loc_Low Wed PM
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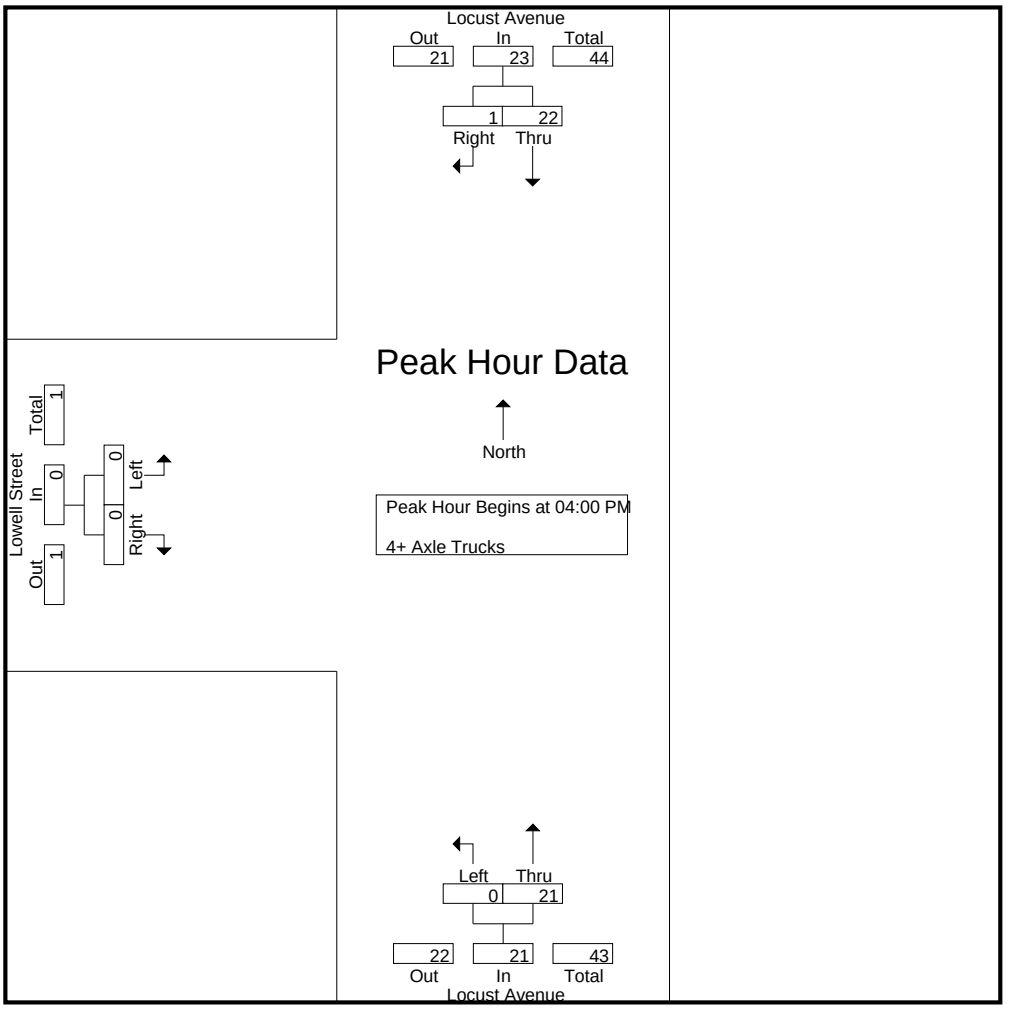

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**10**	**1**	**11**	0	4	4	0	0	0
+15 mins.	8	0	8	0	**6**	**6**	0	0	0
+30 mins.	3	0	3	0	6	6	0	0	0
+45 mins.	1	0	1	0	5	5	0	0	0
Total Volume	22	1	23	0	21	21	0	0	0
% App. Total	95.7	4.3		0	100		0	0	
PHF	.550	.250	.523	.000	.875	.875	.000	.000	.000

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Thu AM
Site Code : 10824406
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	76	1	77	5	43	48	1	0	1	126
07:15 AM	80	1	81	3	50	53	0	1	1	135
07:30 AM	112	1	113	7	111	118	2	2	4	235
07:45 AM	148	3	151	2	120	122	0	1	1	274
Total	416	6	422	17	324	341	3	4	7	770
08:00 AM	127	2	129	6	47	53	2	2	4	186
08:15 AM	80	3	83	3	57	60	1	5	6	149
08:30 AM	93	0	93	7	72	79	2	3	5	177
08:45 AM	56	2	58	3	40	43	1	3	4	105
Total	356	7	363	19	216	235	6	13	19	617
Grand Total	772	13	785	36	540	576	9	17	26	1387
Apprch %	98.3	1.7		6.2	93.8		34.6	65.4		
Total %	55.7	0.9	56.6	2.6	38.9	41.5	0.6	1.2	1.9	
Passenger Vehicles	671	11	682	35	478	513	3	15	18	1213
% Passenger Vehicles	86.9	84.6	86.9	97.2	88.5	89.1	33.3	88.2	69.2	87.5
Large 2 Axle Vehicles	25	0	25	0	17	17	1	2	3	45
% Large 2 Axle Vehicles	3.2	0	3.2	0	3.1	3	11.1	11.8	11.5	3.2
3 Axle Vehicles	10	0	10	1	4	5	0	0	0	15
% 3 Axle Vehicles	1.3	0	1.3	2.8	0.7	0.9	0	0	0	1.1
4+ Axle Trucks	66	2	68	0	41	41	5	0	5	114
% 4+ Axle Trucks	8.5	15.4	8.7	0	7.6	7.1	55.6	0	19.2	8.2

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	112	1	113	**7**	111	118	**2**	2	4	235
07:45 AM	**148**	**3**	**151**	2	**120**	**122**	0	1	1	**274**
08:00 AM	127	2	129	6	47	53	2	2	4	186
08:15 AM	80	3	83	3	57	60	1	**5**	**6**	149
Total Volume	467	9	476	18	335	353	5	10	15	844
% App. Total	98.1	1.9		5.1	94.9		33.3	66.7		
PHF	.789	.750	.788	.643	.698	.723	.625	.500	.625	.770

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Weather: Clear

File Name : 02_RLT_Loc_Low Thu AM
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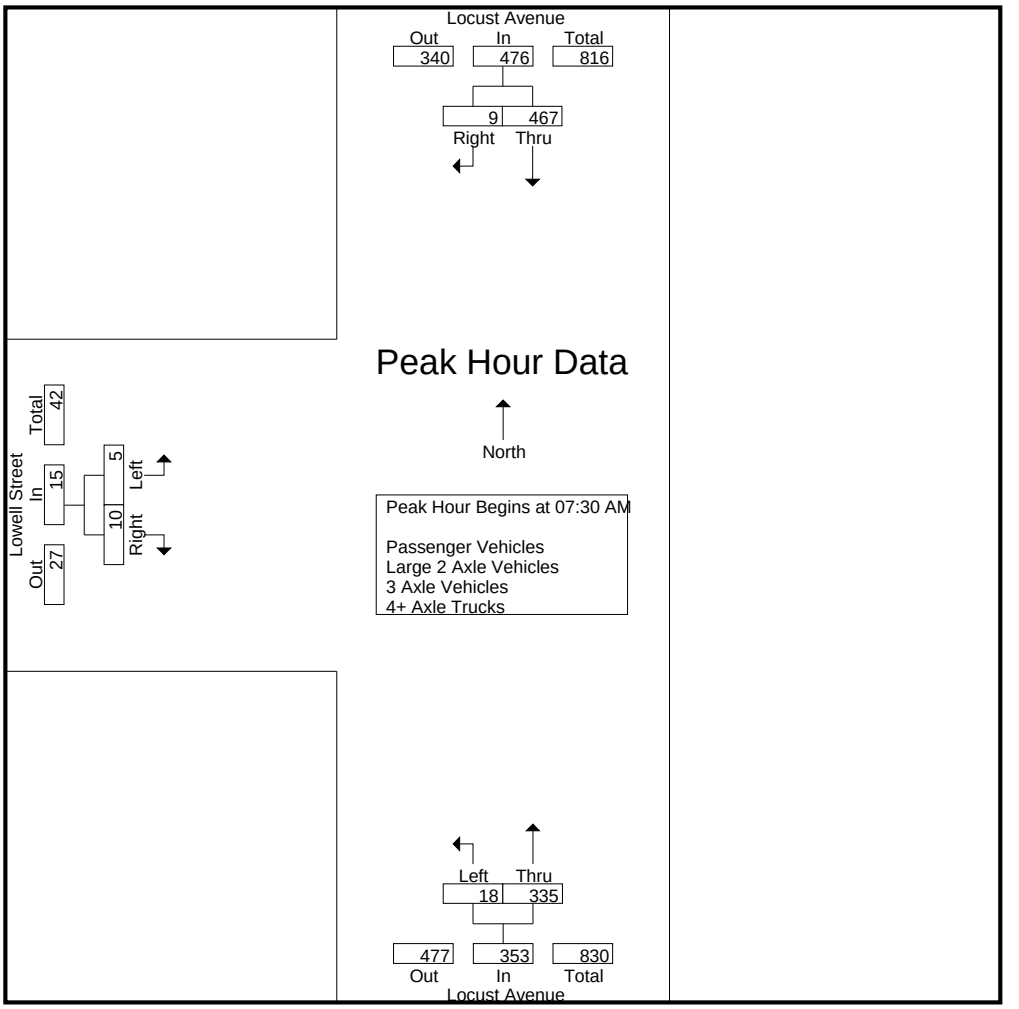

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			08:00 AM		
+0 mins.	112	1	113	**7**	111	118	**2**	2	4
+15 mins.	**148**	**3**	**151**	2	**120**	**122**	1	**5**	**6**
+30 mins.	127	2	129	6	47	53	2	3	5
+45 mins.	80	3	83	3	57	60	1	3	4
Total Volume	467	9	476	18	335	353	6	13	19
% App. Total	98.1	1.9		5.1	94.9		31.6	68.4	
PHF	.789	.750	.788	.643	.698	.723	.750	.650	.792

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Groups Printed- Passenger Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	61	1	62	5	32	37	0	0	0	99
07:15 AM	68	1	69	3	45	48	0	0	0	117
07:30 AM	93	1	94	7	102	109	1	2	3	206
07:45 AM	135	2	137	2	111	113	0	1	1	251
Total	357	5	362	17	290	307	1	3	4	673
08:00 AM	117	2	119	6	41	47	1	2	3	169
08:15 AM	71	3	74	3	53	56	0	4	4	134
08:30 AM	80	0	80	7	65	72	1	3	4	156
08:45 AM	46	1	47	2	29	31	0	3	3	81
Total	314	6	320	18	188	206	2	12	14	540
Grand Total	671	11	682	35	478	513	3	15	18	1213
Apprch %	98.4	1.6		6.8	93.2		16.7	83.3		
Total %	55.3	0.9	56.2	2.9	39.4	42.3	0.2	1.2	1.5	

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	93	1	94	**7**	102	109	**1**	2	3	206
07:45 AM	**135**	2	**137**	2	**111**	**113**	0	1	1	**251**
08:00 AM	117	2	119	6	41	47	1	2	3	169
08:15 AM	71	**3**	74	3	53	56	0	**4**	**4**	134
Total Volume	416	8	424	18	307	325	2	9	11	760
% App. Total	98.1	1.9		5.5	94.5		18.2	81.8		
PHF	.770	.667	.774	.643	.691	.719	.500	.563	.688	.757

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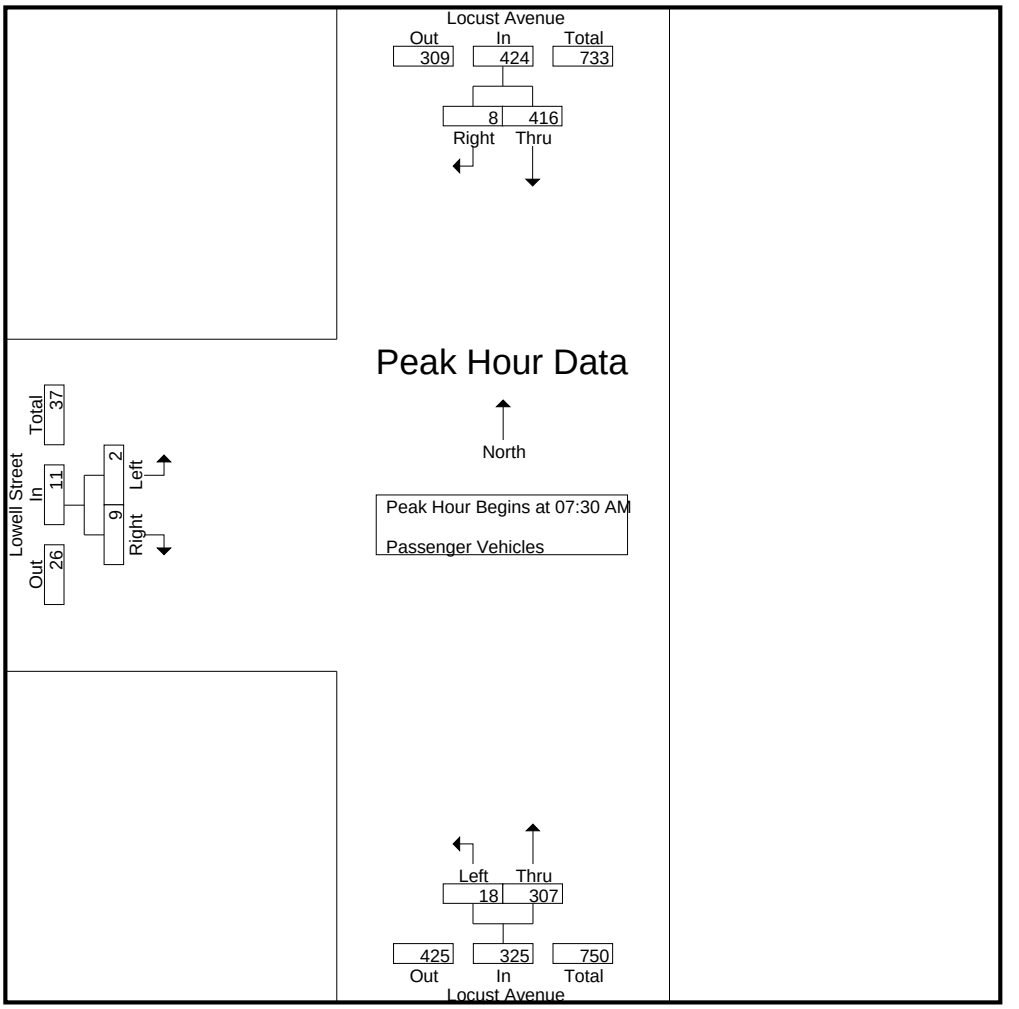

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	93	1	94	**7**	102	109	**1**	2	3
+15 mins.	**135**	2	**137**	2	**111**	**113**	0	1	1
+30 mins.	117	2	119	6	41	47	1	2	3
+45 mins.	71	**3**	74	3	53	56	0	**4**	**4**
Total Volume	416	8	424	18	307	325	2	9	11
% App. Total	98.1	1.9		5.5	94.5		18.2	81.8	
PHF	.770	.667	.774	.643	.691	.719	.500	.563	.688

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City of Rialto
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Weather: Clear

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Groups Printed- Large 2 Axle Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	5	0	5	0	4	4	0	0	0	9
07:15 AM	5	0	5	0	1	1	0	1	1	7
07:30 AM	4	0	4	0	2	2	0	0	0	6
07:45 AM	1	0	1	0	4	4	0	0	0	5
Total	15	0	15	0	11	11	0	1	1	27
08:00 AM	3	0	3	0	1	1	0	0	0	4
08:15 AM	1	0	1	0	2	2	0	1	1	4
08:30 AM	4	0	4	0	1	1	1	0	1	6
08:45 AM	2	0	2	0	2	2	0	0	0	4
Total	10	0	10	0	6	6	1	1	2	18
Grand Total	25	0	25	0	17	17	1	2	3	45
Apprch %	100	0		0	100		33.3	66.7		
Total %	55.6	0	55.6	0	37.8	37.8	2.2	4.4	6.7	

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**4**	0	**4**	0	2	2	0	0	0	**6**
07:45 AM	1	0	1	0	**4**	**4**	0	0	0	5
08:00 AM	3	0	3	0	1	1	0	0	0	4
08:15 AM	1	0	1	0	2	2	0	**1**	**1**	4
Total Volume	9	0	9	0	9	9	0	1	1	19
% App. Total	100	0		0	100		0	100		
PHF	.563	.000	.563	.000	.563	.563	.000	.250	.250	.792

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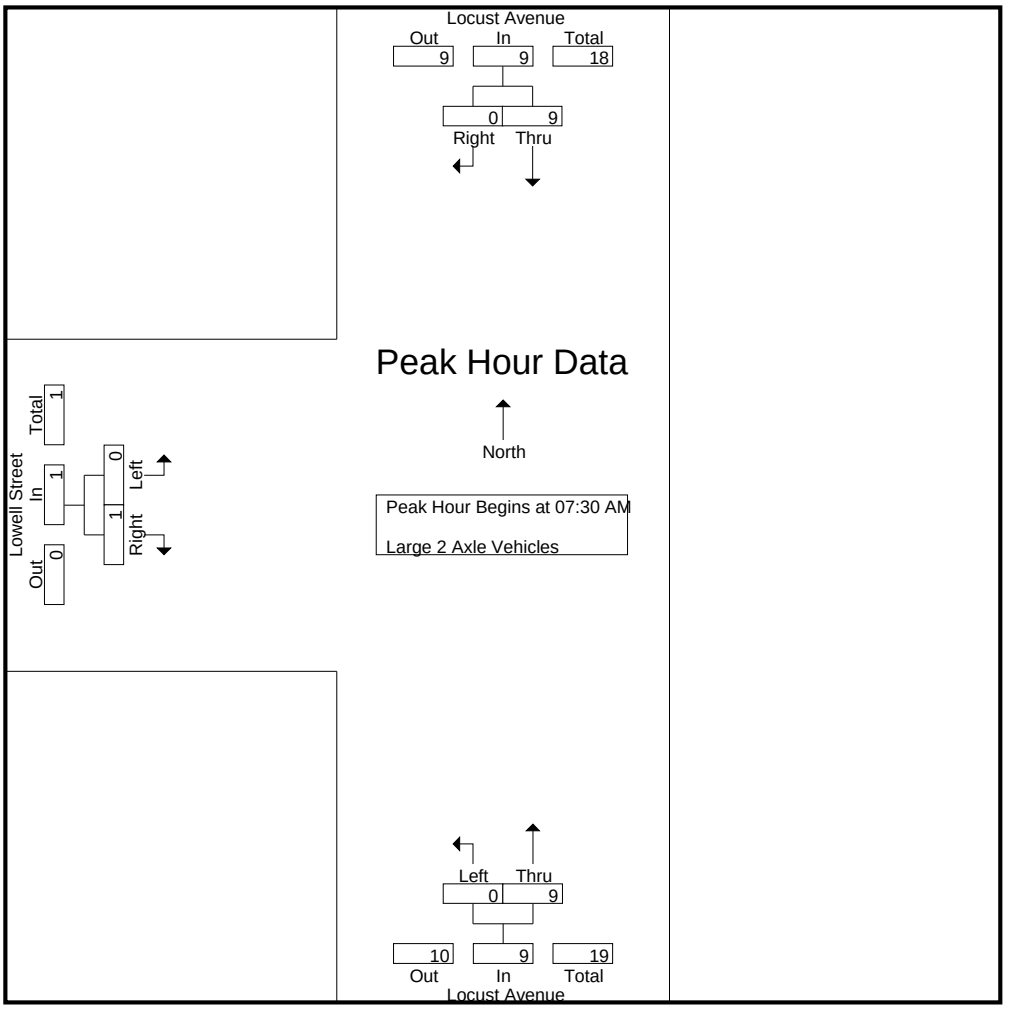

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**4**	0	**4**	0	2	2	0	0	0
+15 mins.	1	0	1	0	**4**	**4**	0	0	0
+30 mins.	3	0	3	0	1	1	0	0	0
+45 mins.	1	0	1	0	2	2	0	**1**	**1**
Total Volume	9	0	9	0	9	9	0	1	1
% App. Total	100	0		0	100		0	100	
PHF	.563	.000	.563	.000	.563	.563	.000	.250	.250

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Weather: Clear

File Name : 02_RLT_Loc_Low Thu AM
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Groups Printed- 3 Axle Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	2	0	2	0	0	0	0	0	0	2
07:15 AM	1	0	1	0	0	0	0	0	0	1
07:30 AM	2	0	2	0	0	0	0	0	0	2
07:45 AM	1	0	1	0	1	1	0	0	0	2
Total	6	0	6	0	1	1	0	0	0	7
08:00 AM	1	0	1	0	0	0	0	0	0	1
08:15 AM	2	0	2	0	0	0	0	0	0	2
08:30 AM	1	0	1	0	1	1	0	0	0	2
08:45 AM	0	0	0	1	2	3	0	0	0	3
Total	4	0	4	1	3	4	0	0	0	8
Grand Total	10	0	10	1	4	5	0	0	0	15
Apprch %	100	0		20	80		0	0		
Total %	66.7	0	66.7	6.7	26.7	33.3	0	0	0	

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**2**	0	**2**	0	0	0	0	0	0	**2**
07:45 AM	1	0	1	0	**1**	**1**	0	0	0	2
08:00 AM	1	0	1	0	0	0	0	0	0	1
08:15 AM	2	0	2	0	0	0	0	0	0	2
Total Volume	6	0	6	0	1	1	0	0	0	7
% App. Total	100	0		0	100		0	0		
PHF	.750	.000	.750	.000	.250	.250	.000	.000	.000	.875

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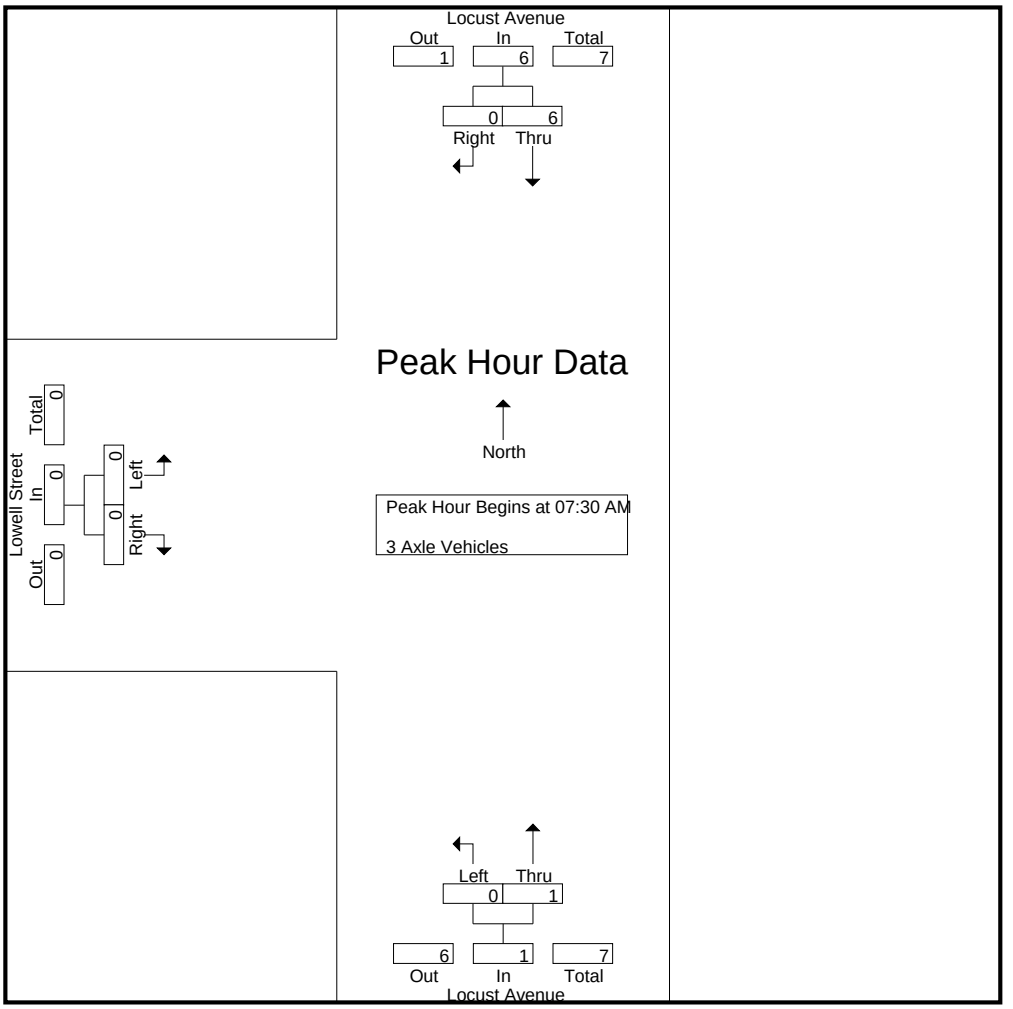

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**2**	0	**2**	0	0	0	0	0	0
+15 mins.	1	0	1	0	**1**	**1**	0	0	0
+30 mins.	1	0	1	0	0	0	0	0	0
+45 mins.	2	0	2	0	0	0	0	0	0
Total Volume	6	0	6	0	1	1	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.750	.000	.750	.000	.250	.250	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	8	0	8	0	7	7	1	0	1	16
07:15 AM	6	0	6	0	4	4	0	0	0	10
07:30 AM	13	0	13	0	7	7	1	0	1	21
07:45 AM	11	1	12	0	4	4	0	0	0	16
Total	38	1	39	0	22	22	2	0	2	63
08:00 AM	6	0	6	0	5	5	1	0	1	12
08:15 AM	6	0	6	0	2	2	1	0	1	9
08:30 AM	8	0	8	0	5	5	0	0	0	13
08:45 AM	8	1	9	0	7	7	1	0	1	17
Total	28	1	29	0	19	19	3	0	3	51
Grand Total	66	2	68	0	41	41	5	0	5	114
Apprch %	97.1	2.9		0	100		100	0		
Total %	57.9	1.8	59.6	0	36	36	4.4	0	4.4	

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**13**	0	**13**	0	**7**	**7**	**1**	0	**1**	**21**
07:45 AM	11	**1**	12	0	4	4	0	0	0	16
08:00 AM	6	0	6	0	5	5	1	0	1	12
08:15 AM	6	0	6	0	2	2	1	0	1	9
Total Volume	36	1	37	0	18	18	3	0	3	58
% App. Total	97.3	2.7		0	100		100	0		
PHF	.692	.250	.712	.000	.643	.643	.750	.000	.750	.690

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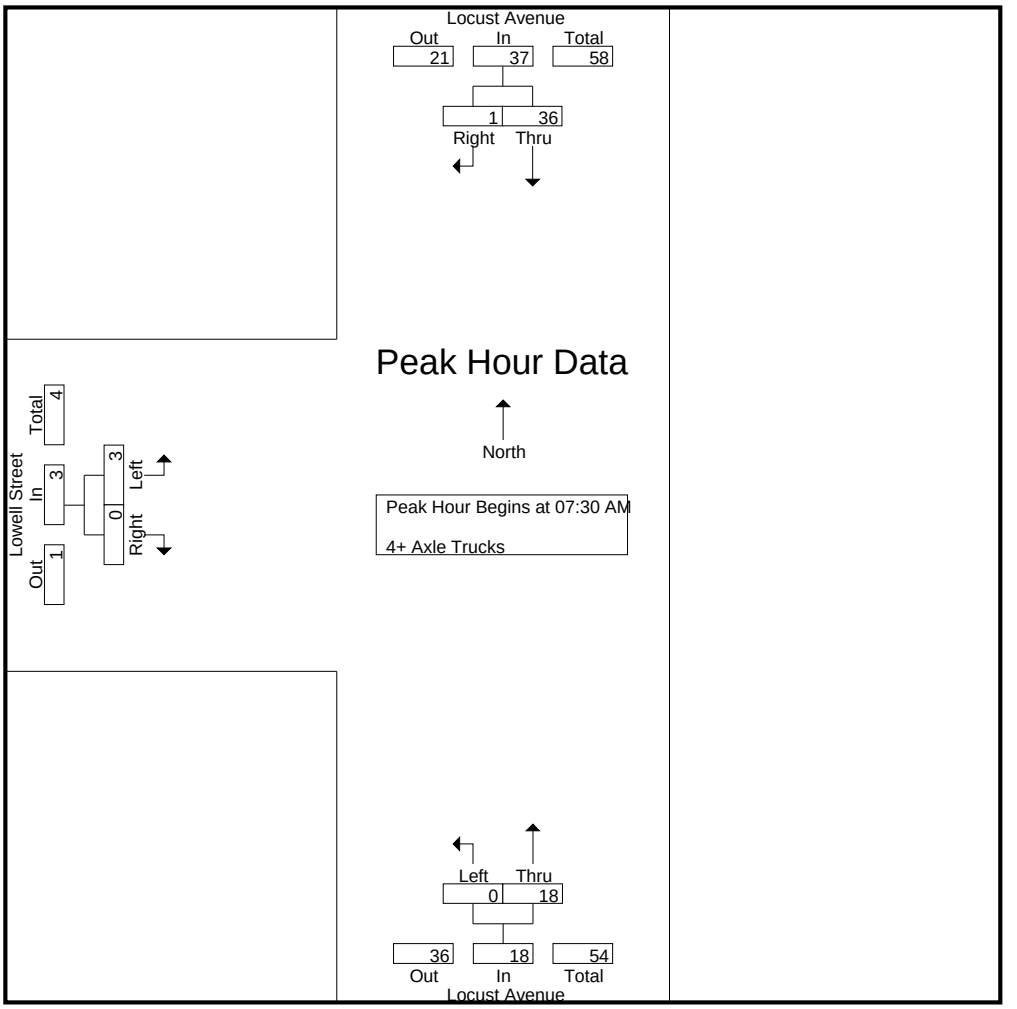

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**13**	0	**13**	0	**7**	**7**	**1**	0	**1**
+15 mins.	11	**1**	12	0	4	4	0	0	0
+30 mins.	6	0	6	0	5	5	1	0	1
+45 mins.	6	0	6	0	2	2	1	0	1
Total Volume	36	1	37	0	18	18	3	0	3
% App. Total	97.3	2.7		0	100		100	0	
PHF	.692	.250	.712	.000	.643	.643	.750	.000	.750

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Thu PM
Site Code : 10824406
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	67	0	67	2	118	120	9	10	19	206
04:15 PM	95	1	96	2	127	129	1	9	10	235
04:30 PM	185	0	185	0	97	97	4	13	17	299
04:45 PM	72	1	73	1	70	71	0	13	13	157
Total	419	2	421	5	412	417	14	45	59	897
05:00 PM	76	0	76	0	85	85	1	11	12	173
05:15 PM	63	0	63	0	77	77	0	7	7	147
05:30 PM	73	0	73	0	44	44	0	6	6	123
05:45 PM	66	0	66	1	70	71	1	4	5	142
Total	278	0	278	1	276	277	2	28	30	585
Grand Total	697	2	699	6	688	694	16	73	89	1482
Apprch %	99.7	0.3		0.9	99.1		18	82		
Total %	47	0.1	47.2	0.4	46.4	46.8	1.1	4.9	6	
Passenger Vehicles	663	2	665	6	656	662	15	72	87	1414
% Passenger Vehicles	95.1	100	95.1	100	95.3	95.4	93.8	98.6	97.8	95.4
Large 2 Axle Vehicles	4	0	4	0	4	4	1	1	2	10
% Large 2 Axle Vehicles	0.6	0	0.6	0	0.6	0.6	6.2	1.4	2.2	0.7
3 Axle Vehicles	5	0	5	0	6	6	0	0	0	11
% 3 Axle Vehicles	0.7	0	0.7	0	0.9	0.9	0	0	0	0.7
4+ Axle Trucks	25	0	25	0	22	22	0	0	0	47
% 4+ Axle Trucks	3.6	0	3.6	0	3.2	3.2	0	0	0	3.2

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	67	0	67	**2**	118	120	**9**	10	**19**	206
04:15 PM	95	**1**	96	2	**127**	**129**	1	9	10	235
04:30 PM	**185**	0	**185**	0	97	97	4	**13**	17	**299**
04:45 PM	72	1	73	1	70	71	0	13	13	157
Total Volume	419	2	421	5	412	417	14	45	59	897
% App. Total	99.5	0.5		1.2	98.8		23.7	76.3		
PHF	.566	.500	.569	.625	.811	.808	.389	.865	.776	.750

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Weather: Clear

File Name : 02_RLT_Loc_Low Thu PM
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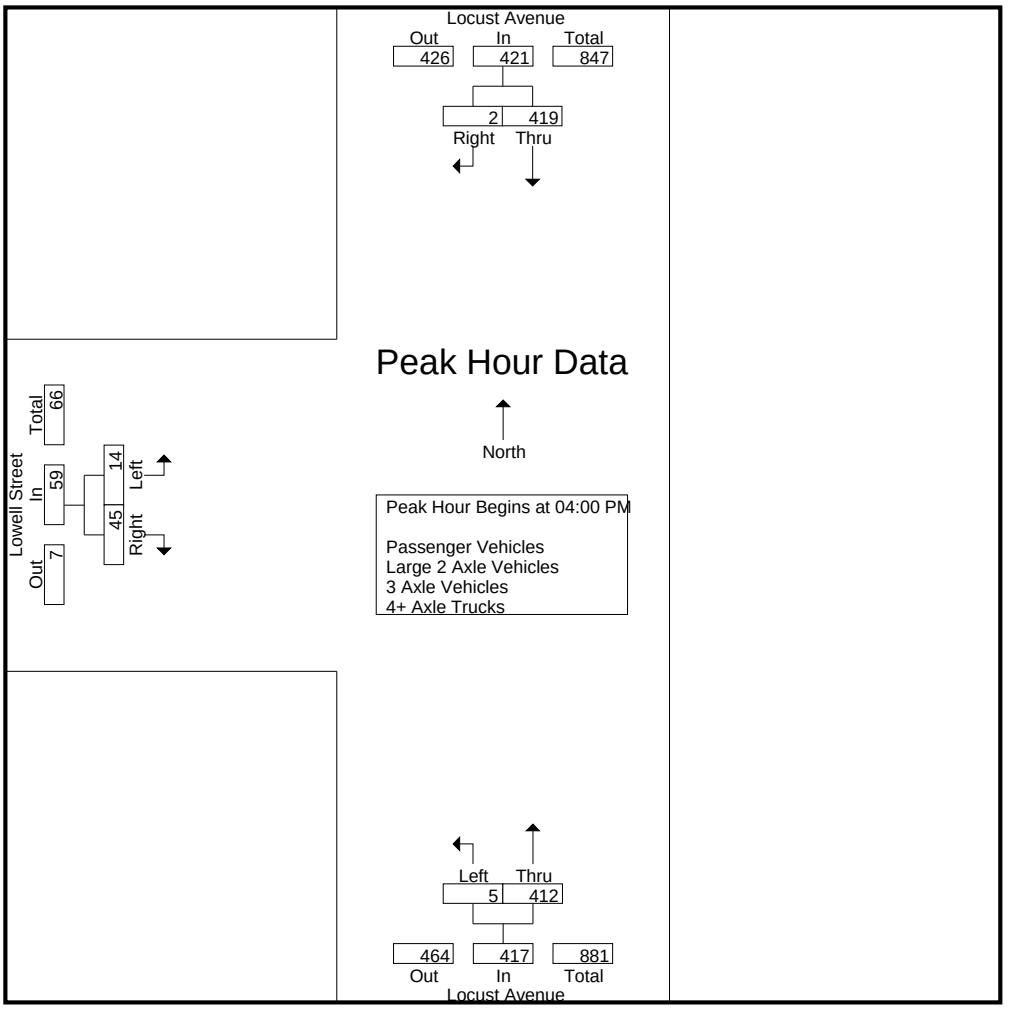

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:00 PM			04:00 PM		
+0 mins.	95	**1**	96	**2**	118	120	**9**	10	**19**
+15 mins.	**185**	0	**185**	2	**127**	**129**	1	9	10
+30 mins.	72	1	73	0	97	97	4	**13**	17
+45 mins.	76	0	76	1	70	71	0	13	13
Total Volume	428	2	430	5	412	417	14	45	59
% App. Total	99.5	0.5		1.2	98.8		23.7	76.3	
PHF	.578	.500	.581	.625	.811	.808	.389	.865	.776

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City of Rialto
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File Name : 02_RLT_Loc_Low Thu PM
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Groups Printed- Passenger Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	60	0	60	2	112	114	8	10	18	192
04:15 PM	92	1	93	2	120	122	1	8	9	224
04:30 PM	180	0	180	0	92	92	4	13	17	289
04:45 PM	69	1	70	1	67	68	0	13	13	151
Total	401	2	403	5	391	396	13	44	57	856
05:00 PM	71	0	71	0	79	79	1	11	12	162
05:15 PM	58	0	58	0	75	75	0	7	7	140
05:30 PM	70	0	70	0	44	44	0	6	6	120
05:45 PM	63	0	63	1	67	68	1	4	5	136
Total	262	0	262	1	265	266	2	28	30	558
Grand Total	663	2	665	6	656	662	15	72	87	1414
Apprch %	99.7	0.3		0.9	99.1		17.2	82.8		
Total %	46.9	0.1	47	0.4	46.4	46.8	1.1	5.1	6.2	

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	60	0	60	**2**	112	114	**8**	10	**18**	192
04:15 PM	92	**1**	93	2	**120**	**122**	1	8	9	224
04:30 PM	**180**	0	**180**	0	92	92	4	**13**	17	**289**
04:45 PM	69	1	70	1	67	68	0	13	13	151
Total Volume	401	2	403	5	391	396	13	44	57	856
% App. Total	99.5	0.5		1.3	98.7		22.8	77.2		
PHF	.557	.500	.560	.625	.815	.811	.406	.846	.792	.740

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File Name : 02_RLT_Loc_Low Thu PM
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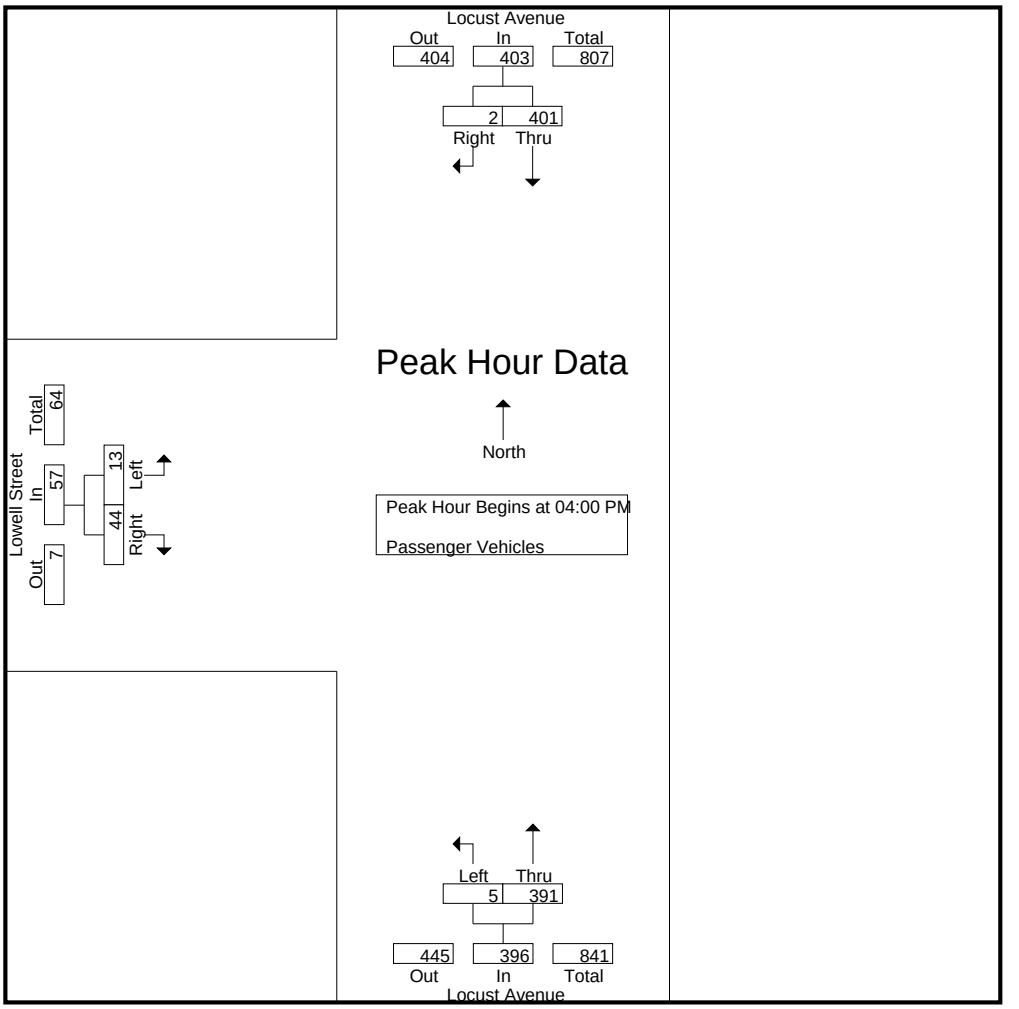

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	60	0	60	**2**	112	114	**8**	10	**18**
+15 mins.	92	**1**	93	2	**120**	**122**	1	8	9
+30 mins.	**180**	0	**180**	0	92	92	4	**13**	17
+45 mins.	69	1	70	1	67	68	0	13	13
Total Volume	401	2	403	5	391	396	13	44	57
% App. Total	99.5	0.5		1.3	98.7		22.8	77.2	
PHF	.557	.500	.560	.625	.815	.811	.406	.846	.792

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City of Rialto
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Groups Printed- Large 2 Axle Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	1	0	1	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	0	0	1	1	1
04:30 PM	1	0	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	1	1	0	0	0	1
Total	2	0	2	0	1	1	1	1	2	5
05:00 PM	1	0	1	0	2	2	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	1	0	1	1	0	0	0	2
Total	2	0	2	0	3	3	0	0	0	5
Grand Total	4	0	4	0	4	4	1	1	2	10
Apprch %	100	0		0	100		50	50		
Total %	40	0	40	0	40	40	10	10	20	

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**1**	0	**1**	0	0	0	**1**	0	**1**	**2**
04:15 PM	0	0	0	0	0	0	0	**1**	1	1
04:30 PM	1	0	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	**1**	**1**	0	0	0	1
Total Volume	2	0	2	0	1	1	1	1	2	5
% App. Total	100	0		0	100		50	50		
PHF	.500	.000	.500	.000	.250	.250	.250	.250	.500	.625

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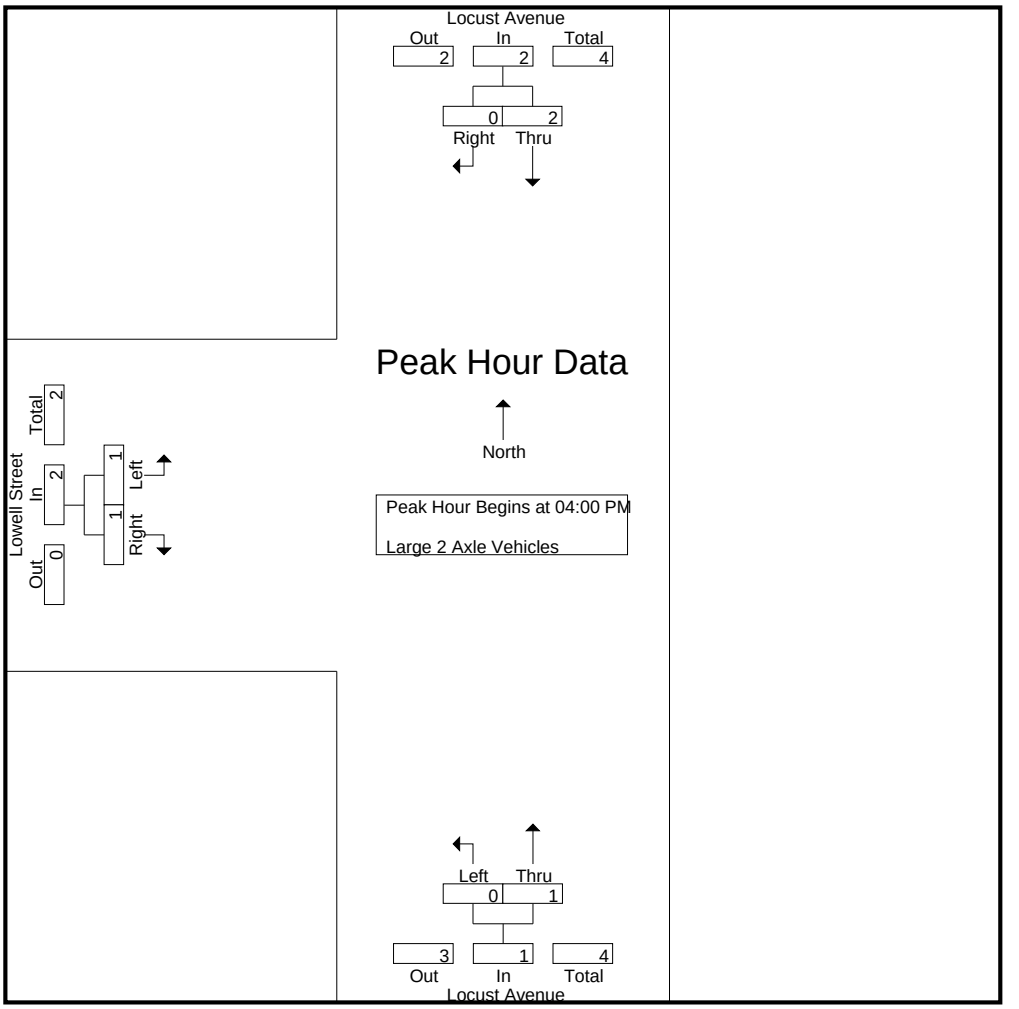

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**1**	0	**1**	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	**1**	1
+30 mins.	1	0	1	0	0	0	0	0	0
+45 mins.	0	0	0	0	**1**	**1**	0	0	0
Total Volume	2	0	2	0	1	1	1	1	2
% App. Total	100	0		0	100		50	50	
PHF	.500	.000	.500	.000	.250	.250	.250	.250	.500

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Thu PM
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Page No : 1

Groups Printed- 3 Axle Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	1	0	1	0	1	1	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	2	0	2	0	2	2	0	0	0	4
04:45 PM	0	0	0	0	1	1	0	0	0	1
Total	3	0	3	0	4	4	0	0	0	7
05:00 PM	0	0	0	0	1	1	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	0	1	0	0	0	0	0	0	1
05:45 PM	1	0	1	0	1	1	0	0	0	2
Total	2	0	2	0	2	2	0	0	0	4
Grand Total	5	0	5	0	6	6	0	0	0	11
Apprch %	100	0		0	100		0	0		
Total %	45.5	0	45.5	0	54.5	54.5	0	0	0	

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	1	0	1	0	1	1	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	**2**	0	**2**	0	**2**	**2**	0	0	0	**4**
04:45 PM	0	0	0	0	1	1	0	0	0	1
Total Volume	3	0	3	0	4	4	0	0	0	7
% App. Total	100	0		0	100		0	0		
PHF	.375	.000	.375	.000	.500	.500	.000	.000	.000	.438

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File Name : 02_RLT_Loc_Low Thu PM
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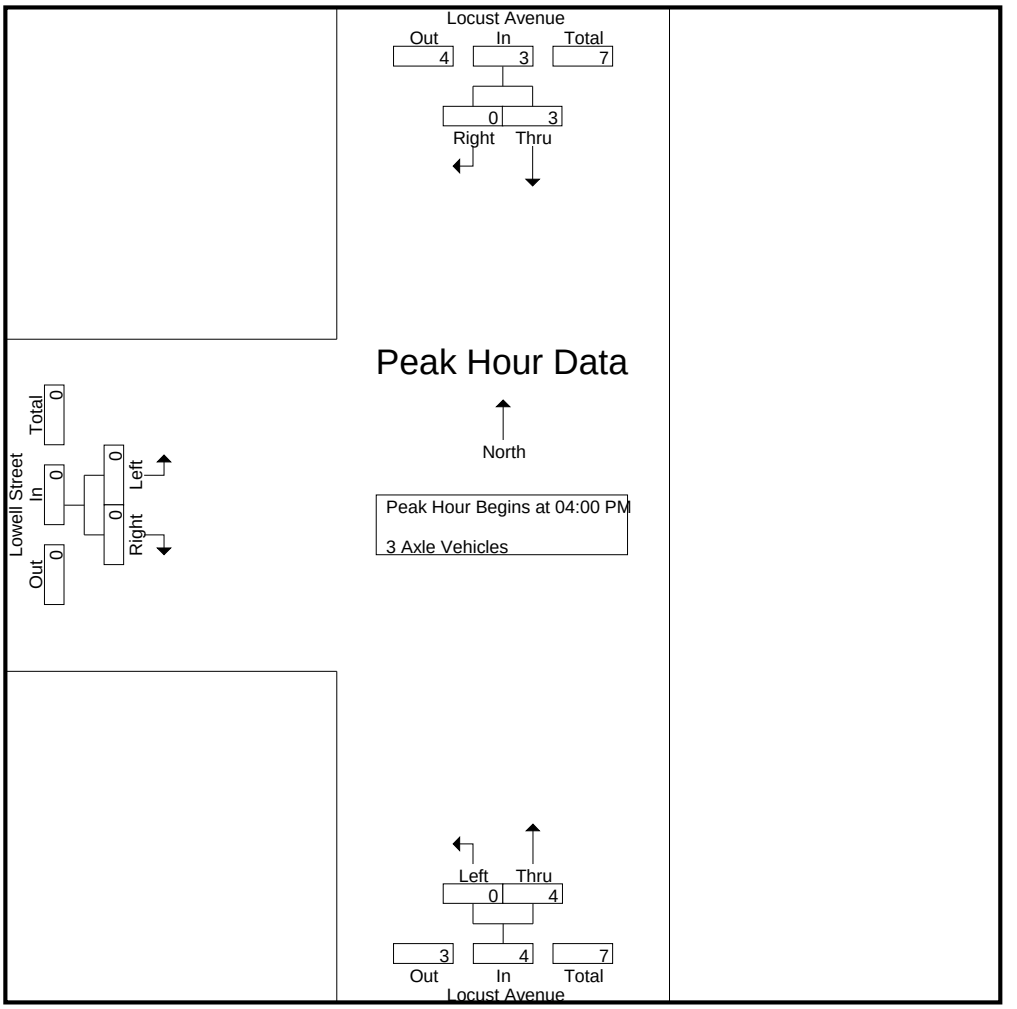

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	1	0	1	0	1	1	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	**2**	0	**2**	0	**2**	**2**	0	0	0
+45 mins.	0	0	0	0	1	1	0	0	0
Total Volume	3	0	3	0	4	4	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.375	.000	.375	.000	.500	.500	.000	.000	.000

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City of Rialto
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Weather: Clear

File Name : 02_RLT_Loc_Low Thu PM
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Groups Printed- 4+ Axle Trucks

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	5	0	5	0	5	5	0	0	0	10
04:15 PM	3	0	3	0	7	7	0	0	0	10
04:30 PM	2	0	2	0	3	3	0	0	0	5
04:45 PM	3	0	3	0	1	1	0	0	0	4
Total	13	0	13	0	16	16	0	0	0	29
05:00 PM	4	0	4	0	3	3	0	0	0	7
05:15 PM	5	0	5	0	2	2	0	0	0	7
05:30 PM	2	0	2	0	0	0	0	0	0	2
05:45 PM	1	0	1	0	1	1	0	0	0	2
Total	12	0	12	0	6	6	0	0	0	18
Grand Total	25	0	25	0	22	22	0	0	0	47
Apprch %	100	0		0	100		0	0		
Total %	53.2	0	53.2	0	46.8	46.8	0	0	0	

	Locust Avenue Southbound			Locust Avenue Northbound			Lowell Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**5**	0	**5**	0	5	5	0	0	0	**10**
04:15 PM	3	0	3	0	**7**	**7**	0	0	0	10
04:30 PM	2	0	2	0	3	3	0	0	0	5
04:45 PM	3	0	3	0	1	1	0	0	0	4
Total Volume	13	0	13	0	16	16	0	0	0	29
% App. Total	100	0		0	100		0	0		
PHF	.650	.000	.650	.000	.571	.571	.000	.000	.000	.725

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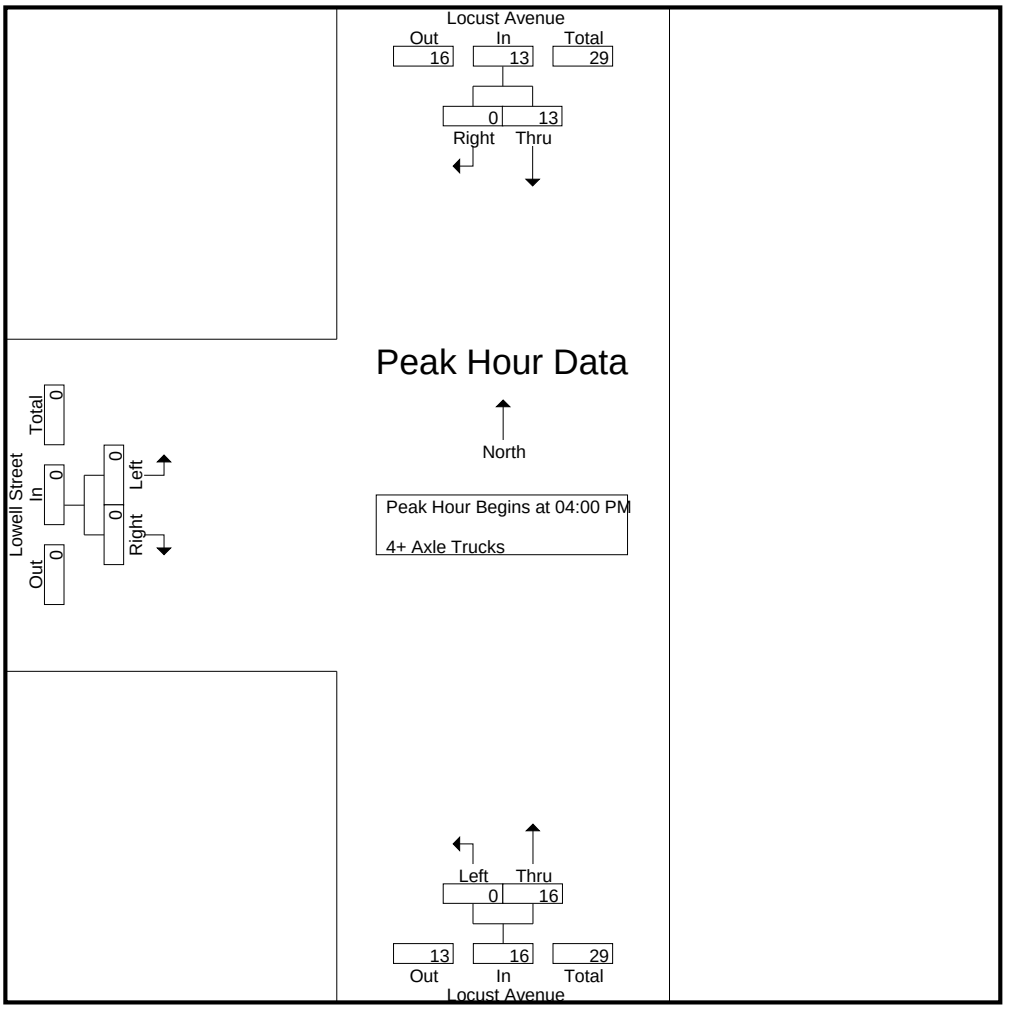

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**5**	0	**5**	0	5	5	0	0	0
+15 mins.	3	0	3	0	**7**	**7**	0	0	0
+30 mins.	2	0	2	0	3	3	0	0	0
+45 mins.	3	0	3	0	1	1	0	0	0
Total Volume	13	0	13	0	16	16	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.650	.000	.650	.000	.571	.571	.000	.000	.000

Location: Rialto
N/S: Locust Avenue
E/W: Lowell Street

Date: 5/7/2024
Day: Tuesday

PEDESTRIANS

	North Leg Locust Avenue	East Leg Dead End	South Leg Locust Avenue	West Leg Lowell Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	1	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	1	1
8:45 AM	0	0	0	2	2
TOTAL VOLUMES:	0	0	0	4	4

	North Leg Locust Avenue	East Leg Dead End	South Leg Locust Avenue	West Leg Lowell Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	1	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	1

Location: Rialto
N/S: Locust Avenue
E/W: Lowell Street

Date: 5/7/2024
Day: Tuesday

BICYCLES

	Southbound Locust Avenue			Westbound Dead End			Northbound Locust Avenue			Eastbound Lowell Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	0	0	0	1

	Southbound Locust Avenue			Westbound Dead End			Northbound Locust Avenue			Eastbound Lowell Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	2	0	0	0	0	3

Location: Rialto
N/S: Locust Avenue
E/W: Lowell Street

Date: 5/8/2024
Day: Wednesday

PEDESTRIANS

	North Leg Locust Avenue	East Leg Dead End	South Leg Locust Avenue	West Leg Lowell Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Locust Avenue	East Leg Dead End	South Leg Locust Avenue	West Leg Lowell Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Corona, CA 92878
951-268-6268

Location: Rialto
N/S: Locust Avenue
E/W: Lowell Street

Date: 5/8/2024
Day: Wednesday

BICYCLES

	Southbound Locust Avenue			Westbound Dead End			Northbound Locust Avenue			Eastbound Lowell Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Locust Avenue			Westbound Dead End			Northbound Locust Avenue			Eastbound Lowell Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

Location: Rialto
N/S: Locust Avenue
E/W: Lowell Street

Date: 5/9/2024
Day: Thursday

PEDESTRIANS

	North Leg Locust Avenue	East Leg Dead End	South Leg Locust Avenue	West Leg Lowell Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Locust Avenue	East Leg Dead End	South Leg Locust Avenue	West Leg Lowell Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Rialto
N/S: Locust Avenue
E/W: Lowell Street

Date: 5/9/2024
Day: Thursday

BICYCLES

	Southbound Locust Avenue			Westbound Dead End			Northbound Locust Avenue			Eastbound Lowell Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Locust Avenue			Westbound Dead End			Northbound Locust Avenue			Eastbound Lowell Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

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

City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	41	31	82	2	22	13	37	6	36	0	42	26	9	4	39	200
07:15 AM	5	50	43	98	3	34	13	50	14	23	2	39	26	12	3	41	228
07:30 AM	17	59	41	117	11	23	28	62	20	32	3	55	29	19	15	63	297
07:45 AM	26	66	41	133	4	34	18	56	9	47	2	58	24	16	10	50	297
Total	58	216	156	430	20	113	72	205	49	138	7	194	105	56	32	193	1022
08:00 AM	19	66	31	116	7	35	24	66	18	32	0	50	27	19	12	58	290
08:15 AM	7	47	35	89	2	21	13	36	10	27	2	39	43	20	8	71	235
08:30 AM	11	44	50	105	2	17	16	35	7	22	2	31	37	24	14	75	246
08:45 AM	12	43	39	94	3	29	13	45	15	22	2	39	26	16	8	50	228
Total	49	200	155	404	14	102	66	182	50	103	6	159	133	79	42	254	999
Grand Total	107	416	311	834	34	215	138	387	99	241	13	353	238	135	74	447	2021
Apprch %	12.8	49.9	37.3		8.8	55.6	35.7		28	68.3	3.7		53.2	30.2	16.6		
Total %	5.3	20.6	15.4	41.3	1.7	10.6	6.8	19.1	4.9	11.9	0.6	17.5	11.8	6.7	3.7	22.1	
Passenger Vehicles	85	364	247	696	28	203	114	345	82	219	13	314	182	128	60	370	1725
% Passenger Vehicles	79.4	87.5	79.4	83.5	82.4	94.4	82.6	89.1	82.8	90.9	100	89	76.5	94.8	81.1	82.8	85.4
Large 2 Axle Vehicles	3	11	15	29	2	7	8	17	2	11	0	13	5	2	7	14	73
% Large 2 Axle Vehicles	2.8	2.6	4.8	3.5	5.9	3.3	5.8	4.4	2	4.6	0	3.7	2.1	1.5	9.5	3.1	3.6
3 Axle Vehicles	2	3	5	10	3	1	1	5	6	3	0	9	2	2	0	4	28
% 3 Axle Vehicles	1.9	0.7	1.6	1.2	8.8	0.5	0.7	1.3	6.1	1.2	0	2.5	0.8	1.5	0	0.9	1.4
4+ Axle Trucks	17	38	44	99	1	4	15	20	9	8	0	17	49	3	7	59	195
% 4+ Axle Trucks	15.9	9.1	14.1	11.9	2.9	1.9	10.9	5.2	9.1	3.3	0	4.8	20.6	2.2	9.5	13.2	9.6

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	17	59	**41**	117	**11**	23	**28**	62	**20**	32	**3**	55	29	19	**15**	63	**297**
07:45 AM	**26**	**66**	41	**133**	4	34	18	56	9	**47**	2	**58**	24	16	10	50	297
08:00 AM	19	66	31	116	7	**35**	24	**66**	18	32	0	50	27	19	12	58	290
08:15 AM	7	47	35	89	2	21	13	36	10	27	2	39	**43**	**20**	8	**71**	235
Total Volume	69	238	148	455	24	113	83	220	57	138	7	202	123	74	45	242	1119
% App. Total	15.2	52.3	32.5		10.9	51.4	37.7		28.2	68.3	3.5		50.8	30.6	18.6		
PHF	.663	.902	.902	.855	.545	.807	.741	.833	.713	.734	.583	.871	.715	.925	.750	.852	.942

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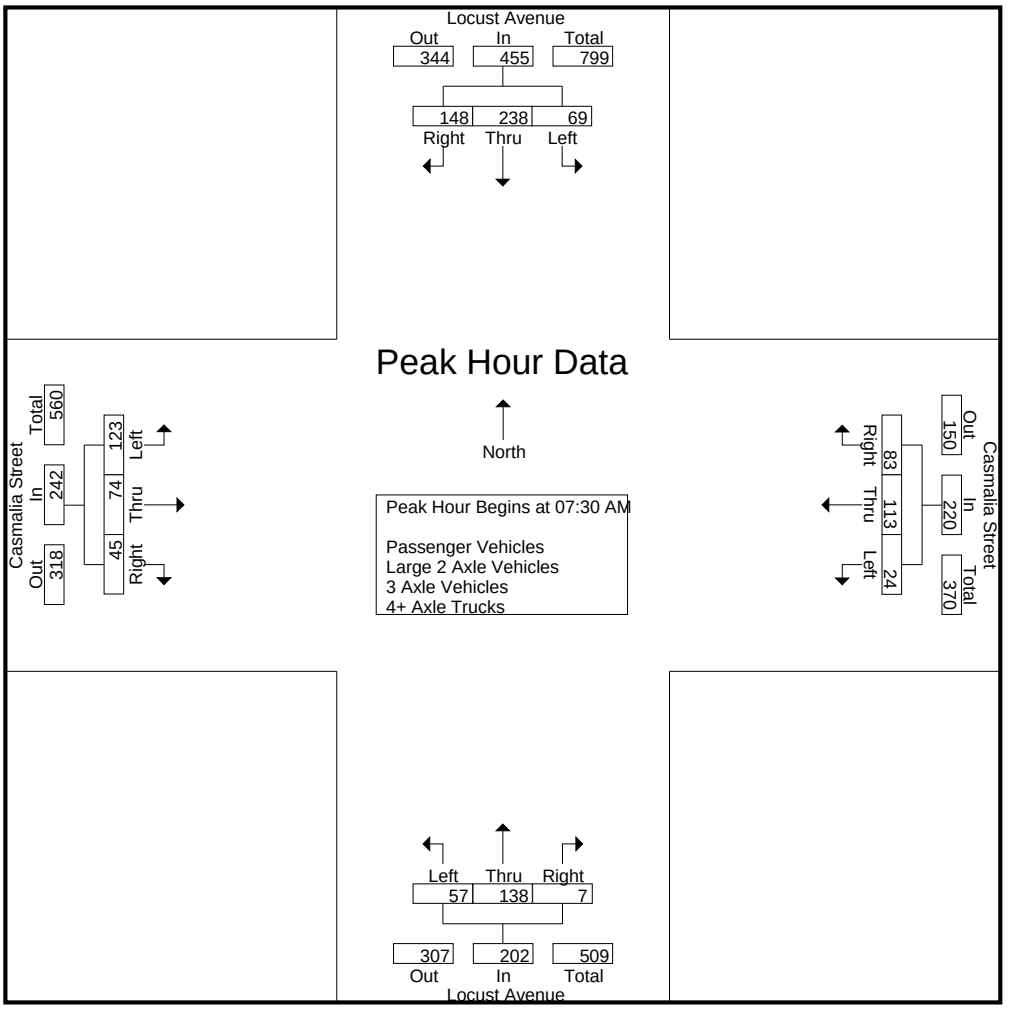
City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:45 AM			
+0 mins.	5	50	**43**	98	3	34	13	50	14	23	2	39	24	16	10	50
+15 mins.	17	59	41	117	**11**	23	**28**	62	**20**	32	**3**	55	27	19	12	58
+30 mins.	**26**	**66**	41	**133**	4	34	18	56	9	**47**	2	**58**	**43**	20	8	71
+45 mins.	19	66	31	116	7	**35**	24	**66**	18	32	0	50	37	**24**	**14**	**75**
Total Volume	67	241	156	464	25	126	83	234	61	134	7	202	131	79	44	254
% App. Total	14.4	51.9	33.6		10.7	53.8	35.5		30.2	66.3	3.5		51.6	31.1	17.3	
PHF	.644	.913	.907	.872	.568	.900	.741	.886	.763	.713	.583	.871	.762	.823	.786	.847

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	32	24	62	1	19	11	31	6	30	0	36	21	8	4	33	162
07:15 AM	3	41	35	79	3	32	11	46	11	21	2	34	22	12	2	36	195
07:30 AM	15	54	33	102	10	23	26	59	19	30	3	52	23	18	12	53	266
07:45 AM	22	60	32	114	4	32	15	51	8	43	2	53	20	15	9	44	262
Total	46	187	124	357	18	106	63	187	44	124	7	175	86	53	27	166	885
08:00 AM	16	62	26	104	5	35	18	58	15	31	0	46	22	17	10	49	257
08:15 AM	6	43	27	76	1	19	9	29	7	26	2	35	28	19	8	55	195
08:30 AM	6	39	42	87	2	15	13	30	4	20	2	26	28	24	11	63	206
08:45 AM	11	33	28	72	2	28	11	41	12	18	2	32	18	15	4	37	182
Total	39	177	123	339	10	97	51	158	38	95	6	139	96	75	33	204	840
Grand Total	85	364	247	696	28	203	114	345	82	219	13	314	182	128	60	370	1725
Apprch %	12.2	52.3	35.5		8.1	58.8	33		26.1	69.7	4.1		49.2	34.6	16.2		
Total %	4.9	21.1	14.3	40.3	1.6	11.8	6.6	20	4.8	12.7	0.8	18.2	10.6	7.4	3.5	21.4	

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	15	54	**33**	102	**10**	23	**26**	**59**	**19**	30	**3**	52	23	18	**12**	53	**266**
07:45 AM	**22**	60	32	**114**	4	32	15	51	8	**43**	2	**53**	20	15	9	44	262
08:00 AM	16	**62**	26	104	5	**35**	18	58	15	31	0	46	22	17	10	49	257
08:15 AM	6	43	27	76	1	19	9	29	7	26	2	35	**28**	**19**	8	**55**	195
Total Volume	59	219	118	396	20	109	68	197	49	130	7	186	93	69	39	201	980
% App. Total	14.9	55.3	29.8		10.2	55.3	34.5		26.3	69.9	3.8		46.3	34.3	19.4		
PHF	.670	.883	.894	.868	.500	.779	.654	.835	.645	.756	.583	.877	.830	.908	.813	.914	.921

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
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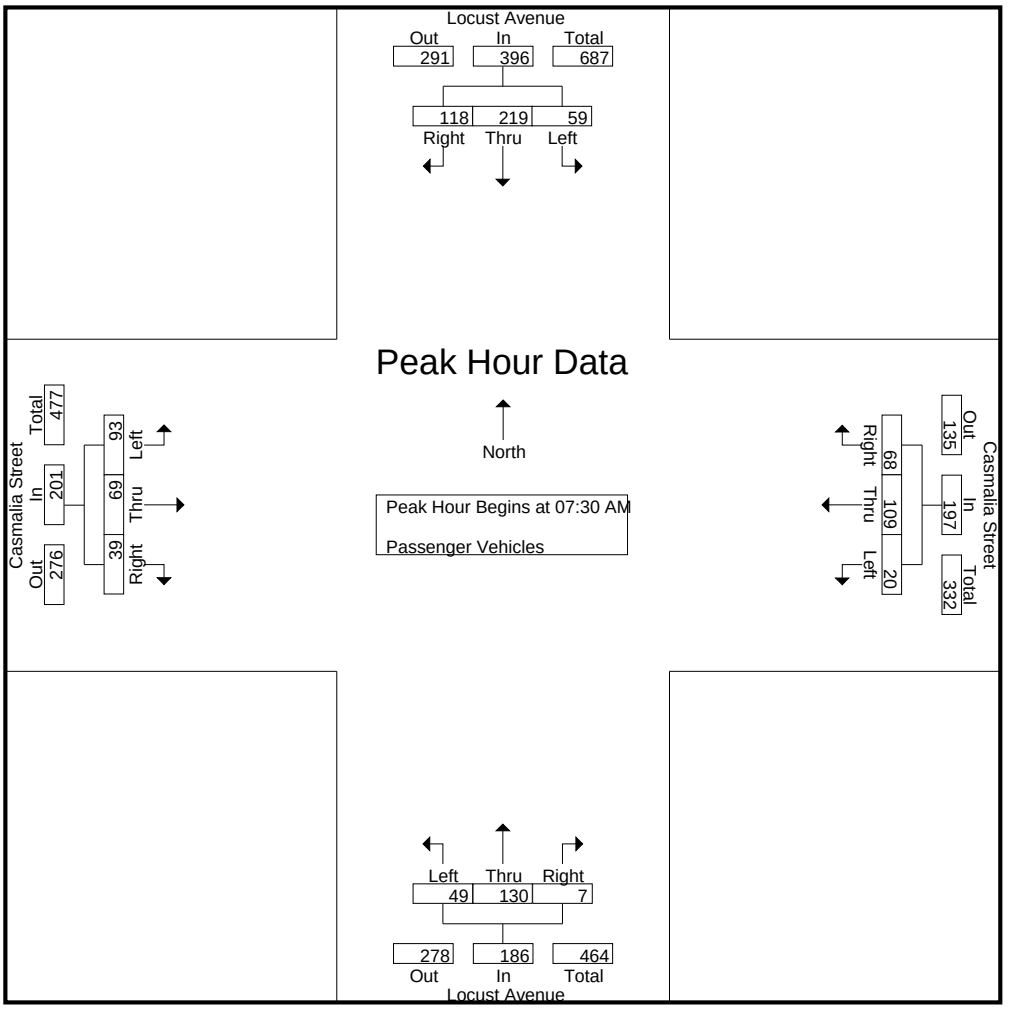
File Name : 03_RLT_Loc_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	15	54	**33**	102	**10**	23	**26**	**59**	**19**	30	**3**	52	23	18	**12**	53
+15 mins.	**22**	60	32	**114**	4	32	15	51	8	**43**	2	**53**	20	15	9	44
+30 mins.	16	**62**	26	104	5	**35**	18	58	15	31	0	46	22	17	10	49
+45 mins.	6	43	27	76	1	19	9	29	7	26	2	35	**28**	**19**	8	**55**
Total Volume	59	219	118	396	20	109	68	197	49	130	7	186	93	69	39	201
% App. Total	14.9	55.3	29.8		10.2	55.3	34.5		26.3	69.9	3.8		46.3	34.3	19.4	
PHF	.670	.883	.894	.868	.500	.779	.654	.835	.645	.756	.583	.877	.830	.908	.813	.914

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	2	3	0	2	0	2	0	4	0	4	0	0	0	0	9
07:15 AM	1	4	2	7	0	2	2	4	0	2	0	2	1	0	0	1	14
07:30 AM	0	0	1	1	1	0	1	2	0	1	0	1	1	0	1	2	6
07:45 AM	0	1	1	2	0	1	2	3	0	2	0	2	0	1	1	2	9
Total	2	5	6	13	1	5	5	11	0	9	0	9	2	1	2	5	38
08:00 AM	0	1	2	3	0	0	1	1	0	0	0	0	0	1	1	2	6
08:15 AM	0	0	1	1	1	1	0	2	1	1	0	2	2	0	0	2	7
08:30 AM	0	1	3	4	0	1	1	2	0	0	0	0	1	0	2	3	9
08:45 AM	1	4	3	8	0	0	1	1	1	1	0	2	0	0	2	2	13
Total	1	6	9	16	1	2	3	6	2	2	0	4	3	1	5	9	35
Grand Total	3	11	15	29	2	7	8	17	2	11	0	13	5	2	7	14	73
Apprch %	10.3	37.9	51.7		11.8	41.2	47.1		15.4	84.6	0		35.7	14.3	50		
Total %	4.1	15.1	20.5	39.7	2.7	9.6	11	23.3	2.7	15.1	0	17.8	6.8	2.7	9.6	19.2	

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	1	1	**1**	0	1	2	0	1	0	1	1	0	**1**	**2**	6
07:45 AM	0	**1**	1	2	0	**1**	**2**	**3**	0	**2**	0	**2**	0	**1**	1	2	**9**
08:00 AM	0	1	**2**	**3**	0	0	1	1	0	0	0	0	0	1	1	2	6
08:15 AM	0	0	1	1	1	1	0	2	**1**	1	0	2	**2**	0	0	2	7
Total Volume	0	2	5	7	2	2	4	8	1	4	0	5	3	2	3	8	28
% App. Total	0	28.6	71.4		25	25	50		20	80	0		37.5	25	37.5		
PHF	.000	.500	.625	.583	.500	.500	.500	.667	.250	.500	.000	.625	.375	.500	.750	1.00	.778

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City of Rialto
N/S: Locust Avenue
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File Name : 03_RLT_Loc_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024
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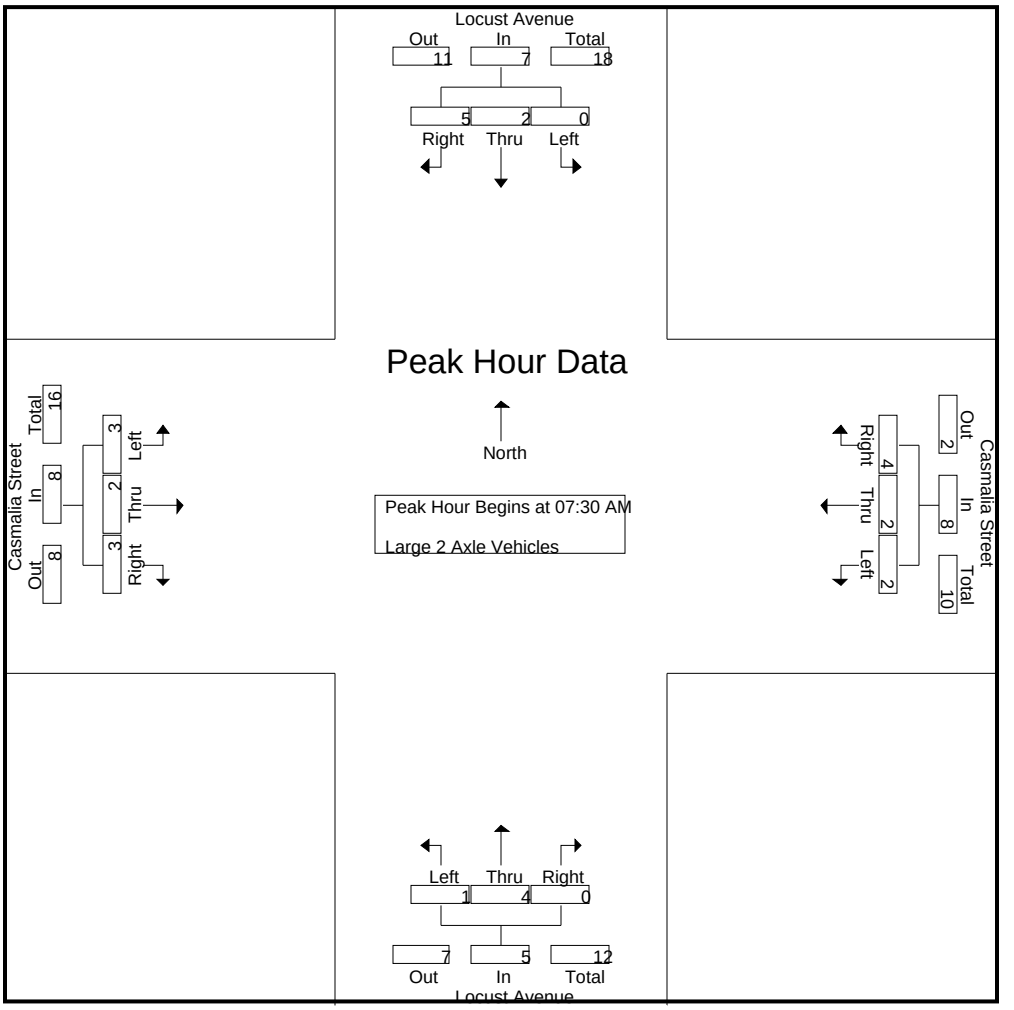

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	1	1	**1**	0	1	2	0	1	0	1	1	0	**1**	**2**
+15 mins.	0	**1**	1	2	0	**1**	**2**	**3**	0	**2**	0	**2**	0	**1**	1	2
+30 mins.	0	1	**2**	**3**	0	0	1	1	0	0	0	0	0	1	1	2
+45 mins.	0	0	1	1	1	1	0	2	**1**	1	0	2	**2**	0	0	2
Total Volume	0	2	5	7	2	2	4	8	1	4	0	5	3	2	3	8
% App. Total	0	28.6	71.4		25	25	50		20	80	0		37.5	25	37.5	
PHF	.000	.500	.625	.583	.500	.500	.500	.667	.250	.500	.000	.625	.375	.500	.750	1.000

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

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Groups Printed- 3 Axle Vehicles

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	2	5	0	0	0	0	0	1	0	1	0	1	0	1	7
07:15 AM	0	0	1	1	0	0	0	0	1	0	0	1	0	0	0	0	2
07:30 AM	0	0	2	2	0	0	0	0	1	1	0	2	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	5	8	0	0	0	0	2	2	0	4	0	1	0	1	13
08:00 AM	0	0	0	0	2	0	0	2	2	0	0	2	0	0	0	0	4
08:15 AM	1	0	0	1	0	0	1	1	1	0	0	1	1	1	0	2	5
08:30 AM	1	0	0	1	0	1	0	1	1	1	0	2	1	0	0	1	5
08:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	3	1	1	5	4	1	0	5	2	1	0	3	15
Grand Total	2	3	5	10	3	1	1	5	6	3	0	9	2	2	0	4	28
Apprch %	20	30	50		60	20	20		66.7	33.3	0		50	50	0		
Total %	7.1	10.7	17.9	35.7	10.7	3.6	3.6	17.9	21.4	10.7	0	32.1	7.1	7.1	0	14.3	

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	**2**	**2**	0	0	0	0	1	**1**	0	**2**	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	**2**	0	0	**2**	**2**	0	0	2	0	0	0	0	4
08:15 AM	**1**	0	0	1	0	0	**1**	1	1	0	0	1	**1**	**1**	0	**2**	**5**
Total Volume	1	0	2	3	2	0	1	3	4	1	0	5	1	1	0	2	13
% App. Total	33.3	0	66.7		66.7	0	33.3		80	20	0		50	50	0		
PHF	.250	.000	.250	.375	.250	.000	.250	.375	.500	.250	.000	.625	.250	.250	.000	.250	.650

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City of Rialto
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Weather: Clear

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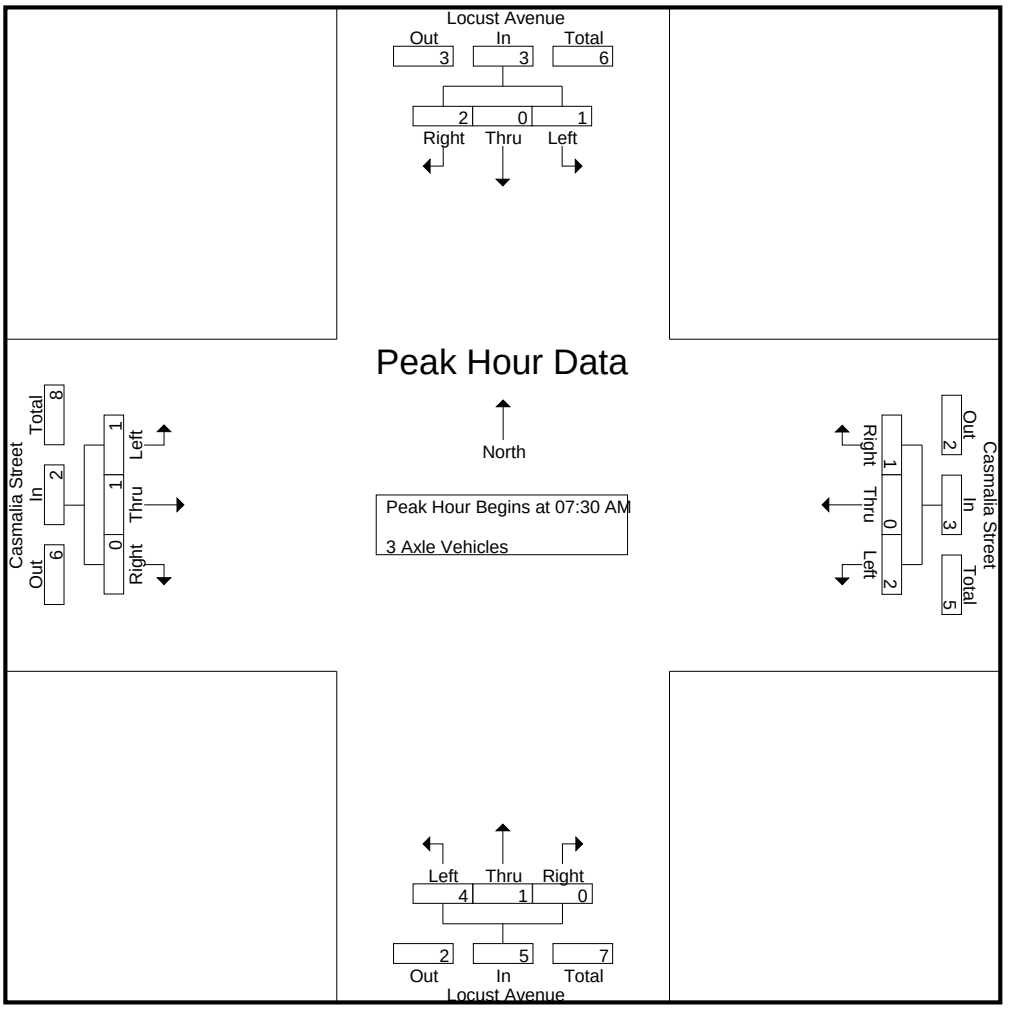

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	**2**	**2**	0	0	0	0	1	**1**	0	**2**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	**2**	0	0	**2**	**2**	0	0	2	0	0	0	0
+45 mins.	**1**	0	0	1	0	0	**1**	1	1	0	0	1	**1**	**1**	0	**2**
Total Volume	1	0	2	3	2	0	1	3	4	1	0	5	1	1	0	2
% App. Total	33.3	0	66.7		66.7	0	33.3		80	20	0		50	50	0	
PHF	.250	.000	.250	.375	.250	.000	.250	.375	.500	.250	.000	.625	.250	.250	.000	.250

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City of Rialto
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Groups Printed- 4+ Axle Trucks

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	6	3	12	1	1	2	4	0	1	0	1	5	0	0	5	22
07:15 AM	1	5	5	11	0	0	0	0	2	0	0	2	3	0	1	4	17
07:30 AM	2	5	5	12	0	0	1	1	0	0	0	0	5	1	2	8	21
07:45 AM	4	5	8	17	0	1	1	2	1	2	0	3	4	0	0	4	26
Total	10	21	21	52	1	2	4	7	3	3	0	6	17	1	3	21	86
08:00 AM	3	3	3	9	0	0	5	5	1	1	0	2	5	1	1	7	23
08:15 AM	0	4	7	11	0	1	3	4	1	0	0	1	12	0	0	12	28
08:30 AM	4	4	5	13	0	0	2	2	2	1	0	3	7	0	1	8	26
08:45 AM	0	6	8	14	0	1	1	2	2	3	0	5	8	1	2	11	32
Total	7	17	23	47	0	2	11	13	6	5	0	11	32	2	4	38	109
Grand Total	17	38	44	99	1	4	15	20	9	8	0	17	49	3	7	59	195
Apprch %	17.2	38.4	44.4		5	20	75		52.9	47.1	0		83.1	5.1	11.9		
Total %	8.7	19.5	22.6	50.8	0.5	2.1	7.7	10.3	4.6	4.1	0	8.7	25.1	1.5	3.6	30.3	

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	**5**	5	12	0	0	1	1	0	0	0	0	5	**1**	**2**	8	21
07:45 AM	**4**	5	**8**	**17**	0	**1**	1	2	**1**	**2**	0	**3**	4	0	0	4	26
08:00 AM	3	3	3	9	0	0	**5**	**5**	1	1	0	2	5	1	1	7	23
08:15 AM	0	4	7	11	0	1	3	4	1	0	0	1	**12**	0	0	**12**	**28**
Total Volume	9	17	23	49	0	2	10	12	3	3	0	6	26	2	3	31	98
% App. Total	18.4	34.7	46.9		0	16.7	83.3		50	50	0		83.9	6.5	9.7		
PHF	.563	.850	.719	.721	.000	.500	.500	.600	.750	.375	.000	.500	.542	.500	.375	.646	.875

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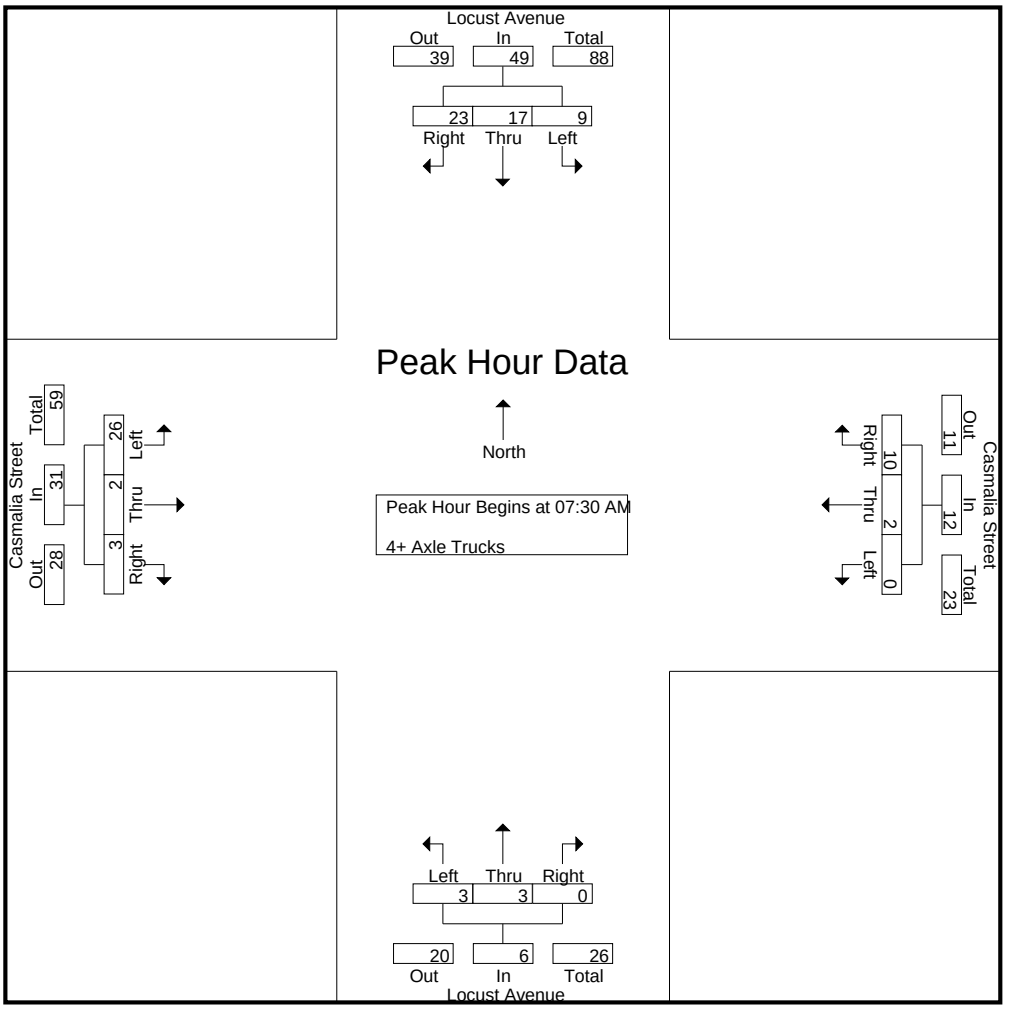

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	2	**5**	5	12	0	0	1	1	0	0	0	0	5	**1**	**2**	8
+15 mins.	**4**	5	**8**	**17**	0	**1**	1	2	**1**	**2**	0	**3**	4	0	0	4
+30 mins.	3	3	3	9	0	0	**5**	**5**	1	1	0	2	5	1	1	7
+45 mins.	0	4	7	11	0	1	3	4	1	0	0	1	**12**	0	0	**12**
Total Volume	9	17	23	49	0	2	10	12	3	3	0	6	26	2	3	31
% App. Total	18.4	34.7	46.9		0	16.7	83.3		50	50	0		83.9	6.5	9.7	
PHF	.563	.850	.719	.721	.000	.500	.500	.600	.750	.375	.000	.500	.542	.500	.375	.646

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City of Rialto
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	18	37	54	109	4	31	30	65	25	69	9	103	30	55	21	106	383
04:15 PM	26	43	22	91	4	33	21	58	14	57	2	73	35	54	22	111	333
04:30 PM	56	107	78	241	3	38	13	54	10	56	3	69	22	66	19	107	471
04:45 PM	26	64	46	136	1	43	15	59	12	36	9	57	33	50	12	95	347
Total	126	251	200	577	12	145	79	236	61	218	23	302	120	225	74	419	1534
05:00 PM	19	46	51	116	5	38	13	56	18	30	4	52	38	50	15	103	327
05:15 PM	14	32	27	73	4	28	5	37	9	45	6	60	33	46	17	96	266
05:30 PM	24	36	32	92	3	35	16	54	22	30	3	55	30	50	18	98	299
05:45 PM	6	35	39	80	3	49	10	62	13	29	2	44	25	40	13	78	264
Total	63	149	149	361	15	150	44	209	62	134	15	211	126	186	63	375	1156
Grand Total	189	400	349	938	27	295	123	445	123	352	38	513	246	411	137	794	2690
Apprch %	20.1	42.6	37.2		6.1	66.3	27.6		24	68.6	7.4		31	51.8	17.3		
Total %	7	14.9	13	34.9	1	11	4.6	16.5	4.6	13.1	1.4	19.1	9.1	15.3	5.1	29.5	
Passenger Vehicles	185	378	322	885	19	288	115	422	110	327	30	467	209	403	129	741	2515
% Passenger Vehicles	97.9	94.5	92.3	94.3	70.4	97.6	93.5	94.8	89.4	92.9	78.9	91	85	98.1	94.2	93.3	93.5
Large 2 Axle Vehicles	3	6	6	15	0	3	2	5	3	4	1	8	7	1	2	10	38
% Large 2 Axle Vehicles	1.6	1.5	1.7	1.6	0	1	1.6	1.1	2.4	1.1	2.6	1.6	2.8	0.2	1.5	1.3	1.4
3 Axle Vehicles	0	3	4	7	4	1	1	6	6	4	3	13	2	4	3	9	35
% 3 Axle Vehicles	0	0.8	1.1	0.7	14.8	0.3	0.8	1.3	4.9	1.1	7.9	2.5	0.8	1	2.2	1.1	1.3
4+ Axle Trucks	1	13	17	31	4	3	5	12	4	17	4	25	28	3	3	34	102
% 4+ Axle Trucks	0.5	3.2	4.9	3.3	14.8	1	4.1	2.7	3.3	4.8	10.5	4.9	11.4	0.7	2.2	4.3	3.8

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	18	37	54	109	**4**	31	**30**	**65**	**25**	**69**	**9**	**103**	30	55	21	106	383
04:15 PM	26	43	22	91	4	33	21	58	14	57	2	73	**35**	54	**22**	**111**	333
04:30 PM	**56**	**107**	**78**	**241**	3	38	13	54	10	56	3	69	22	**66**	19	107	**471**
04:45 PM	26	64	46	136	1	**43**	15	59	12	36	9	57	33	50	12	95	347
Total Volume	126	251	200	577	12	145	79	236	61	218	23	302	120	225	74	419	1534
% App. Total	21.8	43.5	34.7		5.1	61.4	33.5		20.2	72.2	7.6		28.6	53.7	17.7		
PHF	.563	.586	.641	.599	.750	.843	.658	.908	.610	.790	.639	.733	.857	.852	.841	.944	.814

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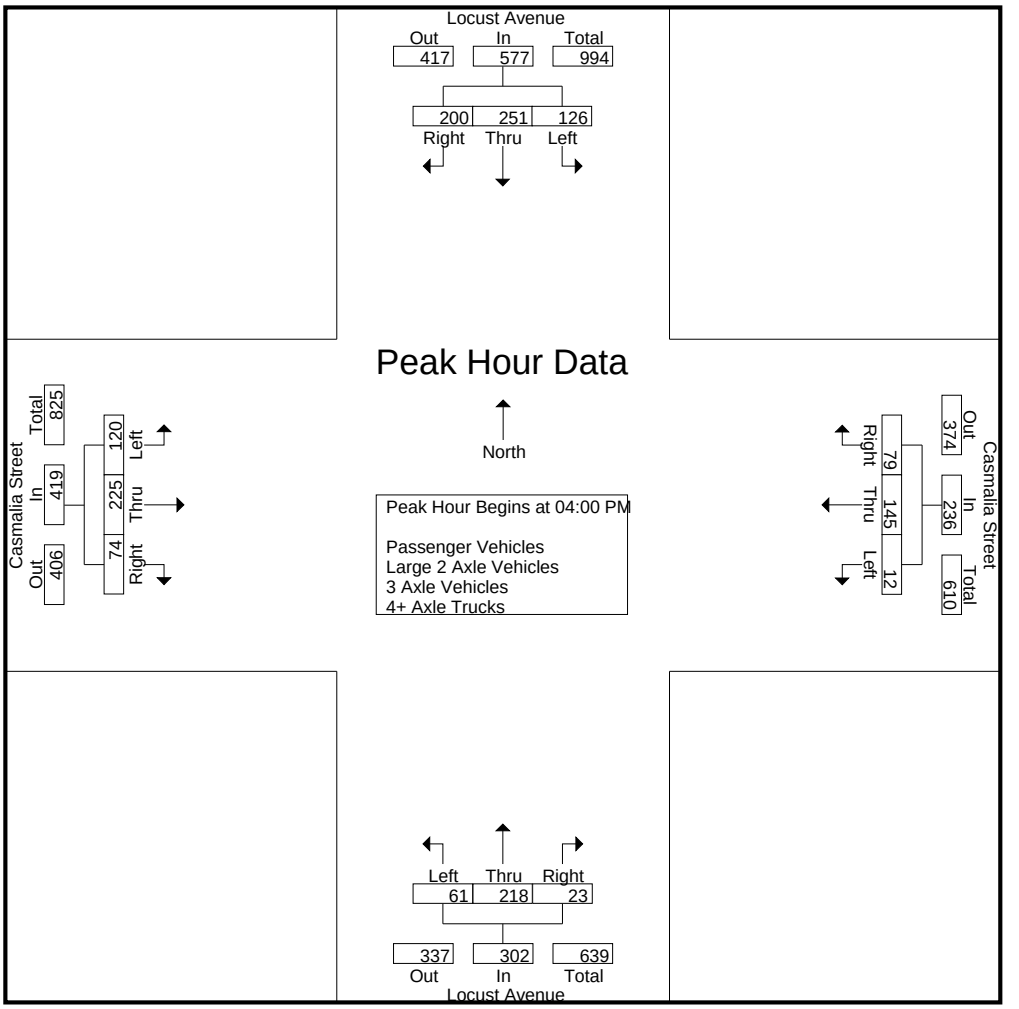

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	26	43	22	91	**4**	31	**30**	**65**	**25**	**69**	**9**	**103**	30	55	21	106
+15 mins.	**56**	**107**	**78**	**241**	4	33	21	58	14	57	2	73	**35**	54	**22**	**111**
+30 mins.	26	64	46	136	3	38	13	54	10	56	3	69	22	**66**	19	107
+45 mins.	19	46	51	116	1	**43**	15	59	12	36	9	57	33	50	12	95
Total Volume	127	260	197	584	12	145	79	236	61	218	23	302	120	225	74	419
% App. Total	21.7	44.5	33.7		5.1	61.4	33.5		20.2	72.2	7.6		28.6	53.7	17.7	
PHF	.567	.607	.631	.606	.750	.843	.658	.908	.610	.790	.639	.733	.857	.852	.841	.944

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Groups Printed- Passenger Vehicles

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	17	33	48	98	0	30	27	57	21	63	7	91	25	52	18	95	341
04:15 PM	25	39	21	85	2	32	20	54	12	55	2	69	27	52	21	100	308
04:30 PM	56	101	76	233	2	37	13	52	10	51	2	63	21	66	18	105	453
04:45 PM	26	64	40	130	1	41	14	56	12	33	7	52	27	49	11	87	325
Total	124	237	185	546	5	140	74	219	55	202	18	275	100	219	68	387	1427
05:00 PM	17	43	45	105	4	37	12	53	16	29	3	48	35	49	15	99	305
05:15 PM	14	28	26	68	4	27	5	36	7	43	4	54	28	45	16	89	247
05:30 PM	24	35	30	89	3	35	15	53	21	26	3	50	26	50	17	93	285
05:45 PM	6	35	36	77	3	49	9	61	11	27	2	40	20	40	13	73	251
Total	61	141	137	339	14	148	41	203	55	125	12	192	109	184	61	354	1088
Grand Total	185	378	322	885	19	288	115	422	110	327	30	467	209	403	129	741	2515
Apprch %	20.9	42.7	36.4		4.5	68.2	27.3		23.6	70	6.4		28.2	54.4	17.4		
Total %	7.4	15	12.8	35.2	0.8	11.5	4.6	16.8	4.4	13	1.2	18.6	8.3	16	5.1	29.5	

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	17	33	48	98	0	30	**27**	**57**	**21**	**63**	**7**	**91**	25	52	18	95	341
04:15 PM	25	39	21	85	**2**	32	20	54	12	55	2	69	**27**	52	**21**	100	308
04:30 PM	**56**	**101**	**76**	**233**	2	37	13	52	10	51	2	63	21	**66**	18	**105**	**453**
04:45 PM	26	64	40	130	1	**41**	14	56	12	33	7	52	27	49	11	87	325
Total Volume	124	237	185	546	5	140	74	219	55	202	18	275	100	219	68	387	1427
% App. Total	22.7	43.4	33.9		2.3	63.9	33.8		20	73.5	6.5		25.8	56.6	17.6		
PHF	.554	.587	.609	.586	.625	.854	.685	.961	.655	.802	.643	.755	.926	.830	.810	.921	.788

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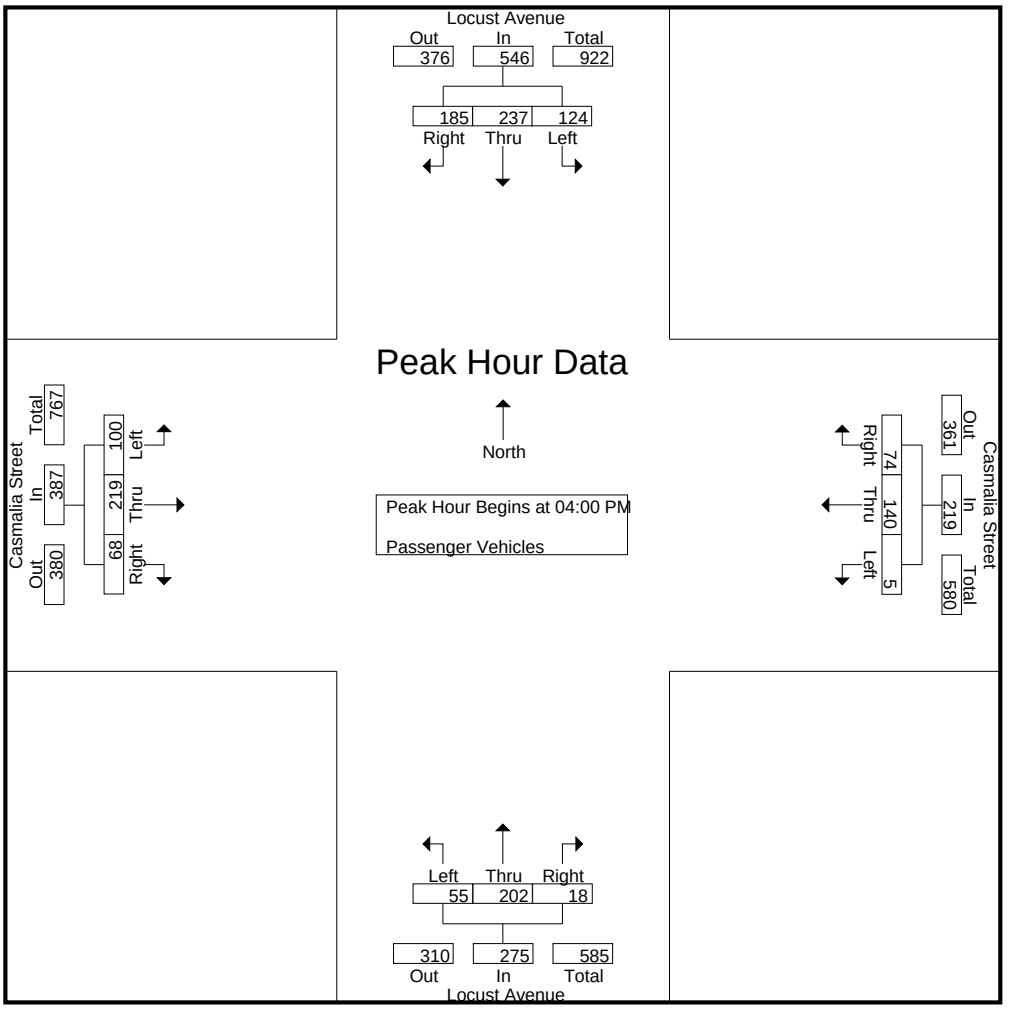

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	17	33	48	98	0	30	**27**	**57**	**21**	**63**	**7**	**91**	25	52	18	95
+15 mins.	25	39	21	85	**2**	32	20	54	12	55	2	69	**27**	52	**21**	100
+30 mins.	**56**	**101**	**76**	**233**	2	37	13	52	10	51	2	63	21	**66**	18	**105**
+45 mins.	26	64	40	130	1	**41**	14	56	12	33	7	52	27	49	11	87
Total Volume	124	237	185	546	5	140	74	219	55	202	18	275	100	219	68	387
% App. Total	22.7	43.4	33.9		2.3	63.9	33.8		20	73.5	6.5		25.8	56.6	17.6	
PHF	.554	.587	.609	.586	.625	.854	.685	.961	.655	.802	.643	.755	.926	.830	.810	.921

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Groups Printed- Large 2 Axle Vehicles

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	1	1	3	0	0	1	1	1	2	0	3	0	0	1	1	8
04:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	3	1	0	4	6
04:30 PM	0	3	0	3	0	1	0	1	0	2	0	2	0	0	1	1	7
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	1	0	0	1	3
Total	1	6	1	8	0	3	1	4	1	4	0	5	4	1	2	7	24
05:00 PM	2	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	6
05:15 PM	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
05:30 PM	0	0	1	1	0	0	0	0	1	0	0	1	1	0	0	1	3
05:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	2	3
Total	2	0	5	7	0	0	1	1	2	0	1	3	3	0	0	3	14
Grand Total	3	6	6	15	0	3	2	5	3	4	1	8	7	1	2	10	38
Apprch %	20	40	40		0	60	40		37.5	50	12.5		70	10	20		
Total %	7.9	15.8	15.8	39.5	0	7.9	5.3	13.2	7.9	10.5	2.6	21.1	18.4	2.6	5.3	26.3	

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**1**	1	**1**	**3**	0	0	**1**	1	**1**	**2**	0	**3**	0	0	**1**	1	**8**
04:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	**3**	**1**	0	**4**	6
04:30 PM	0	**3**	0	3	0	1	0	1	0	2	0	2	0	0	1	1	7
04:45 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	1	0	0	1	3
Total Volume	1	6	1	8	0	3	1	4	1	4	0	5	4	1	2	7	24
% App. Total	12.5	75	12.5		0	75	25		20	80	0		57.1	14.3	28.6		
PHF	.250	.500	.250	.667	.000	.375	.250	.500	.250	.500	.000	.417	.333	.250	.500	.438	.750

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Tue PM
Site Code : 10824406
Start Date : 5/7/2024
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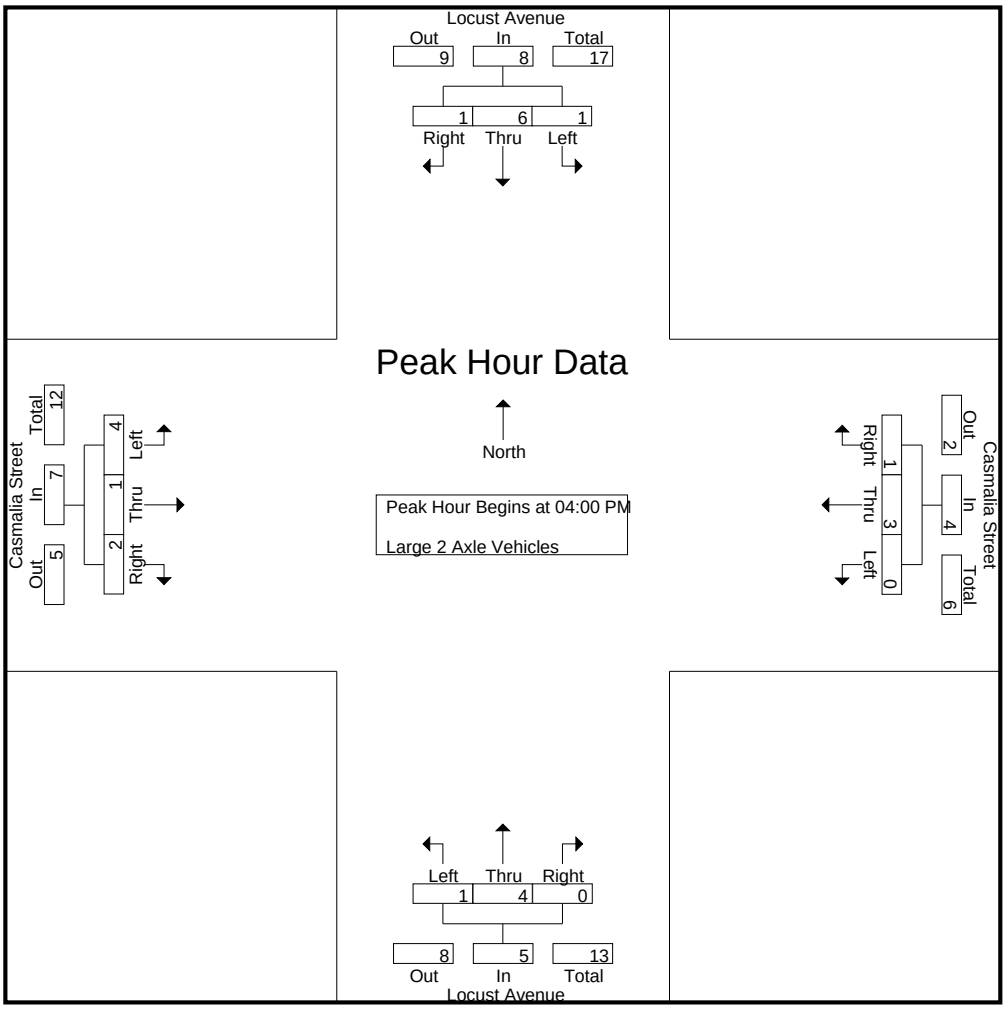

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**1**	1	**1**	**3**	0	0	**1**	1	**1**	**2**	0	**3**	0	0	**1**	1
+15 mins.	0	2	0	2	0	0	0	0	0	0	0	0	**3**	**1**	0	**4**
+30 mins.	0	**3**	0	3	0	1	0	1	0	2	0	2	0	0	1	1
+45 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	1	0	0	1
Total Volume	1	6	1	8	0	3	1	4	1	4	0	5	4	1	2	7
% App. Total	12.5	75	12.5		0	75	25		20	80	0		57.1	14.3	28.6	
PHF	.250	.500	.250	.667	.000	.375	.250	.500	.250	.500	.000	.417	.333	.250	.500	.438

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City of Rialto
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Weather: Clear

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Site Code : 10824406
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Groups Printed- 3 Axle Vehicles

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	1	3	0	0	1	1	2	0	0	2	0	1	1	2	8
04:15 PM	0	0	0	0	2	1	0	3	1	1	0	2	0	1	1	2	7
04:30 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	2
Total	0	2	1	3	3	1	1	5	3	1	2	6	1	2	2	5	19
05:00 PM	0	0	1	1	1	0	0	1	0	0	0	0	0	1	0	1	3
05:15 PM	0	1	1	2	0	0	0	0	1	0	1	2	1	1	1	3	7
05:30 PM	0	0	1	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	3
Total	0	1	3	4	1	0	0	1	3	3	1	7	1	2	1	4	16
Grand Total	0	3	4	7	4	1	1	6	6	4	3	13	2	4	3	9	35
Apprch %	0	42.9	57.1		66.7	16.7	16.7		46.2	30.8	23.1		22.2	44.4	33.3		
Total %	0	8.6	11.4	20	11.4	2.9	2.9	17.1	17.1	11.4	8.6	37.1	5.7	11.4	8.6	25.7	

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**2**	**1**	**3**	0	0	**1**	1	**2**	0	0	**2**	0	**1**	**1**	**2**	**8**
04:15 PM	0	0	0	0	**2**	**1**	0	**3**	1	**1**	0	2	0	1	1	2	7
04:30 PM	0	0	0	0	1	0	0	1	0	0	**1**	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	**1**	0	0	1	2
Total Volume	0	2	1	3	3	1	1	5	3	1	2	6	1	2	2	5	19
% App. Total	0	66.7	33.3		60	20	20		50	16.7	33.3		20	40	40		
PHF	.000	.250	.250	.250	.375	.250	.250	.417	.375	.250	.500	.750	.250	.500	.500	.625	.594

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City of Rialto
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E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Tue PM
Site Code : 10824406
Start Date : 5/7/2024
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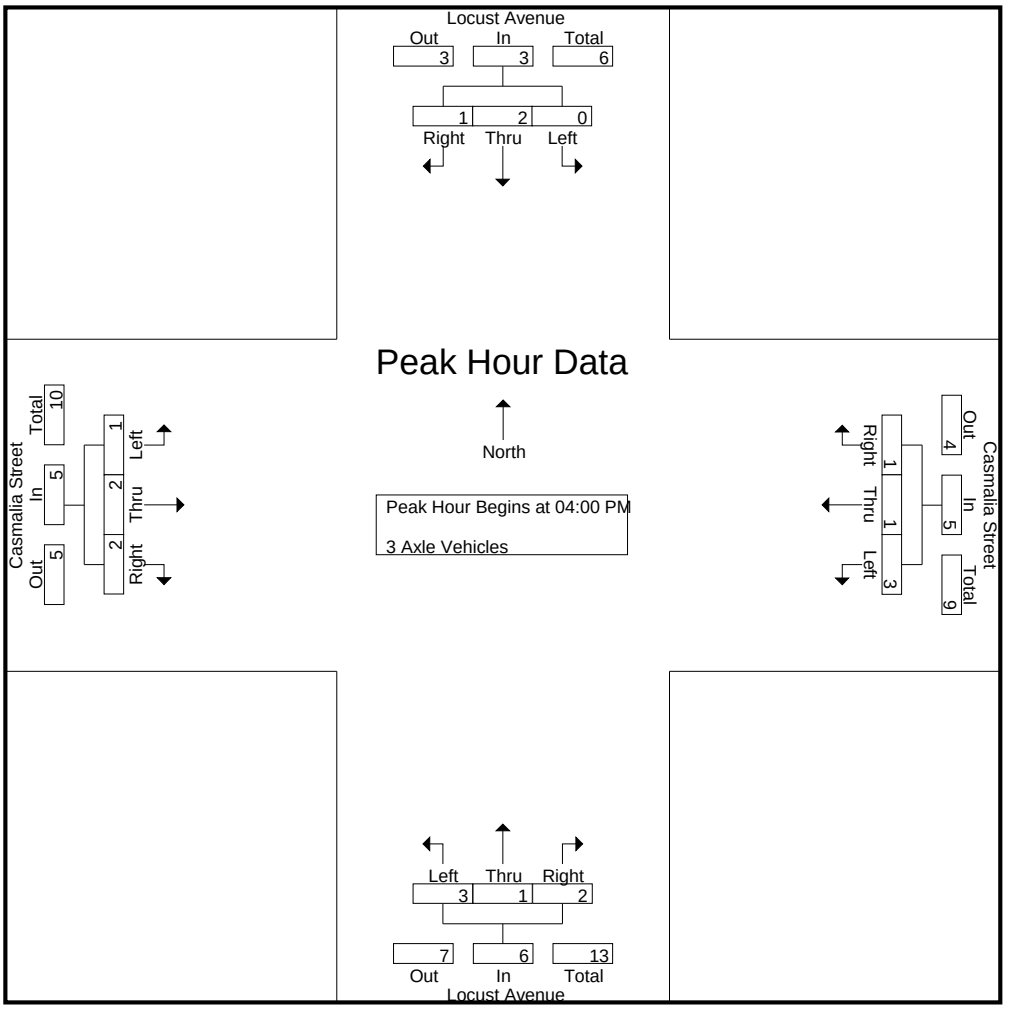

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**2**	**1**	**3**	0	0	**1**	1	**2**	0	0	**2**	0	**1**	**1**	**2**
+15 mins.	0	0	0	0	**2**	**1**	0	**3**	1	**1**	0	2	0	1	1	2
+30 mins.	0	0	0	0	1	0	0	1	0	0	**1**	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	1	**1**	0	0	1
Total Volume	0	2	1	3	3	1	1	5	3	1	2	6	1	2	2	5
% App. Total	0	66.7	33.3		60	20	20		50	16.7	33.3		20	40	40	
PHF	.000	.250	.250	.250	.375	.250	.250	.417	.375	.250	.500	.750	.250	.500	.500	.625

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City of Rialto
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File Name : 03_RLT_Loc_Cas Tue PM
Site Code : 10824406
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Groups Printed- 4+ Axle Trucks

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	4	5	4	1	1	6	1	4	2	7	5	2	1	8	26
04:15 PM	1	2	1	4	0	0	1	1	1	1	0	2	5	0	0	5	12
04:30 PM	0	3	2	5	0	0	0	0	0	3	0	3	1	0	0	1	9
04:45 PM	0	0	6	6	0	0	1	1	0	3	1	4	4	1	1	6	17
Total	1	6	13	20	4	1	3	8	2	11	3	16	15	3	2	20	64
05:00 PM	0	3	1	4	0	1	1	2	2	1	1	4	3	0	0	3	13
05:15 PM	0	3	0	3	0	1	0	1	0	2	0	2	4	0	0	4	10
05:30 PM	0	1	0	1	0	0	1	1	0	2	0	2	3	0	1	4	8
05:45 PM	0	0	3	3	0	0	0	0	0	1	0	1	3	0	0	3	7
Total	0	7	4	11	0	2	2	4	2	6	1	9	13	0	1	14	38
Grand Total	1	13	17	31	4	3	5	12	4	17	4	25	28	3	3	34	102
Apprch %	3.2	41.9	54.8		33.3	25	41.7		16	68	16		82.4	8.8	8.8		
Total %	1	12.7	16.7	30.4	3.9	2.9	4.9	11.8	3.9	16.7	3.9	24.5	27.5	2.9	2.9	33.3	

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	4	5	**4**	**1**	**1**	**6**	**1**	**4**	**2**	**7**	**5**	**2**	**1**	**8**	**26**
04:15 PM	**1**	2	1	4	0	0	1	1	1	1	0	2	5	0	0	5	12
04:30 PM	0	**3**	2	5	0	0	0	0	0	3	0	3	1	0	0	1	9
04:45 PM	0	0	**6**	**6**	0	0	1	1	0	3	1	4	4	1	1	6	17
Total Volume	1	6	13	20	4	1	3	8	2	11	3	16	15	3	2	20	64
% App. Total	5	30	65		50	12.5	37.5		12.5	68.8	18.8		75	15	10		
PHF	.250	.500	.542	.833	.250	.250	.750	.333	.500	.688	.375	.571	.750	.375	.500	.625	.615

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City of Rialto
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Weather: Clear

File Name : 03_RLT_Loc_Cas Tue PM
Site Code : 10824406
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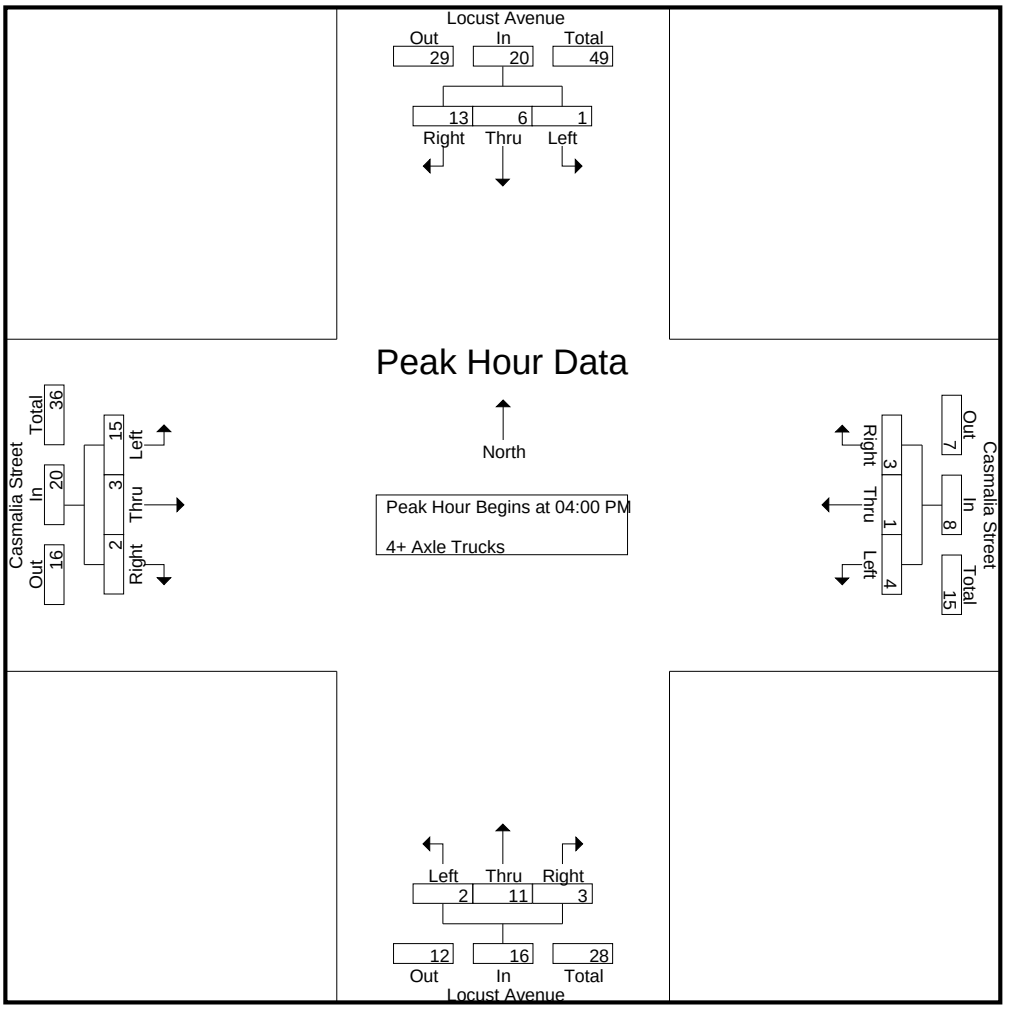

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	4	5	**4**	**1**	**1**	**6**	**1**	**4**	**2**	**7**	**5**	**2**	**1**	**8**
+15 mins.	**1**	2	1	4	0	0	1	1	1	1	0	2	5	0	0	5
+30 mins.	0	**3**	2	5	0	0	0	0	0	3	0	3	1	0	0	1
+45 mins.	0	0	**6**	**6**	0	0	1	1	0	3	1	4	4	1	1	6
Total Volume	1	6	13	20	4	1	3	8	2	11	3	16	15	3	2	20
% App. Total	5	30	65		50	12.5	37.5		12.5	68.8	18.8		75	15	10	
PHF	.250	.500	.542	.833	.250	.250	.750	.333	.500	.688	.375	.571	.750	.375	.500	.625

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Wed AM
Site Code : 10824406
Start Date : 5/8/2024
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	39	43	92	5	22	10	37	8	39	0	47	19	10	3	32	208
07:15 AM	9	42	38	89	4	28	16	48	13	22	1	36	14	8	6	28	201
07:30 AM	7	68	41	116	3	32	29	64	12	37	1	50	17	10	12	39	269
07:45 AM	19	85	35	139	6	33	27	66	14	52	4	70	30	13	11	54	329
Total	45	234	157	436	18	115	82	215	47	150	6	203	80	41	32	153	1007
08:00 AM	24	80	25	129	4	35	13	52	18	29	2	49	35	26	7	68	298
08:15 AM	9	41	35	85	7	22	15	44	18	24	3	45	32	28	9	69	243
08:30 AM	9	42	58	109	2	25	17	44	9	21	1	31	32	26	12	70	254
08:45 AM	10	35	23	68	5	30	21	56	11	17	3	31	26	19	7	52	207
Total	52	198	141	391	18	112	66	196	56	91	9	156	125	99	35	259	1002
Grand Total	97	432	298	827	36	227	148	411	103	241	15	359	205	140	67	412	2009
Apprch %	11.7	52.2	36		8.8	55.2	36		28.7	67.1	4.2		49.8	34	16.3		
Total %	4.8	21.5	14.8	41.2	1.8	11.3	7.4	20.5	5.1	12	0.7	17.9	10.2	7	3.3	20.5	
Passenger Vehicles	78	368	258	704	29	215	119	363	78	210	12	300	161	128	63	352	1719
% Passenger Vehicles	80.4	85.2	86.6	85.1	80.6	94.7	80.4	88.3	75.7	87.1	80	83.6	78.5	91.4	94	85.4	85.6
Large 2 Axle Vehicles	3	14	4	21	0	6	7	13	7	8	0	15	6	0	1	7	56
% Large 2 Axle Vehicles	3.1	3.2	1.3	2.5	0	2.6	4.7	3.2	6.8	3.3	0	4.2	2.9	0	1.5	1.7	2.8
3 Axle Vehicles	6	7	4	17	6	6	4	16	6	12	2	20	6	4	2	12	65
% 3 Axle Vehicles	6.2	1.6	1.3	2.1	16.7	2.6	2.7	3.9	5.8	5	13.3	5.6	2.9	2.9	3	2.9	3.2
4+ Axle Trucks	10	43	32	85	1	0	18	19	12	11	1	24	32	8	1	41	169
% 4+ Axle Trucks	10.3	10	10.7	10.3	2.8	0	12.2	4.6	11.7	4.6	6.7	6.7	15.6	5.7	1.5	10	8.4

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	7	68	**41**	116	3	32	**29**	64	12	37	1	50	17	10	**12**	39	269
07:45 AM	19	**85**	35	**139**	6	33	27	**66**	14	**52**	**4**	**70**	30	13	11	54	**329**
08:00 AM	**24**	80	25	129	4	**35**	13	52	**18**	29	2	49	**35**	26	7	68	298
08:15 AM	9	41	35	85	**7**	22	15	44	18	24	3	45	32	**28**	9	**69**	243
Total Volume	59	274	136	469	20	122	84	226	62	142	10	214	114	77	39	230	1139
% App. Total	12.6	58.4	29		8.8	54	37.2		29	66.4	4.7		49.6	33.5	17		
PHF	.615	.806	.829	.844	.714	.871	.724	.856	.861	.683	.625	.764	.814	.688	.813	.833	.866

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City of Rialto
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E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Wed AM
Site Code : 10824406
Start Date : 5/8/2024
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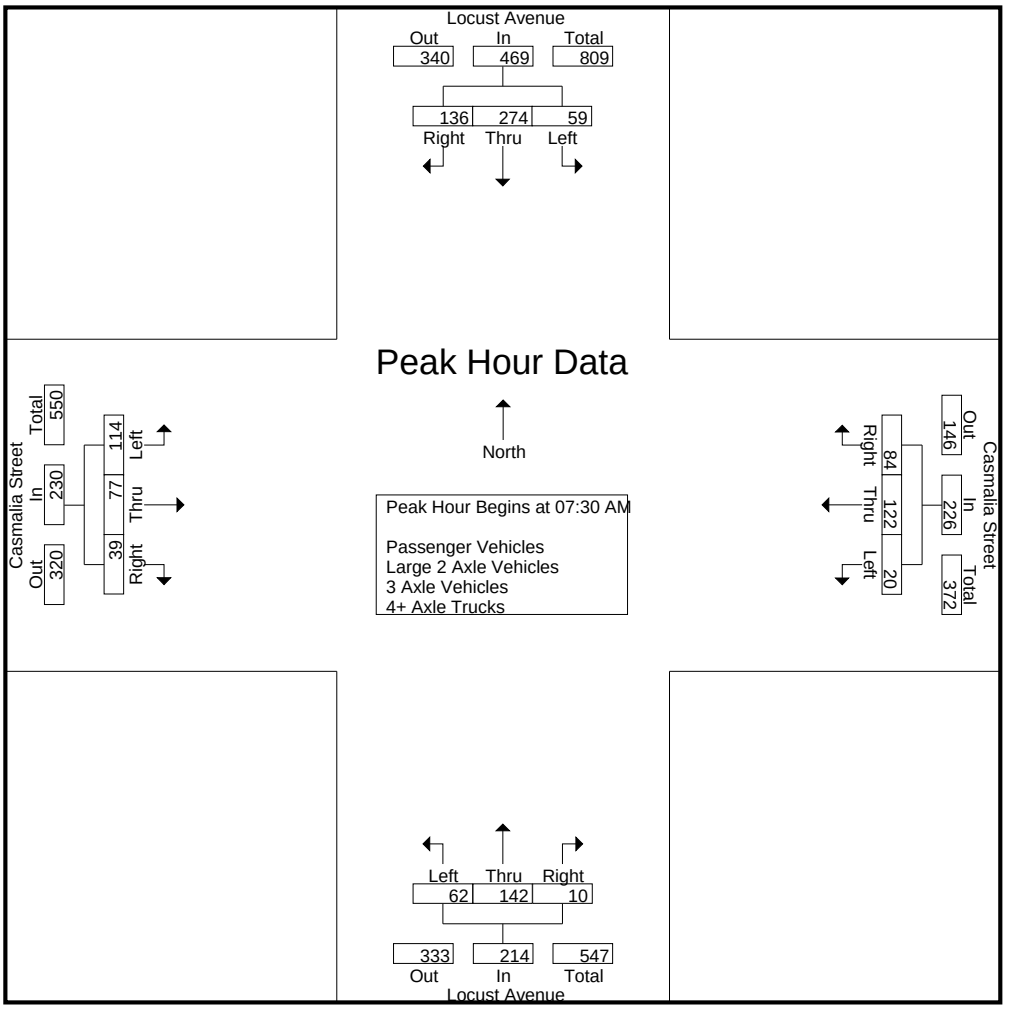

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				07:45 AM			
+0 mins.	9	42	38	89	4	28	16	48	12	37	1	50	30	13	11	54
+15 mins.	7	68	**41**	116	3	32	**29**	64	14	**52**	**4**	**70**	**35**	26	7	68
+30 mins.	19	**85**	35	**139**	**6**	33	27	**66**	**18**	29	2	49	32	**28**	9	69
+45 mins.	**24**	80	25	129	4	**35**	13	52	18	24	3	45	32	26	**12**	**70**
Total Volume	59	275	139	473	17	128	85	230	62	142	10	214	129	93	39	261
% App. Total	12.5	58.1	29.4		7.4	55.7	37		29	66.4	4.7		49.4	35.6	14.9	
PHF	.615	.809	.848	.851	.708	.914	.733	.871	.861	.683	.625	.764	.921	.830	.813	.932

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Wed AM
Site Code : 10824406
Start Date : 5/8/2024
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Groups Printed- Passenger Vehicles

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	33	40	80	4	20	9	33	6	32	0	38	16	8	3	27	178
07:15 AM	7	32	34	73	3	28	13	44	12	21	1	34	11	7	6	24	175
07:30 AM	7	60	33	100	3	28	23	54	10	31	1	42	13	9	12	34	230
07:45 AM	18	78	27	123	5	31	22	58	10	46	4	60	24	11	9	44	285
Total	39	203	134	376	15	107	67	189	38	130	6	174	64	35	30	129	868
08:00 AM	19	71	22	112	4	34	12	50	16	25	2	43	29	24	6	59	264
08:15 AM	7	34	28	69	6	21	12	39	11	21	1	33	24	26	9	59	200
08:30 AM	7	31	55	93	1	24	12	37	6	19	1	26	25	24	11	60	216
08:45 AM	6	29	19	54	3	29	16	48	7	15	2	24	19	19	7	45	171
Total	39	165	124	328	14	108	52	174	40	80	6	126	97	93	33	223	851
Grand Total	78	368	258	704	29	215	119	363	78	210	12	300	161	128	63	352	1719
Apprch %	11.1	52.3	36.6		8	59.2	32.8		26	70	4		45.7	36.4	17.9		
Total %	4.5	21.4	15	41	1.7	12.5	6.9	21.1	4.5	12.2	0.7	17.5	9.4	7.4	3.7	20.5	

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	7	60	**33**	100	3	28	**23**	54	10	31	1	42	13	9	**12**	34	230
07:45 AM	18	**78**	27	**123**	5	31	22	**58**	10	**46**	**4**	**60**	24	11	9	44	**285**
08:00 AM	**19**	71	22	112	4	**34**	12	50	**16**	25	2	43	**29**	24	6	**59**	264
08:15 AM	7	34	28	69	**6**	21	12	39	11	21	1	33	24	**26**	9	59	200
Total Volume	51	243	110	404	18	114	69	201	47	123	8	178	90	70	36	196	979
% App. Total	12.6	60.1	27.2		9	56.7	34.3		26.4	69.1	4.5		45.9	35.7	18.4		
PHF	.671	.779	.833	.821	.750	.838	.750	.866	.734	.668	.500	.742	.776	.673	.750	.831	.859

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Wed AM
Site Code : 10824406
Start Date : 5/8/2024
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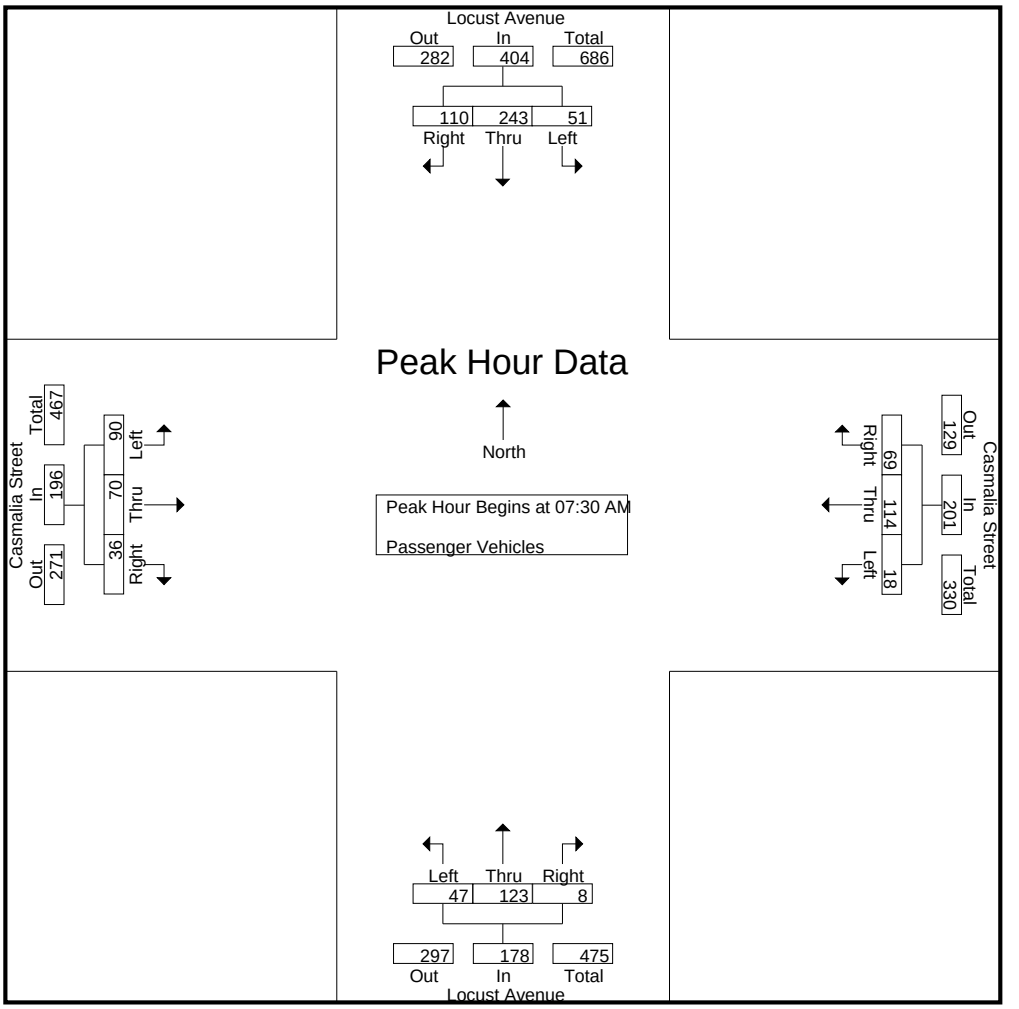

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	7	60	**33**	100	3	28	**23**	54	10	31	1	42	13	9	**12**	34
+15 mins.	18	**78**	27	**123**	5	31	22	**58**	10	**46**	**4**	**60**	24	11	9	44
+30 mins.	**19**	71	22	112	4	**34**	12	50	**16**	25	2	43	**29**	24	6	**59**
+45 mins.	7	34	28	69	**6**	21	12	39	11	21	1	33	24	**26**	9	59
Total Volume	51	243	110	404	18	114	69	201	47	123	8	178	90	70	36	196
% App. Total	12.6	60.1	27.2		9	56.7	34.3		26.4	69.1	4.5		45.9	35.7	18.4	
PHF	.671	.779	.833	.821	.750	.838	.750	.866	.734	.668	.500	.742	.776	.673	.750	.831

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Wed AM
Site Code : 10824406
Start Date : 5/8/2024
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Groups Printed- Large 2 Axle Vehicles

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	2	0	2	1	3	1	4	0	5	0	0	0	0	10
07:15 AM	0	3	0	3	0	0	1	1	0	0	0	0	0	0	0	0	4
07:30 AM	0	0	1	1	0	2	2	4	1	0	0	1	0	0	0	0	6
07:45 AM	0	5	0	5	0	1	1	2	1	3	0	4	1	0	1	2	13
Total	0	9	2	11	0	5	5	10	3	7	0	10	1	0	1	2	33
08:00 AM	1	1	0	2	0	1	0	1	0	1	0	1	0	0	0	0	4
08:15 AM	0	0	1	1	0	0	1	1	2	0	0	2	2	0	0	2	6
08:30 AM	1	2	1	4	0	0	1	1	0	0	0	0	2	0	0	2	7
08:45 AM	1	2	0	3	0	0	0	0	2	0	0	2	1	0	0	1	6
Total	3	5	2	10	0	1	2	3	4	1	0	5	5	0	0	5	23
Grand Total	3	14	4	21	0	6	7	13	7	8	0	15	6	0	1	7	56
Apprch %	14.3	66.7	19		0	46.2	53.8		46.7	53.3	0		85.7	0	14.3		
Total %	5.4	25	7.1	37.5	0	10.7	12.5	23.2	12.5	14.3	0	26.8	10.7	0	1.8	12.5	

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	**1**	1	0	**2**	**2**	**4**	1	0	0	1	0	0	0	0	6
07:45 AM	0	**5**	0	**5**	0	1	1	2	1	**3**	0	**4**	1	0	**1**	**2**	**13**
08:00 AM	**1**	1	0	2	0	1	0	1	0	1	0	1	0	0	0	0	4
08:15 AM	0	0	1	1	0	0	1	1	**2**	0	0	2	**2**	0	0	2	6
Total Volume	1	6	2	9	0	4	4	8	4	4	0	8	3	0	1	4	29
% App. Total	11.1	66.7	22.2		0	50	50		50	50	0		75	0	25		
PHF	.250	.300	.500	.450	.000	.500	.500	.500	.500	.333	.000	.500	.375	.000	.250	.500	.558

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
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File Name : 03_RLT_Loc_Cas Wed AM
Site Code : 10824406
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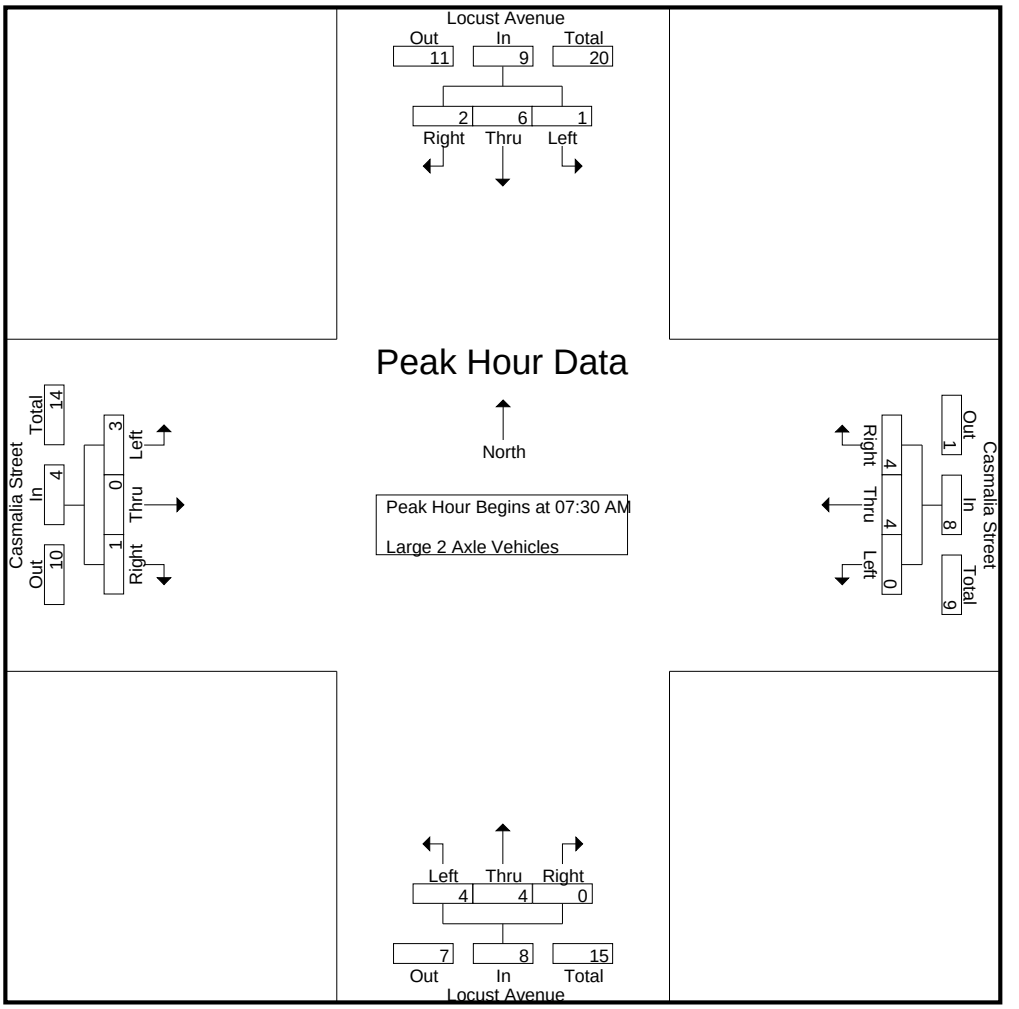

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	**1**	1	0	**2**	**2**	**4**	1	0	0	1	0	0	0	0
+15 mins.	0	**5**	0	**5**	0	1	1	2	1	**3**	0	**4**	1	0	**1**	**2**
+30 mins.	**1**	1	0	2	0	1	0	1	0	1	0	1	0	0	0	0
+45 mins.	0	0	1	1	0	0	1	1	**2**	0	0	2	**2**	0	0	2
Total Volume	1	6	2	9	0	4	4	8	4	4	0	8	3	0	1	4
% App. Total	11.1	66.7	22.2		0	50	50		50	50	0		75	0	25	
PHF	.250	.300	.500	.450	.000	.500	.500	.500	.500	.333	.000	.500	.375	.000	.250	.500

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City of Rialto
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E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Wed AM
Site Code : 10824406
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Groups Printed- 3 Axle Vehicles

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	1	0	3	1	0	0	1	0	1	0	1	0	0	0	0	5
07:15 AM	1	2	1	4	1	0	1	2	0	1	0	1	1	0	0	1	8
07:30 AM	0	3	1	4	0	2	0	2	0	5	0	5	1	1	0	2	13
07:45 AM	0	0	1	1	1	1	1	3	1	1	0	2	1	1	0	2	8
Total	3	6	3	12	3	3	2	8	1	8	0	9	3	2	0	5	34
08:00 AM	2	0	0	2	0	0	0	0	1	1	0	2	1	0	1	2	6
08:15 AM	0	1	0	1	1	1	1	3	3	3	2	8	1	0	0	1	13
08:30 AM	1	0	0	1	1	1	1	3	0	0	0	0	0	2	1	3	7
08:45 AM	0	0	1	1	1	1	0	2	1	0	0	1	1	0	0	1	5
Total	3	1	1	5	3	3	2	8	5	4	2	11	3	2	2	7	31
Grand Total	6	7	4	17	6	6	4	16	6	12	2	20	6	4	2	12	65
Apprch %	35.3	41.2	23.5		37.5	37.5	25		30	60	10		50	33.3	16.7		
Total %	9.2	10.8	6.2	26.2	9.2	9.2	6.2	24.6	9.2	18.5	3.1	30.8	9.2	6.2	3.1	18.5	

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**3**	**1**	**4**	0	**2**	0	2	0	**5**	0	5	**1**	**1**	0	**2**	**13**
07:45 AM	0	0	1	1	**1**	1	**1**	**3**	1	1	0	2	1	1	0	2	8
08:00 AM	**2**	0	0	2	0	0	0	0	1	1	0	2	1	0	**1**	2	6
08:15 AM	0	1	0	1	1	1	1	3	**3**	3	**2**	**8**	1	0	0	1	13
Total Volume	2	4	2	8	2	4	2	8	5	10	2	17	4	2	1	7	40
% App. Total	25	50	25		25	50	25		29.4	58.8	11.8		57.1	28.6	14.3		
PHF	.250	.333	.500	.500	.500	.500	.500	.667	.417	.500	.250	.531	1.00	.500	.250	.875	.769

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City of Rialto
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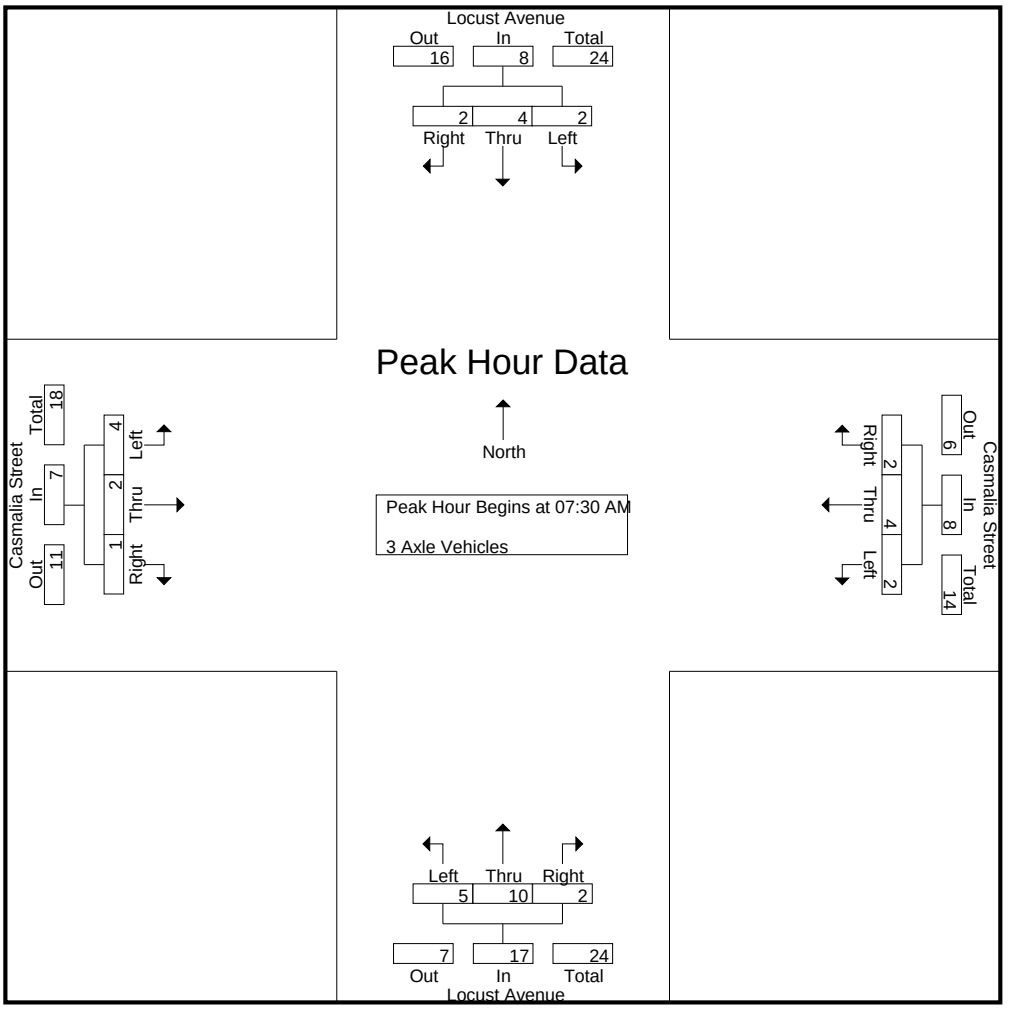

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**3**	**1**	**4**	0	**2**	0	2	0	**5**	0	5	**1**	**1**	0	**2**
+15 mins.	0	0	1	1	**1**	1	**1**	**3**	1	1	0	2	1	1	0	2
+30 mins.	**2**	0	0	2	0	0	0	0	1	1	0	2	1	0	**1**	2
+45 mins.	0	1	0	1	1	1	1	3	**3**	3	**2**	**8**	1	0	0	1
Total Volume	2	4	2	8	2	4	2	8	5	10	2	17	4	2	1	7
% App. Total	25	50	25		25	50	25		29.4	58.8	11.8		57.1	28.6	14.3	
PHF	.250	.333	.500	.500	.500	.500	.500	.667	.417	.500	.250	.531	1.000	.500	.250	.875

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

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Groups Printed- 4+ Axle Trucks

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	4	2	7	0	0	0	0	1	2	0	3	3	2	0	5	15
07:15 AM	1	5	3	9	0	0	1	1	1	0	0	1	2	1	0	3	14
07:30 AM	0	5	6	11	0	0	4	4	1	1	0	2	3	0	0	3	20
07:45 AM	1	2	7	10	0	0	3	3	2	2	0	4	4	1	1	6	23
Total	3	16	18	37	0	0	8	8	5	5	0	10	12	4	1	17	72
08:00 AM	2	8	3	13	0	0	1	1	1	2	0	3	5	2	0	7	24
08:15 AM	2	6	6	14	0	0	1	1	2	0	0	2	5	2	0	7	24
08:30 AM	0	9	2	11	0	0	3	3	3	2	0	5	5	0	0	5	24
08:45 AM	3	4	3	10	1	0	5	6	1	2	1	4	5	0	0	5	25
Total	7	27	14	48	1	0	10	11	7	6	1	14	20	4	0	24	97
Grand Total	10	43	32	85	1	0	18	19	12	11	1	24	32	8	1	41	169
Apprch %	11.8	50.6	37.6		5.3	0	94.7		50	45.8	4.2		78	19.5	2.4		
Total %	5.9	25.4	18.9	50.3	0.6	0	10.7	11.2	7.1	6.5	0.6	14.2	18.9	4.7	0.6	24.3	

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	5	6	11	0	0	**4**	**4**	1	1	0	2	3	0	0	3	20
07:45 AM	1	2	**7**	10	0	0	3	3	**2**	**2**	0	**4**	4	1	**1**	6	23
08:00 AM	**2**	**8**	3	13	0	0	1	1	1	2	0	3	**5**	**2**	0	**7**	**24**
08:15 AM	2	6	6	**14**	0	0	1	1	2	0	0	2	5	2	0	7	24
Total Volume	5	21	22	48	0	0	9	9	6	5	0	11	17	5	1	23	91
% App. Total	10.4	43.8	45.8		0	0	100		54.5	45.5	0		73.9	21.7	4.3		
PHF	.625	.656	.786	.857	.000	.000	.563	.563	.750	.625	.000	.688	.850	.625	.250	.821	.948

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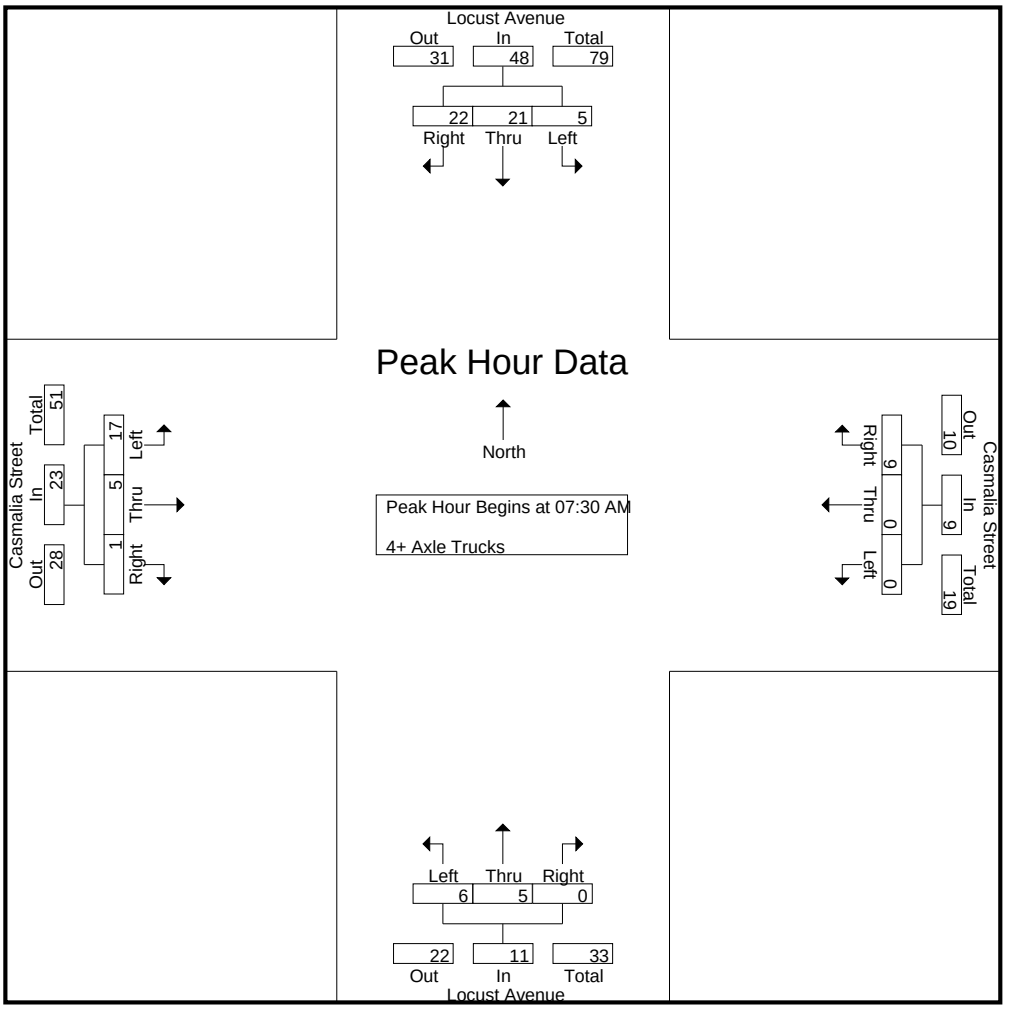

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	5	6	11	0	0	**4**	**4**	1	1	0	2	3	0	0	3
+15 mins.	1	2	**7**	10	0	0	3	3	**2**	**2**	0	**4**	4	1	**1**	6
+30 mins.	**2**	**8**	3	13	0	0	1	1	1	2	0	3	**5**	**2**	0	**7**
+45 mins.	2	6	6	**14**	0	0	1	1	2	0	0	2	5	2	0	7
Total Volume	5	21	22	48	0	0	9	9	6	5	0	11	17	5	1	23
% App. Total	10.4	43.8	45.8		0	0	100		54.5	45.5	0		73.9	21.7	4.3	
PHF	.625	.656	.786	.857	.000	.000	.563	.563	.750	.625	.000	.688	.850	.625	.250	.821

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City of Rialto
N/S: Locust Avenue
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	21	44	46	111	4	42	32	78	10	70	6	86	43	53	15	111	386
04:15 PM	20	37	39	96	2	42	17	61	8	62	4	74	36	45	17	98	329
04:30 PM	50	104	69	223	2	44	21	67	14	50	3	67	25	43	21	89	446
04:45 PM	28	50	35	113	3	42	11	56	21	37	6	64	27	49	18	94	327
Total	119	235	189	543	11	170	81	262	53	219	19	291	131	190	71	392	1488
05:00 PM	12	39	44	95	3	43	14	60	15	37	4	56	37	49	19	105	316
05:15 PM	14	36	28	78	1	29	7	37	20	58	5	83	16	42	22	80	278
05:30 PM	17	50	35	102	2	32	2	36	10	46	1	57	30	53	24	107	302
05:45 PM	11	40	30	81	4	34	9	47	9	34	5	48	43	39	10	92	268
Total	54	165	137	356	10	138	32	180	54	175	15	244	126	183	75	384	1164
Grand Total	173	400	326	899	21	308	113	442	107	394	34	535	257	373	146	776	2652
Apprch %	19.2	44.5	36.3		4.8	69.7	25.6		20	73.6	6.4		33.1	48.1	18.8		
Total %	6.5	15.1	12.3	33.9	0.8	11.6	4.3	16.7	4	14.9	1.3	20.2	9.7	14.1	5.5	29.3	
Passenger Vehicles	166	376	306	848	16	297	103	416	98	369	30	497	235	363	136	734	2495
% Passenger Vehicles	96	94	93.9	94.3	76.2	96.4	91.2	94.1	91.6	93.7	88.2	92.9	91.4	97.3	93.2	94.6	94.1
Large 2 Axle Vehicles	4	8	2	14	1	2	0	3	0	7	1	8	7	2	4	13	38
% Large 2 Axle Vehicles	2.3	2	0.6	1.6	4.8	0.6	0	0.7	0	1.8	2.9	1.5	2.7	0.5	2.7	1.7	1.4
3 Axle Vehicles	0	2	5	7	0	4	4	8	3	2	1	6	2	4	4	10	31
% 3 Axle Vehicles	0	0.5	1.5	0.8	0	1.3	3.5	1.8	2.8	0.5	2.9	1.1	0.8	1.1	2.7	1.3	1.2
4+ Axle Trucks	3	14	13	30	4	5	6	15	6	16	2	24	13	4	2	19	88
% 4+ Axle Trucks	1.7	3.5	4	3.3	19	1.6	5.3	3.4	5.6	4.1	5.9	4.5	5.1	1.1	1.4	2.4	3.3

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	21	44	46	111	**4**	42	**32**	**78**	10	**70**	**6**	**86**	**43**	**53**	15	**111**	386
04:15 PM	20	37	39	96	2	42	17	61	8	62	4	74	36	45	17	98	329
04:30 PM	**50**	**104**	**69**	**223**	2	**44**	21	67	14	50	3	67	25	43	**21**	89	**446**
04:45 PM	28	50	35	113	3	42	11	56	**21**	37	6	64	27	49	18	94	327
Total Volume	119	235	189	543	11	170	81	262	53	219	19	291	131	190	71	392	1488
% App. Total	21.9	43.3	34.8		4.2	64.9	30.9		18.2	75.3	6.5		33.4	48.5	18.1		
PHF	.595	.565	.685	.609	.688	.966	.633	.840	.631	.782	.792	.846	.762	.896	.845	.883	.834

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Wed PM
Site Code : 10824406
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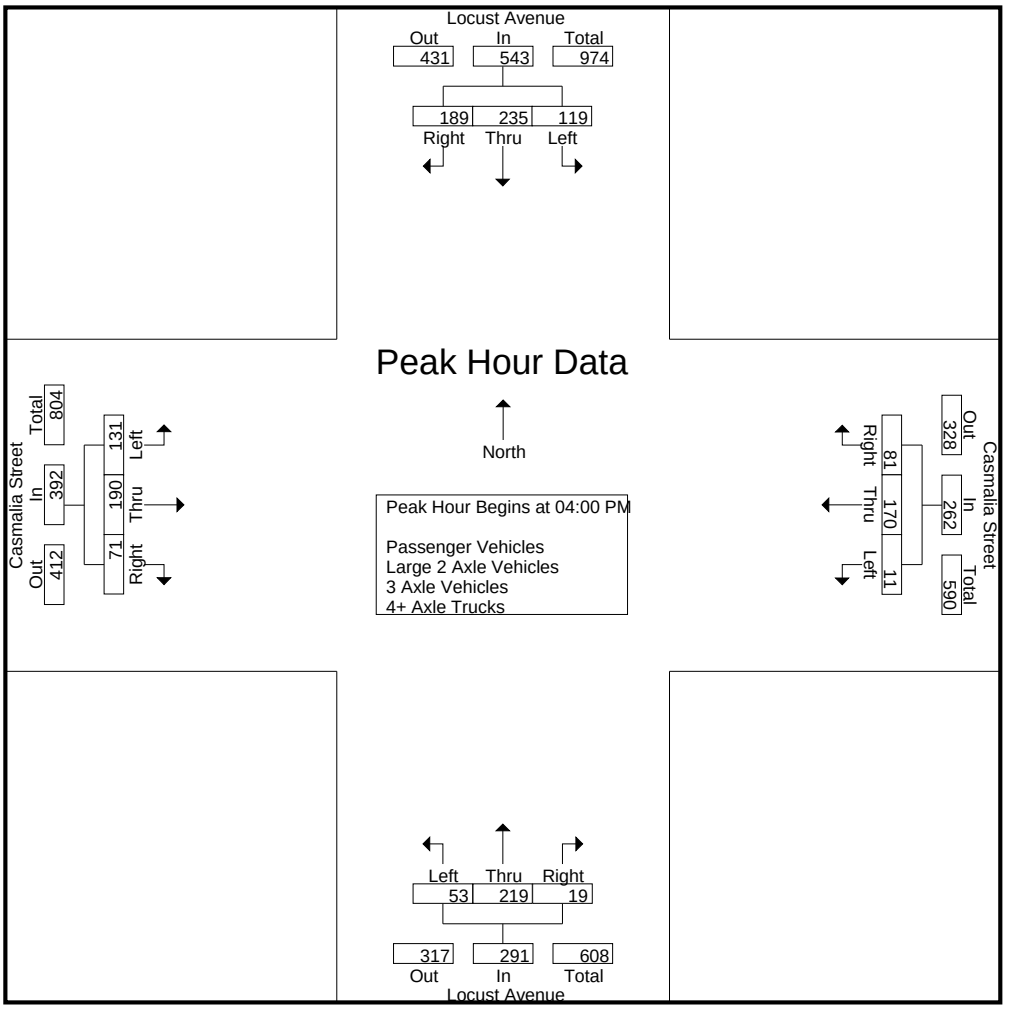

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	21	44	46	111	**4**	42	**32**	**78**	10	**70**	**6**	**86**	**43**	**53**	15	**111**
+15 mins.	20	37	39	96	2	42	17	61	8	62	4	74	36	45	17	98
+30 mins.	**50**	**104**	**69**	**223**	2	**44**	21	67	14	50	3	67	25	43	**21**	89
+45 mins.	28	50	35	113	3	42	11	56	**21**	37	6	64	27	49	18	94
Total Volume	119	235	189	543	11	170	81	262	53	219	19	291	131	190	71	392
% App. Total	21.9	43.3	34.8		4.2	64.9	30.9		18.2	75.3	6.5		33.4	48.5	18.1	
PHF	.595	.565	.685	.609	.688	.966	.633	.840	.631	.782	.792	.846	.762	.896	.845	.883

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Wed PM
Site Code : 10824406
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Groups Printed- Passenger Vehicles

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	20	36	41	97	4	41	29	74	9	67	5	81	39	51	12	102	354
04:15 PM	18	35	38	91	1	39	16	56	5	60	4	69	32	43	13	88	304
04:30 PM	48	101	67	216	2	43	18	63	12	45	3	60	21	42	20	83	422
04:45 PM	28	48	33	109	2	39	10	51	20	36	3	59	25	48	17	90	309
Total	114	220	179	513	9	162	73	244	46	208	15	269	117	184	62	363	1389
05:00 PM	11	36	39	86	0	42	13	55	13	35	4	52	33	47	19	99	292
05:15 PM	14	33	26	73	1	28	7	36	20	54	5	79	15	41	22	78	266
05:30 PM	17	50	33	100	2	31	2	35	10	41	1	52	28	52	23	103	290
05:45 PM	10	37	29	76	4	34	8	46	9	31	5	45	42	39	10	91	258
Total	52	156	127	335	7	135	30	172	52	161	15	228	118	179	74	371	1106
Grand Total	166	376	306	848	16	297	103	416	98	369	30	497	235	363	136	734	2495
Apprch %	19.6	44.3	36.1		3.8	71.4	24.8		19.7	74.2	6		32	49.5	18.5		
Total %	6.7	15.1	12.3	34	0.6	11.9	4.1	16.7	3.9	14.8	1.2	19.9	9.4	14.5	5.5	29.4	

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	20	36	41	97	**4**	41	**29**	**74**	9	**67**	**5**	**81**	**39**	**51**	12	**102**	354
04:15 PM	18	35	38	91	1	39	16	56	5	60	4	69	32	43	13	88	304
04:30 PM	**48**	**101**	**67**	**216**	2	**43**	18	63	12	45	3	60	21	42	**20**	83	**422**
04:45 PM	28	48	33	109	2	39	10	51	**20**	36	3	59	25	48	17	90	309
Total Volume	114	220	179	513	9	162	73	244	46	208	15	269	117	184	62	363	1389
% App. Total	22.2	42.9	34.9		3.7	66.4	29.9		17.1	77.3	5.6		32.2	50.7	17.1		
PHF	.594	.545	.668	.594	.563	.942	.629	.824	.575	.776	.750	.830	.750	.902	.775	.890	.823

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City of Rialto
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File Name : 03_RLT_Loc_Cas Wed PM
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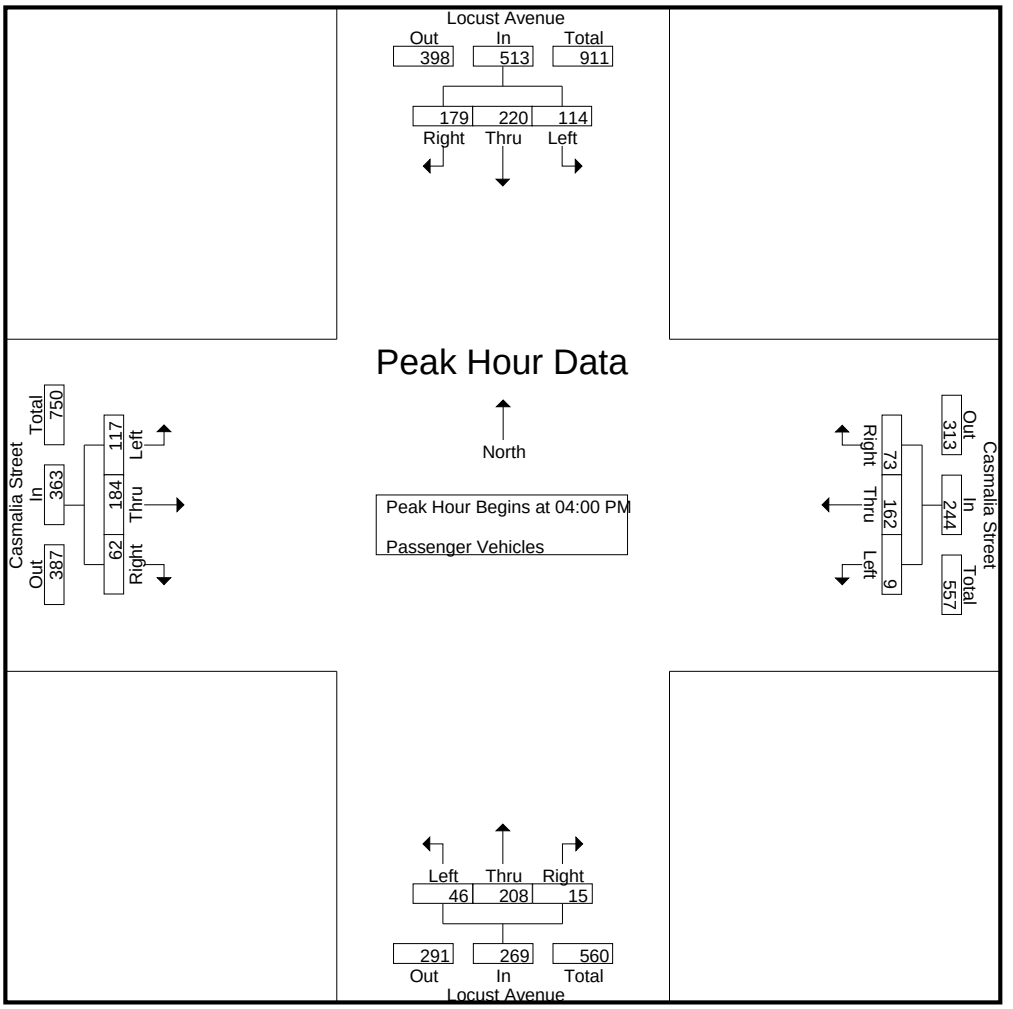

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	20	36	41	97	**4**	41	**29**	**74**	9	**67**	**5**	**81**	**39**	**51**	12	**102**
+15 mins.	18	35	38	91	1	39	16	56	5	60	4	69	32	43	13	88
+30 mins.	**48**	**101**	**67**	**216**	2	**43**	18	63	12	45	3	60	21	42	**20**	83
+45 mins.	28	48	33	109	2	39	10	51	**20**	36	3	59	25	48	17	90
Total Volume	114	220	179	513	9	162	73	244	46	208	15	269	117	184	62	363
% App. Total	22.2	42.9	34.9		3.7	66.4	29.9		17.1	77.3	5.6		32.2	50.7	17.1	
PHF	.594	.545	.668	.594	.563	.942	.629	.824	.575	.776	.750	.830	.750	.902	.775	.890

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Wed PM
Site Code : 10824406
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Groups Printed- Large 2 Axle Vehicles

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	1	1	3	0	0	0	0	0	1	0	1	2	1	1	4	8
04:15 PM	1	1	0	2	0	1	0	1	0	1	0	1	1	0	2	3	7
04:30 PM	1	1	0	2	0	0	0	0	0	1	0	1	1	0	0	1	4
04:45 PM	0	2	1	3	0	1	0	1	0	0	1	1	0	0	0	0	5
Total	3	5	2	10	0	2	0	2	0	3	1	4	4	1	3	8	24
05:00 PM	0	0	0	0	1	0	0	1	0	1	0	1	1	0	0	1	3
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	1	2	4
05:45 PM	1	2	0	3	0	0	0	0	0	1	0	1	1	0	0	1	5
Total	1	3	0	4	1	0	0	1	0	4	0	4	3	1	1	5	14
Grand Total	4	8	2	14	1	2	0	3	0	7	1	8	7	2	4	13	38
Apprch %	28.6	57.1	14.3		33.3	66.7	0		0	87.5	12.5		53.8	15.4	30.8		
Total %	10.5	21.1	5.3	36.8	2.6	5.3	0	7.9	0	18.4	2.6	21.1	18.4	5.3	10.5	34.2	

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**1**	1	**1**	**3**	0	0	0	0	0	**1**	0	**1**	**2**	**1**	1	**4**	**8**
04:15 PM	1	1	0	2	0	**1**	0	**1**	0	1	0	1	1	0	**2**	3	7
04:30 PM	1	1	0	2	0	0	0	0	0	1	0	1	1	0	0	1	4
04:45 PM	0	**2**	1	3	0	1	0	1	0	0	**1**	1	0	0	0	0	5
Total Volume	3	5	2	10	0	2	0	2	0	3	1	4	4	1	3	8	24
% App. Total	30	50	20		0	100	0		0	75	25		50	12.5	37.5		
PHF	.750	.625	.500	.833	.000	.500	.000	.500	.000	.750	.250	1.00	.500	.250	.375	.500	.750

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City of Rialto
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E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Wed PM
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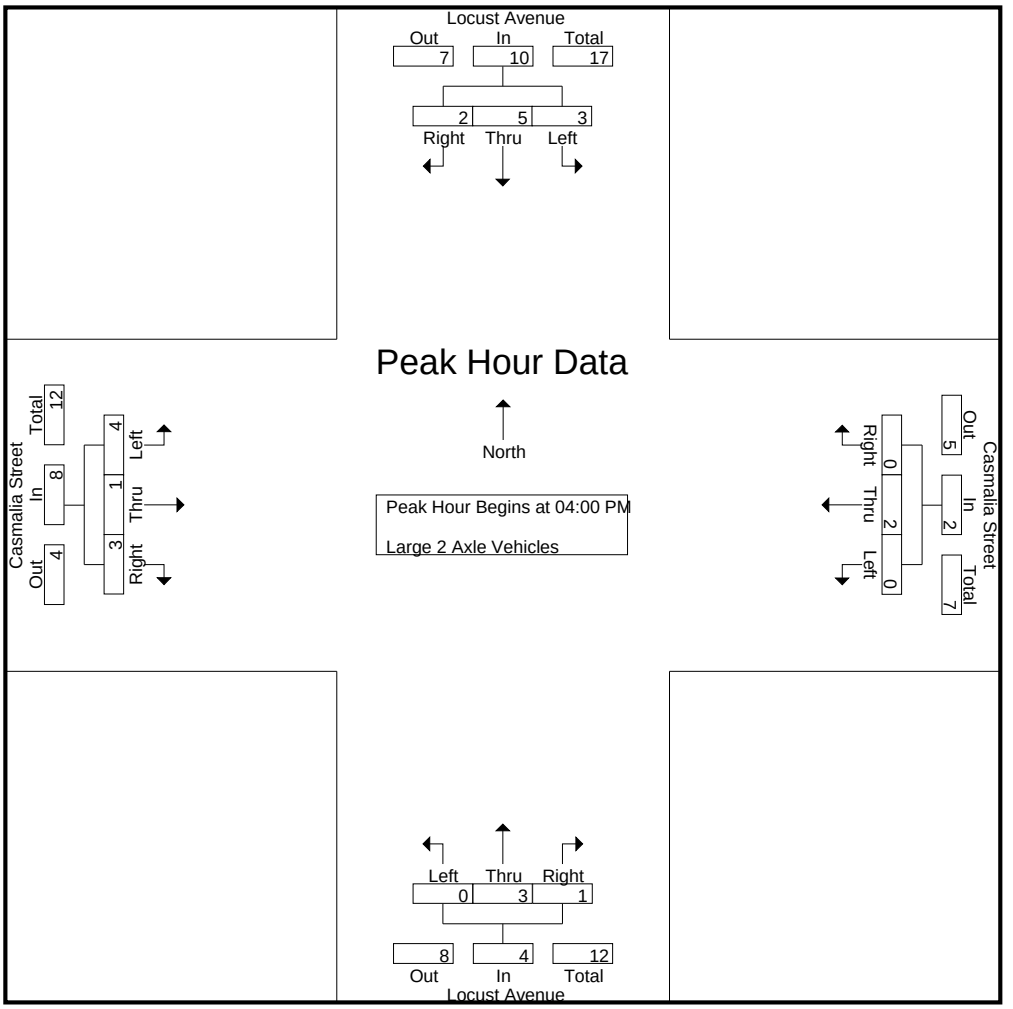

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**1**	1	**1**	**3**	0	0	0	0	0	**1**	0	**1**	**2**	**1**	1	**4**
+15 mins.	1	1	0	2	0	**1**	0	**1**	0	1	0	1	1	0	**2**	3
+30 mins.	1	1	0	2	0	0	0	0	0	1	0	1	1	0	0	1
+45 mins.	0	**2**	1	3	0	1	0	1	0	0	**1**	1	0	0	0	0
Total Volume	3	5	2	10	0	2	0	2	0	3	1	4	4	1	3	8
% App. Total	30	50	20		0	100	0		0	75	25		50	12.5	37.5	
PHF	.750	.625	.500	.833	.000	.500	.000	.500	.000	.750	.250	1.000	.500	.250	.375	.500

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City of Rialto
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Weather: Clear

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Groups Printed- 3 Axle Vehicles

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	0	2	2	0	1	0	1	0	1	1	2	6
04:15 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	1	1	2	5
04:30 PM	0	0	1	1	0	1	1	2	0	0	0	0	0	1	1	2	5
04:45 PM	0	0	0	0	0	1	0	1	1	0	1	2	0	1	1	2	5
Total	0	0	2	2	0	4	3	7	2	1	1	4	0	4	4	8	21
05:00 PM	0	2	0	2	0	0	0	0	1	0	0	1	2	0	0	2	5
05:15 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	0	2	3	5	0	0	1	1	1	1	0	2	2	0	0	2	10
Grand Total	0	2	5	7	0	4	4	8	3	2	1	6	2	4	4	10	31
Apprch %	0	28.6	71.4		0	50	50		50	33.3	16.7		20	40	40		
Total %	0	6.5	16.1	22.6	0	12.9	12.9	25.8	9.7	6.5	3.2	19.4	6.5	12.9	12.9	32.3	

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	**1**	**1**	0	0	**2**	**2**	0	**1**	0	1	0	**1**	**1**	**2**	**6**
04:15 PM	0	0	0	0	0	**2**	0	2	**1**	0	0	1	0	1	1	2	5
04:30 PM	0	0	1	1	0	1	1	2	0	0	0	0	0	1	1	2	5
04:45 PM	0	0	0	0	0	1	0	1	1	0	**1**	**2**	0	1	1	2	5
Total Volume	0	0	2	2	0	4	3	7	2	1	1	4	0	4	4	8	21
% App. Total	0	0	100		0	57.1	42.9		50	25	25		0	50	50		
PHF	.000	.000	.500	.500	.000	.500	.375	.875	.500	.250	.250	.500	.000	1.00	1.00	1.00	.875

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City of Rialto
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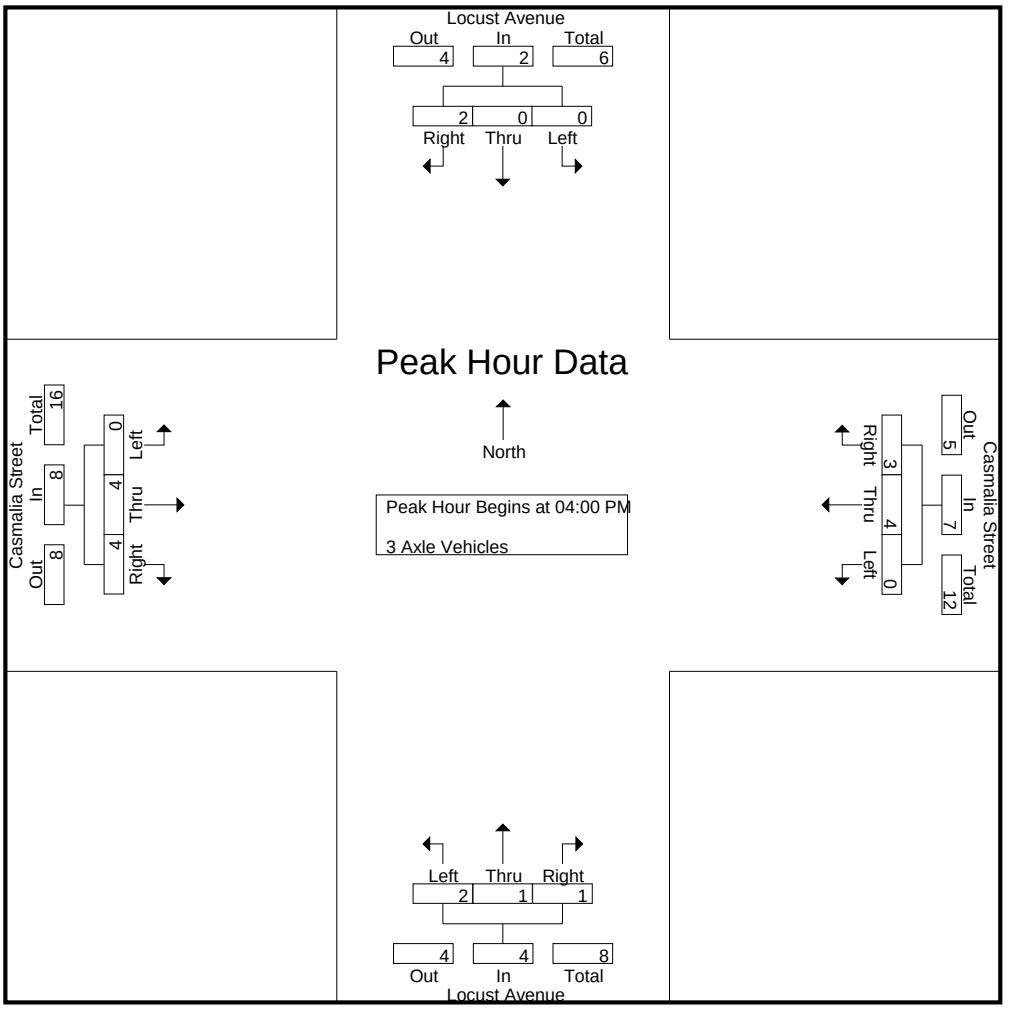

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	**1**	**1**	0	0	**2**	**2**	0	**1**	0	1	0	**1**	**1**	**2**
+15 mins.	0	0	0	0	0	**2**	0	2	**1**	0	0	1	0	1	1	2
+30 mins.	0	0	1	1	0	1	1	2	0	0	0	0	0	1	1	2
+45 mins.	0	0	0	0	0	1	0	1	1	0	**1**	**2**	0	1	1	2
Total Volume	0	0	2	2	0	4	3	7	2	1	1	4	0	4	4	8
% App. Total	0	0	100		0	57.1	42.9		50	25	25		0	50	50	
PHF	.000	.000	.500	.500	.000	.500	.375	.875	.500	.250	.250	.500	.000	1.000	1.000	1.000

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City of Rialto
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Groups Printed- 4+ Axle Trucks

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	7	3	10	0	1	1	2	1	1	1	3	2	0	1	3	18
04:15 PM	1	1	1	3	1	0	1	2	2	1	0	3	3	1	1	5	13
04:30 PM	1	2	1	4	0	0	2	2	2	4	0	6	3	0	0	3	15
04:45 PM	0	0	1	1	1	1	1	3	0	1	1	2	2	0	0	2	8
Total	2	10	6	18	2	2	5	9	5	7	2	14	10	1	2	13	54
05:00 PM	1	1	5	7	2	1	1	4	1	1	0	2	1	2	0	3	16
05:15 PM	0	2	0	2	0	1	0	1	0	4	0	4	0	1	0	1	8
05:30 PM	0	0	1	1	0	1	0	1	0	2	0	2	2	0	0	2	6
05:45 PM	0	1	1	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total	1	4	7	12	2	3	1	6	1	9	0	10	3	3	0	6	34
Grand Total	3	14	13	30	4	5	6	15	6	16	2	24	13	4	2	19	88
Apprch %	10	46.7	43.3		26.7	33.3	40		25	66.7	8.3		68.4	21.1	10.5		
Total %	3.4	15.9	14.8	34.1	4.5	5.7	6.8	17	6.8	18.2	2.3	27.3	14.8	4.5	2.3	21.6	

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**7**	**3**	**10**	0	**1**	1	2	1	1	**1**	3	2	0	**1**	3	**18**
04:15 PM	**1**	1	1	3	**1**	0	1	2	**2**	1	0	3	**3**	**1**	1	**5**	13
04:30 PM	1	2	1	4	0	0	**2**	2	2	**4**	0	**6**	3	0	0	3	15
04:45 PM	0	0	1	1	1	1	1	**3**	0	1	1	2	2	0	0	2	8
Total Volume	2	10	6	18	2	2	5	9	5	7	2	14	10	1	2	13	54
% App. Total	11.1	55.6	33.3		22.2	22.2	55.6		35.7	50	14.3		76.9	7.7	15.4		
PHF	.500	.357	.500	.450	.500	.500	.625	.750	.625	.438	.500	.583	.833	.250	.500	.650	.750

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City of Rialto
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File Name : 03_RLT_Loc_Cas Wed PM
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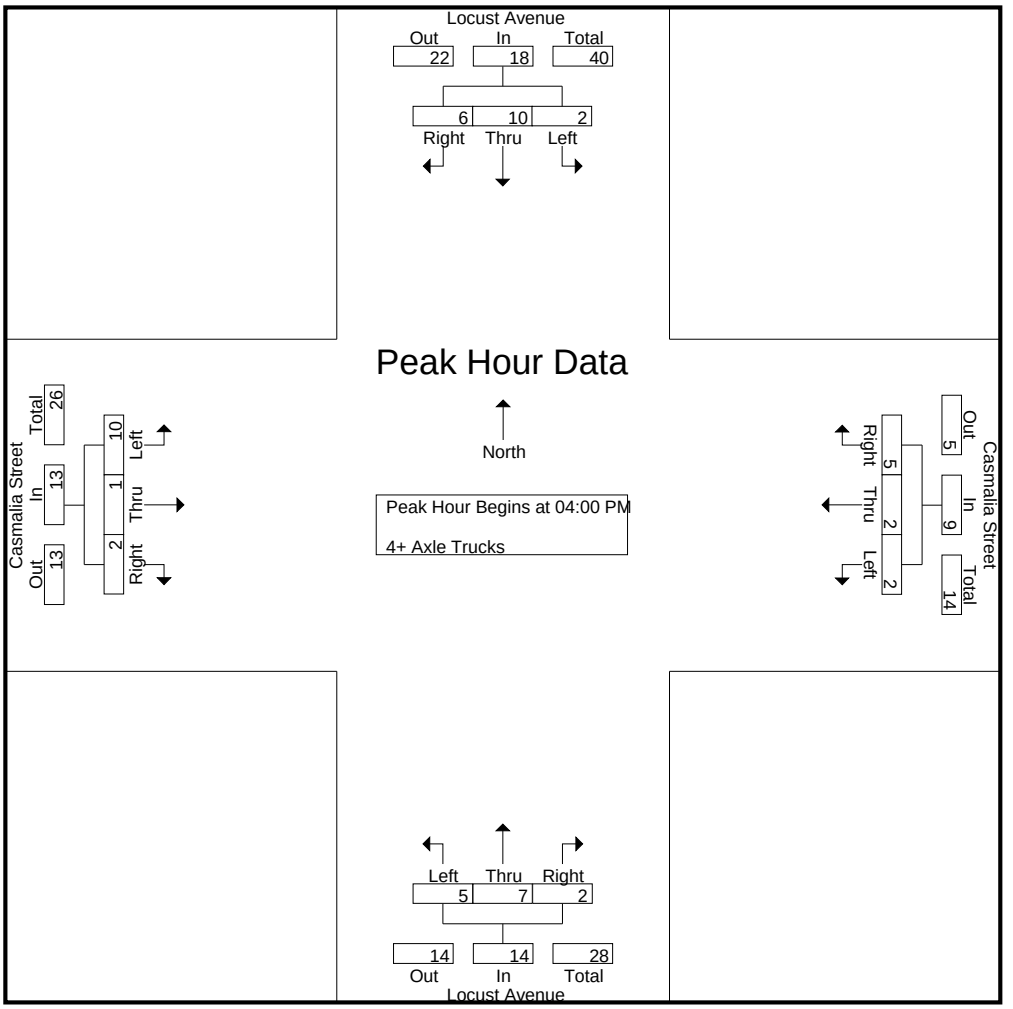

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**7**	**3**	**10**	0	**1**	1	2	1	1	**1**	3	2	0	**1**	3
+15 mins.	**1**	1	1	3	**1**	0	1	2	**2**	1	0	3	**3**	**1**	1	**5**
+30 mins.	1	2	1	4	0	0	**2**	2	2	**4**	0	**6**	3	0	0	3
+45 mins.	0	0	1	1	1	1	1	**3**	0	1	1	2	2	0	0	2
Total Volume	2	10	6	18	2	2	5	9	5	7	2	14	10	1	2	13
% App. Total	11.1	55.6	33.3		22.2	22.2	55.6		35.7	50	14.3		76.9	7.7	15.4	
PHF	.500	.357	.500	.450	.500	.500	.625	.750	.625	.438	.500	.583	.833	.250	.500	.650

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	44	46	100	2	34	16	52	8	31	2	41	25	11	6	42	235
07:15 AM	14	35	42	91	11	37	14	62	17	28	5	50	27	11	8	46	249
07:30 AM	17	69	41	127	4	49	26	79	23	38	2	63	26	19	7	52	321
07:45 AM	23	69	37	129	6	55	25	86	18	42	3	63	17	13	10	40	318
Total	64	217	166	447	23	175	81	279	66	139	12	217	95	54	31	180	1123
08:00 AM	10	67	40	117	3	33	21	57	12	23	1	36	37	22	10	69	279
08:15 AM	9	38	39	86	1	25	10	36	13	42	2	57	33	29	10	72	251
08:30 AM	11	46	59	116	1	30	14	45	8	28	5	41	31	23	8	62	264
08:45 AM	12	28	29	69	4	28	15	47	11	20	1	32	23	13	9	45	193
Total	42	179	167	388	9	116	60	185	44	113	9	166	124	87	37	248	987
Grand Total	106	396	333	835	32	291	141	464	110	252	21	383	219	141	68	428	2110
Apprch %	12.7	47.4	39.9		6.9	62.7	30.4		28.7	65.8	5.5		51.2	32.9	15.9		
Total %	5	18.8	15.8	39.6	1.5	13.8	6.7	22	5.2	11.9	1	18.2	10.4	6.7	3.2	20.3	
Passenger Vehicles	89	359	273	721	28	276	127	431	96	228	19	343	171	131	57	359	1854
% Passenger Vehicles	84	90.7	82	86.3	87.5	94.8	90.1	92.9	87.3	90.5	90.5	89.6	78.1	92.9	83.8	83.9	87.9
Large 2 Axle Vehicles	3	8	14	25	0	6	4	10	2	9	1	12	13	4	5	22	69
% Large 2 Axle Vehicles	2.8	2	4.2	3	0	2.1	2.8	2.2	1.8	3.6	4.8	3.1	5.9	2.8	7.4	5.1	3.3
3 Axle Vehicles	3	4	7	14	2	3	1	6	3	7	0	10	3	0	4	7	37
% 3 Axle Vehicles	2.8	1	2.1	1.7	6.2	1	0.7	1.3	2.7	2.8	0	2.6	1.4	0	5.9	1.6	1.8
4+ Axle Trucks	11	25	39	75	2	6	9	17	9	8	1	18	32	6	2	40	150
% 4+ Axle Trucks	10.4	6.3	11.7	9	6.2	2.1	6.4	3.7	8.2	3.2	4.8	4.7	14.6	4.3	2.9	9.3	7.1

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	17	**69**	**41**	127	4	49	**26**	79	**23**	38	2	**63**	26	19	7	52	**321**
07:45 AM	**23**	69	37	**129**	**6**	**55**	25	**86**	18	**42**	**3**	63	17	13	**10**	40	318
08:00 AM	10	67	40	117	3	33	21	57	12	23	1	36	**37**	22	10	69	279
08:15 AM	9	38	39	86	1	25	10	36	13	42	2	57	33	**29**	10	**72**	251
Total Volume	59	243	157	459	14	162	82	258	66	145	8	219	113	83	37	233	1169
% App. Total	12.9	52.9	34.2		5.4	62.8	31.8		30.1	66.2	3.7		48.5	35.6	15.9		
PHF	.641	.880	.957	.890	.583	.736	.788	.750	.717	.863	.667	.869	.764	.716	.925	.809	.910

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City of Rialto
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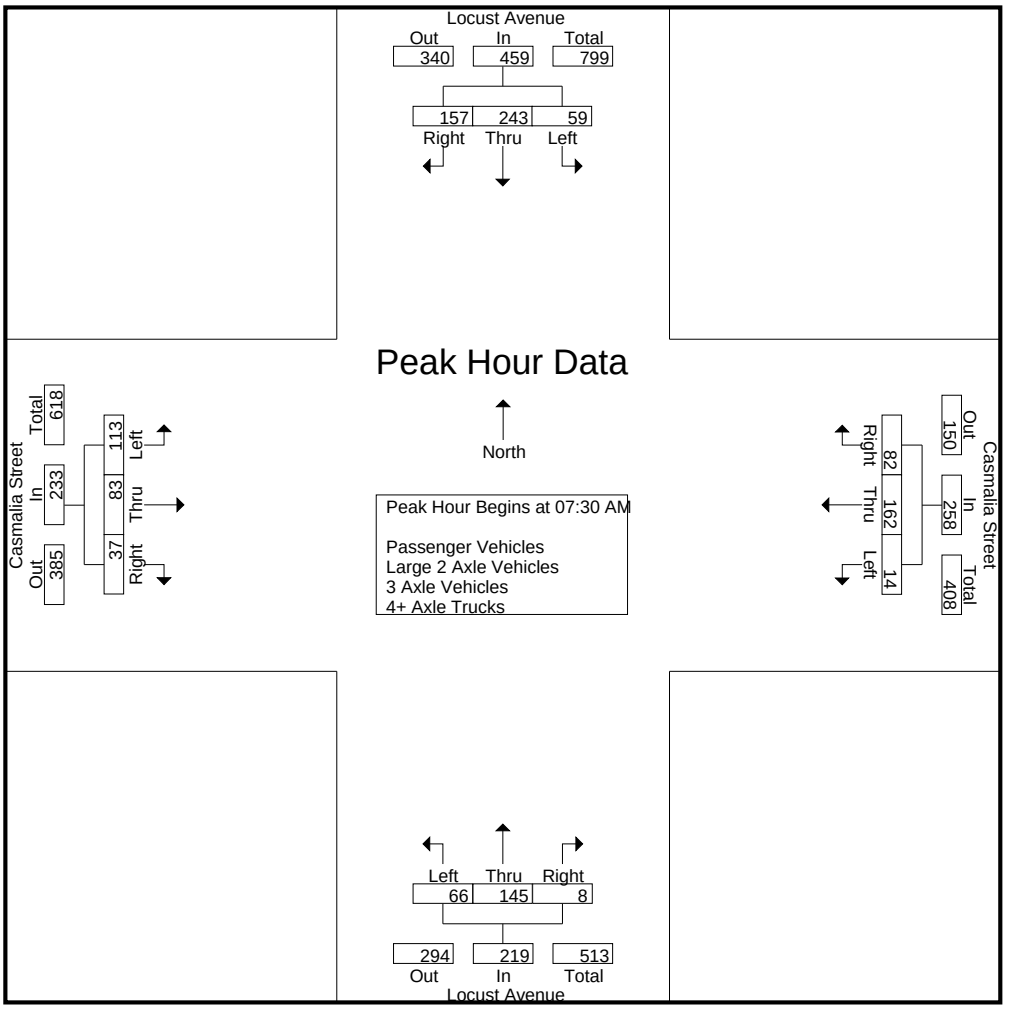
File Name : 03_RLT_Loc_Cas Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				08:00 AM			
+0 mins.	14	35	**42**	91	**11**	37	14	62	**23**	38	2	**63**	**37**	22	**10**	69
+15 mins.	17	**69**	41	127	4	49	**26**	79	18	**42**	**3**	63	33	**29**	10	**72**
+30 mins.	**23**	69	37	**129**	6	**55**	25	**86**	12	23	1	36	31	23	8	62
+45 mins.	10	67	40	117	3	33	21	57	13	42	2	57	23	13	9	45
Total Volume	64	240	160	464	24	174	86	284	66	145	8	219	124	87	37	248
% App. Total	13.8	51.7	34.5		8.5	61.3	30.3		30.1	66.2	3.7		50	35.1	14.9	
PHF	.696	.870	.952	.899	.545	.791	.827	.826	.717	.863	.667	.869	.838	.750	.925	.861

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File Name : 03_RLT_Loc_Cas Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Passenger Vehicles

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	39	40	87	1	30	16	47	7	27	2	36	15	10	6	31	201
07:15 AM	12	28	34	74	10	35	14	59	14	26	5	45	23	10	7	40	218
07:30 AM	15	66	28	109	4	46	24	74	18	35	2	55	20	17	6	43	281
07:45 AM	20	63	28	111	6	52	18	76	17	40	3	60	15	13	6	34	281
Total	55	196	130	381	21	163	72	256	56	128	12	196	73	50	25	148	981
08:00 AM	9	63	33	105	3	32	21	56	11	21	1	33	28	19	8	55	249
08:15 AM	6	37	35	78	1	23	10	34	12	37	1	50	29	28	10	67	229
08:30 AM	10	39	53	102	1	30	11	42	8	27	4	39	25	22	7	54	237
08:45 AM	9	24	22	55	2	28	13	43	9	15	1	25	16	12	7	35	158
Total	34	163	143	340	7	113	55	175	40	100	7	147	98	81	32	211	873
Grand Total	89	359	273	721	28	276	127	431	96	228	19	343	171	131	57	359	1854
Apprch %	12.3	49.8	37.9		6.5	64	29.5		28	66.5	5.5		47.6	36.5	15.9		
Total %	4.8	19.4	14.7	38.9	1.5	14.9	6.9	23.2	5.2	12.3	1	18.5	9.2	7.1	3.1	19.4	

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	15	**66**	28	109	4	46	**24**	74	**18**	35	2	55	20	17	6	43	**281**
07:45 AM	**20**	63	28	**111**	**6**	**52**	18	**76**	17	**40**	**3**	**60**	15	13	6	34	281
08:00 AM	9	63	33	105	3	32	21	56	11	21	1	33	28	19	8	55	249
08:15 AM	6	37	**35**	78	1	23	10	34	12	37	1	50	**29**	**28**	**10**	**67**	229
Total Volume	50	229	124	403	14	153	73	240	58	133	7	198	92	77	30	199	1040
% App. Total	12.4	56.8	30.8		5.8	63.8	30.4		29.3	67.2	3.5		46.2	38.7	15.1		
PHF	.625	.867	.886	.908	.583	.736	.760	.789	.806	.831	.583	.825	.793	.688	.750	.743	.925

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City of Rialto
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File Name : 03_RLT_Loc_Cas Thu AM
Site Code : 10824406
Start Date : 5/9/2024
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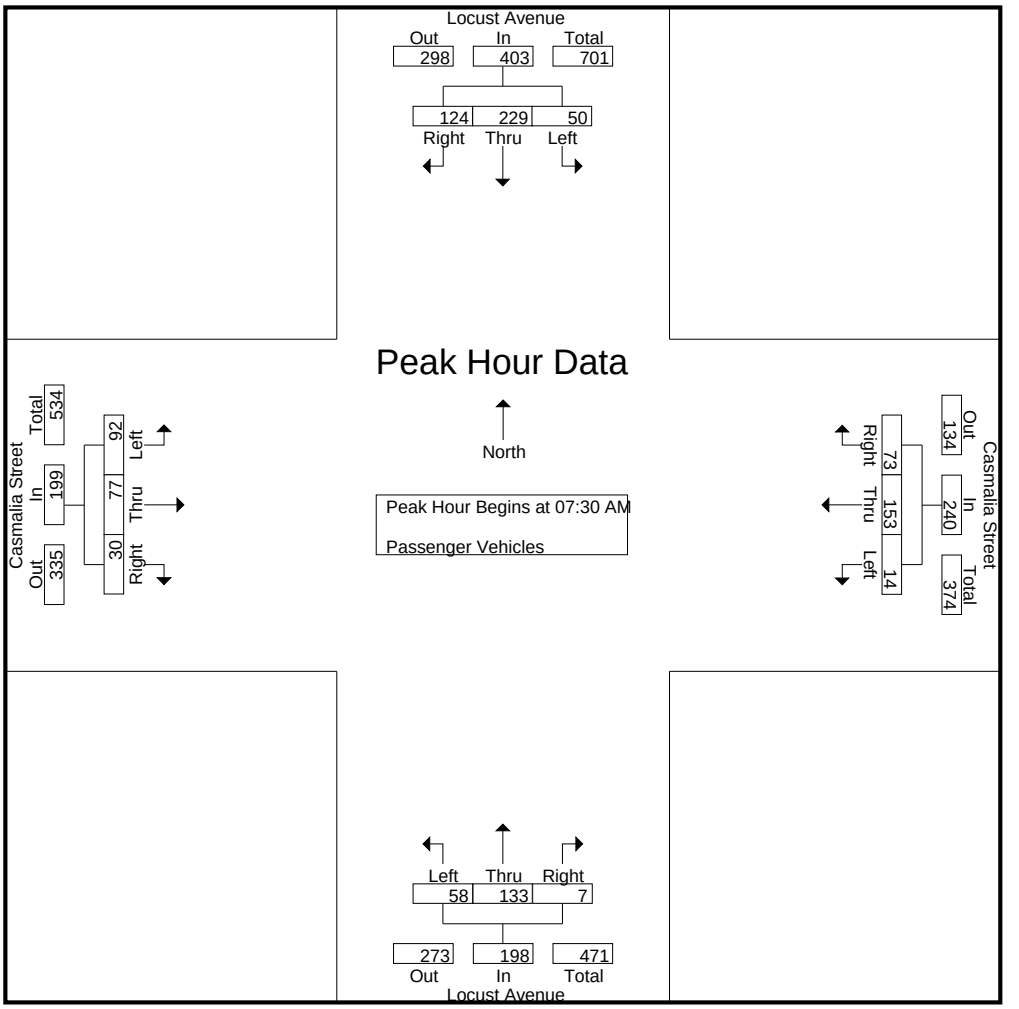

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	15	**66**	28	109	4	46	**24**	74	**18**	35	2	55	20	17	6	43
+15 mins.	**20**	63	28	**111**	**6**	**52**	18	**76**	17	**40**	**3**	**60**	15	13	6	34
+30 mins.	9	63	33	105	3	32	21	56	11	21	1	33	28	19	8	55
+45 mins.	6	37	**35**	78	1	23	10	34	12	37	1	50	**29**	**28**	**10**	**67**
Total Volume	50	229	124	403	14	153	73	240	58	133	7	198	92	77	30	199
% App. Total	12.4	56.8	30.8		5.8	63.8	30.4		29.3	67.2	3.5		46.2	38.7	15.1	
PHF	.625	.867	.886	.908	.583	.736	.760	.789	.806	.831	.583	.825	.793	.688	.750	.743

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City of Rialto
N/S: Locust Avenue
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File Name : 03_RLT_Loc_Cas Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	1	0	1	0	4	0	4	3	0	0	3	9
07:15 AM	1	3	1	5	0	0	0	0	0	0	0	0	1	1	1	3	8
07:30 AM	0	0	1	1	0	1	0	1	1	1	0	2	2	1	0	3	7
07:45 AM	1	0	2	3	0	2	3	5	0	0	0	0	1	0	2	3	11
Total	2	4	4	10	0	4	3	7	1	5	0	6	7	2	3	12	35
08:00 AM	0	1	3	4	0	0	0	0	0	1	0	1	3	1	1	5	10
08:15 AM	0	1	1	2	0	2	0	2	0	2	0	2	2	0	0	2	8
08:30 AM	1	2	1	4	0	0	0	0	0	0	1	1	1	1	0	2	7
08:45 AM	0	0	5	5	0	0	1	1	1	1	0	2	0	0	1	1	9
Total	1	4	10	15	0	2	1	3	1	4	1	6	6	2	2	10	34
Grand Total	3	8	14	25	0	6	4	10	2	9	1	12	13	4	5	22	69
Apprch %	12	32	56		0	60	40		16.7	75	8.3		59.1	18.2	22.7		
Total %	4.3	11.6	20.3	36.2	0	8.7	5.8	14.5	2.9	13	1.4	17.4	18.8	5.8	7.2	31.9	

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	1	1	0	1	0	1	**1**	1	0	**2**	2	**1**	0	3	7
07:45 AM	**1**	0	2	3	0	**2**	**3**	**5**	0	0	0	0	1	0	**2**	3	**11**
08:00 AM	0	**1**	**3**	**4**	0	0	0	0	0	1	0	1	**3**	1	1	**5**	10
08:15 AM	0	1	1	2	0	2	0	2	0	**2**	0	2	2	0	0	2	8
Total Volume	1	2	7	10	0	5	3	8	1	4	0	5	8	2	3	13	36
% App. Total	10	20	70		0	62.5	37.5		20	80	0		61.5	15.4	23.1		
PHF	.250	.500	.583	.625	.000	.625	.250	.400	.250	.500	.000	.625	.667	.500	.375	.650	.818

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File Name : 03_RLT_Loc_Cas Thu AM
Site Code : 10824406
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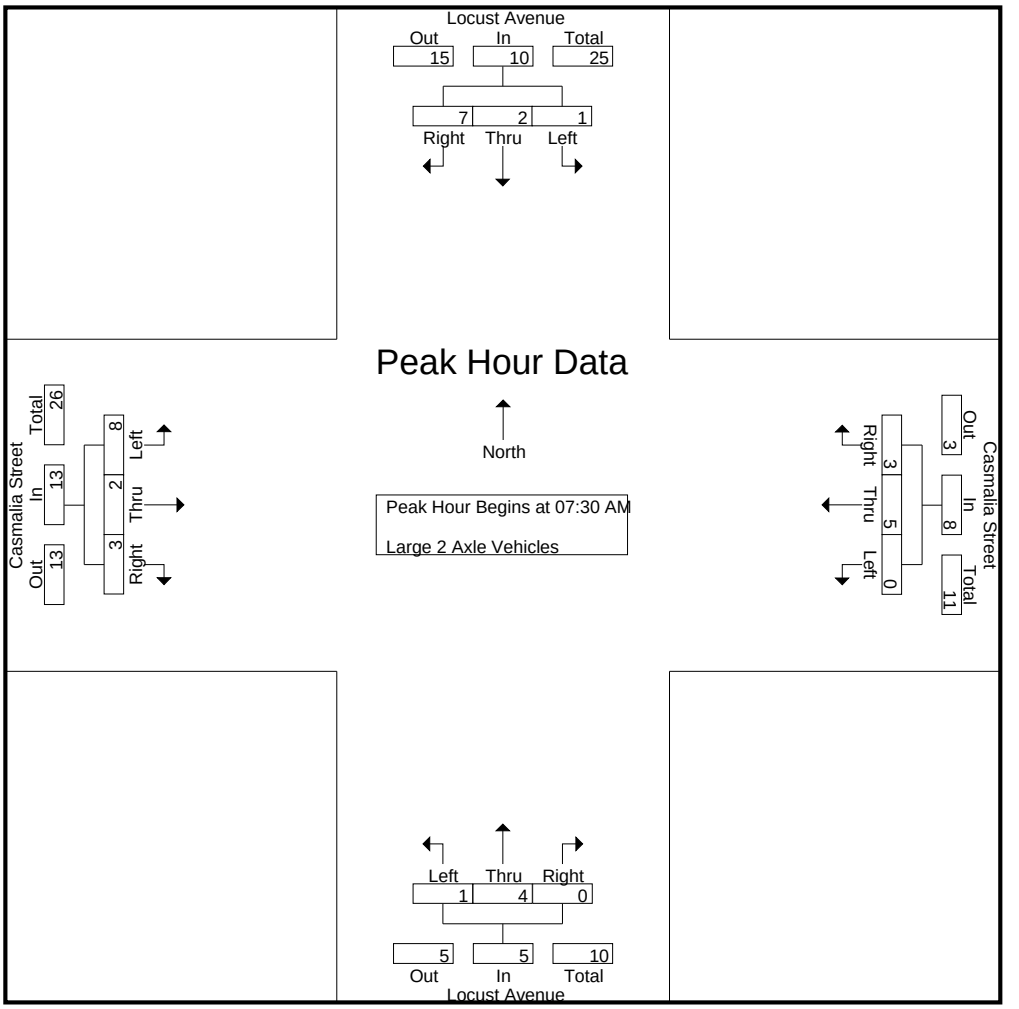

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	1	1	0	1	0	1	**1**	1	0	**2**	2	**1**	0	3
+15 mins.	**1**	0	2	3	0	**2**	**3**	**5**	0	0	0	0	1	0	**2**	3
+30 mins.	0	**1**	**3**	**4**	0	0	0	0	0	1	0	1	**3**	1	1	**5**
+45 mins.	0	1	1	2	0	2	0	2	0	**2**	0	2	2	0	0	2
Total Volume	1	2	7	10	0	5	3	8	1	4	0	5	8	2	3	13
% App. Total	10	20	70		0	62.5	37.5		20	80	0		61.5	15.4	23.1	
PHF	.250	.500	.583	.625	.000	.625	.250	.400	.250	.500	.000	.625	.667	.500	.375	.650

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City of Rialto
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File Name : 03_RLT_Loc_Cas Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	1	1	0	2	0	0	0	0	0	0	0	0	3
07:15 AM	0	1	4	5	1	0	0	1	1	1	0	2	0	0	0	0	8
07:30 AM	0	1	3	4	0	1	0	1	0	0	0	0	0	0	0	0	5
07:45 AM	1	1	0	2	0	1	0	1	1	2	0	3	0	0	1	1	7
Total	2	3	7	12	2	3	0	5	2	3	0	5	0	0	1	1	23
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
08:15 AM	1	0	0	1	0	0	0	0	1	2	0	3	0	0	0	0	4
08:30 AM	0	1	0	1	0	0	1	1	0	0	0	0	1	0	1	2	4
08:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	1	0	1	2	4
Total	1	1	0	2	0	0	1	1	1	4	0	5	3	0	3	6	14
Grand Total	3	4	7	14	2	3	1	6	3	7	0	10	3	0	4	7	37
Apprch %	21.4	28.6	50		33.3	50	16.7		30	70	0		42.9	0	57.1		
Total %	8.1	10.8	18.9	37.8	5.4	8.1	2.7	16.2	8.1	18.9	0	27	8.1	0	10.8	18.9	

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**1**	**3**	**4**	0	**1**	0	**1**	0	0	0	0	0	0	0	0	5
07:45 AM	**1**	1	0	2	0	1	0	1	**1**	**2**	0	**3**	0	0	**1**	1	**7**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	**2**	2
08:15 AM	1	0	0	1	0	0	0	0	1	2	0	3	0	0	0	0	4
Total Volume	2	2	3	7	0	2	0	2	2	4	0	6	1	0	2	3	18
% App. Total	28.6	28.6	42.9		0	100	0		33.3	66.7	0		33.3	0	66.7		
PHF	.500	.500	.250	.438	.000	.500	.000	.500	.500	.500	.000	.500	.250	.000	.500	.375	.643

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File Name : 03_RLT_Loc_Cas Thu AM
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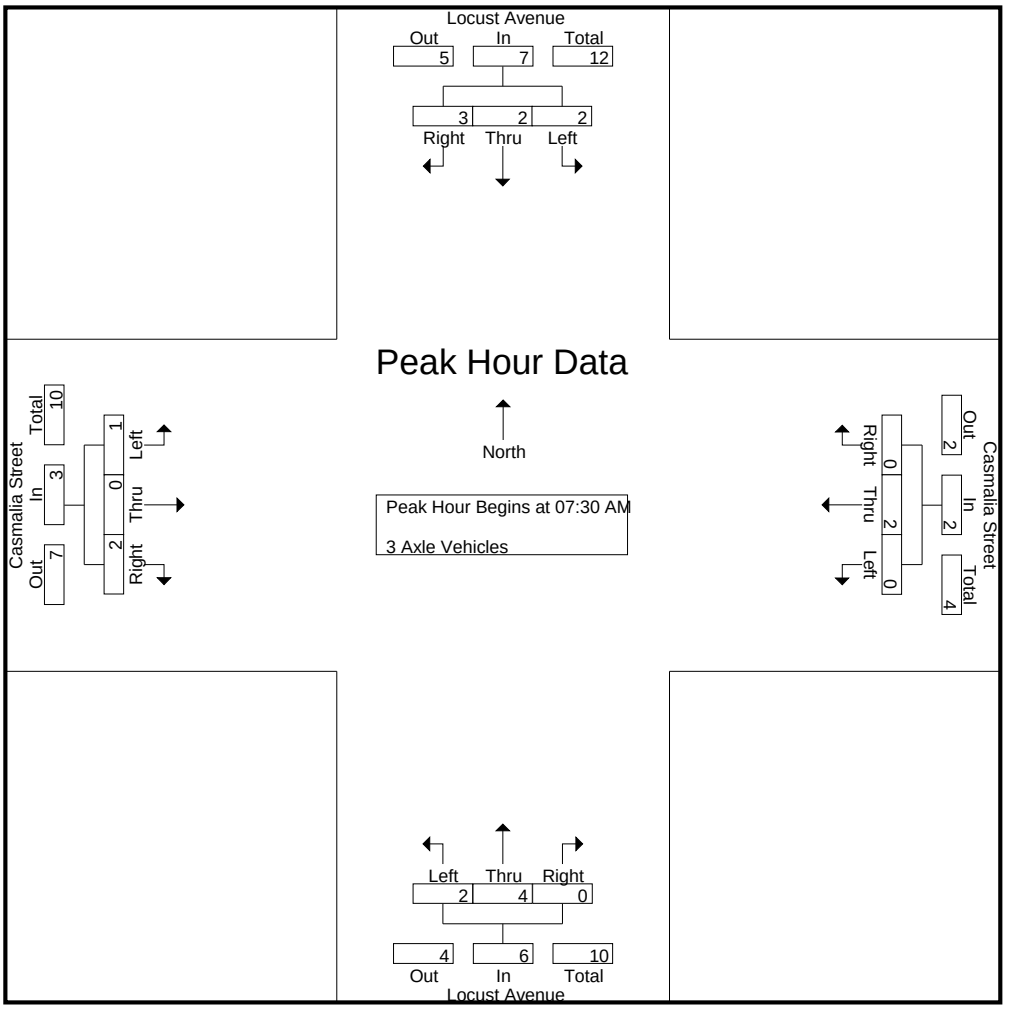

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**1**	**3**	**4**	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	**1**	1	0	2	0	1	0	1	**1**	**2**	0	**3**	0	0	**1**	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	**2**
+45 mins.	1	0	0	1	0	0	0	0	1	2	0	3	0	0	0	0
Total Volume	2	2	3	7	0	2	0	2	2	4	0	6	1	0	2	3
% App. Total	28.6	28.6	42.9		0	100	0		33.3	66.7	0		33.3	0	66.7	
PHF	.500	.500	.250	.438	.000	.500	.000	.500	.500	.500	.000	.500	.250	.000	.500	.375

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Thu AM
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Groups Printed- 4+ Axle Trucks

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	4	6	11	0	2	0	2	1	0	0	1	7	1	0	8	22
07:15 AM	1	3	3	7	0	2	0	2	2	1	0	3	3	0	0	3	15
07:30 AM	2	2	9	13	0	1	2	3	4	2	0	6	4	1	1	6	28
07:45 AM	1	5	7	13	0	0	4	4	0	0	0	0	1	0	1	2	19
Total	5	14	25	44	0	5	6	11	7	3	0	10	15	2	2	19	84
08:00 AM	1	3	4	8	0	1	0	1	1	1	0	2	5	2	0	7	18
08:15 AM	2	0	3	5	0	0	0	0	0	1	1	2	2	1	0	3	10
08:30 AM	0	4	5	9	0	0	2	2	0	1	0	1	4	0	0	4	16
08:45 AM	3	4	2	9	2	0	1	3	1	2	0	3	6	1	0	7	22
Total	6	11	14	31	2	1	3	6	2	5	1	8	17	4	0	21	66
Grand Total	11	25	39	75	2	6	9	17	9	8	1	18	32	6	2	40	150
Apprch %	14.7	33.3	52		11.8	35.3	52.9		50	44.4	5.6		80	15	5		
Total %	7.3	16.7	26	50	1.3	4	6	11.3	6	5.3	0.7	12	21.3	4	1.3	26.7	

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**2**	2	**9**	**13**	0	**1**	2	3	**4**	**2**	0	**6**	4	1	**1**	6	**28**
07:45 AM	1	**5**	7	13	0	0	**4**	**4**	0	0	0	0	1	0	1	2	19
08:00 AM	1	3	4	8	0	1	0	1	1	1	0	2	**5**	**2**	0	**7**	18
08:15 AM	2	0	3	5	0	0	0	0	0	1	**1**	2	2	1	0	3	10
Total Volume	6	10	23	39	0	2	6	8	5	4	1	10	12	4	2	18	75
% App. Total	15.4	25.6	59		0	25	75		50	40	10		66.7	22.2	11.1		
PHF	.750	.500	.639	.750	.000	.500	.375	.500	.313	.500	.250	.417	.600	.500	.500	.643	.670

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File Name : 03_RLT_Loc_Cas Thu AM
Site Code : 10824406
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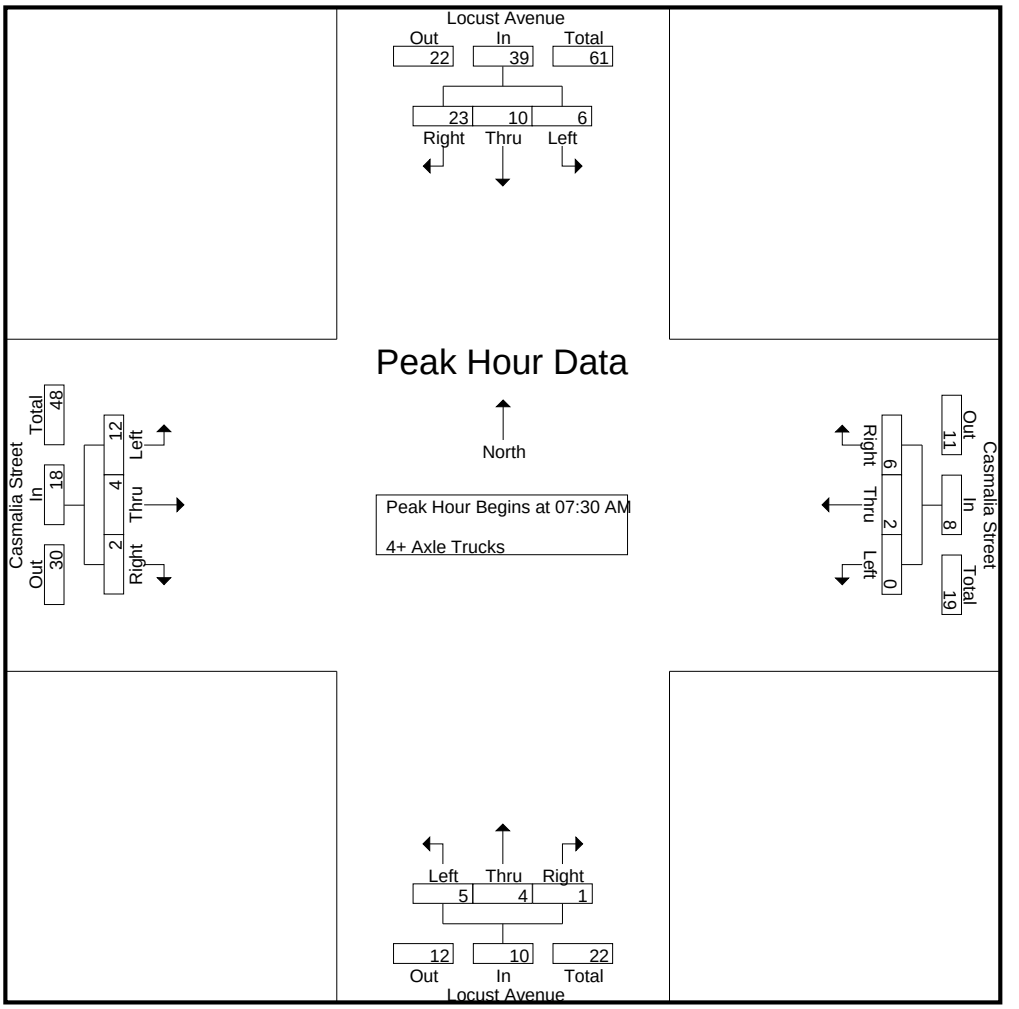

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**2**	2	**9**	**13**	0	**1**	2	3	**4**	**2**	0	**6**	4	1	**1**	6
+15 mins.	1	**5**	7	13	0	0	**4**	**4**	0	0	0	0	1	0	1	2
+30 mins.	1	3	4	8	0	1	0	1	1	1	0	2	**5**	**2**	0	**7**
+45 mins.	2	0	3	5	0	0	0	0	0	1	**1**	2	2	1	0	3
Total Volume	6	10	23	39	0	2	6	8	5	4	1	10	12	4	2	18
% App. Total	15.4	25.6	59		0	25	75		50	40	10		66.7	22.2	11.1	
PHF	.750	.500	.639	.750	.000	.500	.375	.500	.313	.500	.250	.417	.600	.500	.500	.643

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	21	44	40	105	0	23	19	42	16	71	5	92	34	53	32	119	358
04:15 PM	20	46	36	102	1	35	30	66	16	57	1	74	41	57	15	113	355
04:30 PM	35	107	75	217	2	58	20	80	18	55	5	78	30	64	32	126	501
04:45 PM	21	39	35	95	6	40	11	57	16	34	3	53	27	53	23	103	308
Total	97	236	186	519	9	156	80	245	66	217	14	297	132	227	102	461	1522
05:00 PM	19	42	51	112	2	46	17	65	24	42	5	71	26	61	12	99	347
05:15 PM	11	40	35	86	3	39	9	51	13	39	6	58	23	43	16	82	277
05:30 PM	18	33	44	95	5	32	11	48	18	29	4	51	27	44	18	89	283
05:45 PM	10	37	27	74	3	50	12	65	11	41	4	56	25	48	10	83	278
Total	58	152	157	367	13	167	49	229	66	151	19	236	101	196	56	353	1185
Grand Total	155	388	343	886	22	323	129	474	132	368	33	533	233	423	158	814	2707
Apprch %	17.5	43.8	38.7		4.6	68.1	27.2		24.8	69	6.2		28.6	52	19.4		
Total %	5.7	14.3	12.7	32.7	0.8	11.9	4.8	17.5	4.9	13.6	1.2	19.7	8.6	15.6	5.8	30.1	
Passenger Vehicles	154	372	329	855	20	310	123	453	115	355	27	497	221	410	147	778	2583
% Passenger Vehicles	99.4	95.9	95.9	96.5	90.9	96	95.3	95.6	87.1	96.5	81.8	93.2	94.8	96.9	93	95.6	95.4
Large 2 Axle Vehicles	1	5	2	8	0	8	0	8	4	2	2	8	3	4	4	11	35
% Large 2 Axle Vehicles	0.6	1.3	0.6	0.9	0	2.5	0	1.7	3	0.5	6.1	1.5	1.3	0.9	2.5	1.4	1.3
3 Axle Vehicles	0	4	0	4	1	2	1	4	1	4	1	6	1	8	4	13	27
% 3 Axle Vehicles	0	1	0	0.5	4.5	0.6	0.8	0.8	0.8	1.1	3	1.1	0.4	1.9	2.5	1.6	1
4+ Axle Trucks	0	7	12	19	1	3	5	9	12	7	3	22	8	1	3	12	62
% 4+ Axle Trucks	0	1.8	3.5	2.1	4.5	0.9	3.9	1.9	9.1	1.9	9.1	4.1	3.4	0.2	1.9	1.5	2.3

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	21	44	40	105	0	23	19	42	16	**71**	**5**	**92**	34	53	**32**	119	358
04:15 PM	20	46	36	102	1	35	**30**	66	16	57	1	74	**41**	57	15	113	355
04:30 PM	**35**	**107**	**75**	**217**	2	**58**	20	**80**	**18**	55	5	78	30	**64**	32	**126**	**501**
04:45 PM	21	39	35	95	**6**	40	11	57	16	34	3	53	27	53	23	103	308
Total Volume	97	236	186	519	9	156	80	245	66	217	14	297	132	227	102	461	1522
% App. Total	18.7	45.5	35.8		3.7	63.7	32.7		22.2	73.1	4.7		28.6	49.2	22.1		
PHF	.693	.551	.620	.598	.375	.672	.667	.766	.917	.764	.700	.807	.805	.887	.797	.915	.759

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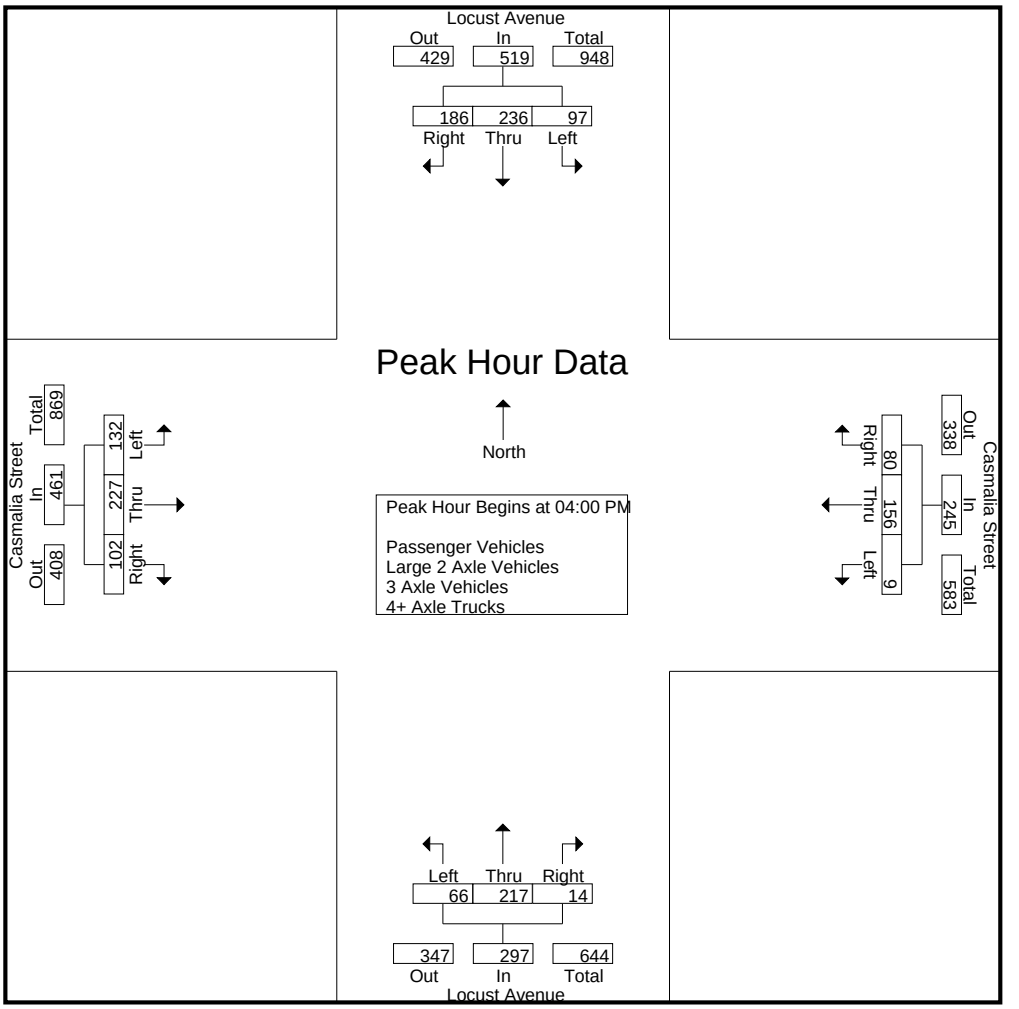

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:00 PM				04:00 PM			
+0 mins.	20	46	36	102	1	35	**30**	66	16	**71**	**5**	**92**	34	53	**32**	119
+15 mins.	**35**	**107**	**75**	**217**	2	**58**	20	**80**	16	57	1	74	**41**	57	15	113
+30 mins.	21	39	35	95	**6**	40	11	57	**18**	55	5	78	30	**64**	32	**126**
+45 mins.	19	42	51	112	2	46	17	65	16	34	3	53	27	53	23	103
Total Volume	95	234	197	526	11	179	78	268	66	217	14	297	132	227	102	461
% App. Total	18.1	44.5	37.5		4.1	66.8	29.1		22.2	73.1	4.7		28.6	49.2	22.1	
PHF	.679	.547	.657	.606	.458	.772	.650	.838	.917	.764	.700	.807	.805	.887	.797	.915

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Groups Printed- Passenger Vehicles

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	21	40	37	98	0	22	18	40	13	68	4	85	33	52	31	116	339
04:15 PM	20	44	33	97	1	34	27	62	15	55	1	71	36	54	12	102	332
04:30 PM	35	103	74	212	2	54	19	75	14	52	5	71	29	60	29	118	476
04:45 PM	21	38	33	92	5	39	11	55	14	33	1	48	26	51	21	98	293
Total	97	225	177	499	8	149	75	232	56	208	11	275	124	217	93	434	1440
05:00 PM	19	41	49	109	2	45	17	64	21	40	5	66	25	60	12	97	336
05:15 PM	11	38	33	82	3	36	8	47	11	39	5	55	22	42	15	79	263
05:30 PM	18	32	43	93	5	32	11	48	17	29	3	49	26	43	18	87	277
05:45 PM	9	36	27	72	2	48	12	62	10	39	3	52	24	48	9	81	267
Total	57	147	152	356	12	161	48	221	59	147	16	222	97	193	54	344	1143
Grand Total	154	372	329	855	20	310	123	453	115	355	27	497	221	410	147	778	2583
Apprch %	18	43.5	38.5		4.4	68.4	27.2		23.1	71.4	5.4		28.4	52.7	18.9		
Total %	6	14.4	12.7	33.1	0.8	12	4.8	17.5	4.5	13.7	1	19.2	8.6	15.9	5.7	30.1	

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	21	40	37	98	0	22	18	40	13	**68**	4	**85**	33	52	**31**	116	339
04:15 PM	20	44	33	97	1	34	**27**	62	**15**	55	1	71	**36**	54	12	102	332
04:30 PM	**35**	**103**	**74**	**212**	2	**54**	19	**75**	14	52	**5**	71	29	**60**	29	**118**	**476**
04:45 PM	21	38	33	92	**5**	39	11	55	14	33	1	48	26	51	21	98	293
Total Volume	97	225	177	499	8	149	75	232	56	208	11	275	124	217	93	434	1440
% App. Total	19.4	45.1	35.5		3.4	64.2	32.3		20.4	75.6	4		28.6	50	21.4		
PHF	.693	.546	.598	.588	.400	.690	.694	.773	.933	.765	.550	.809	.861	.904	.750	.919	.756

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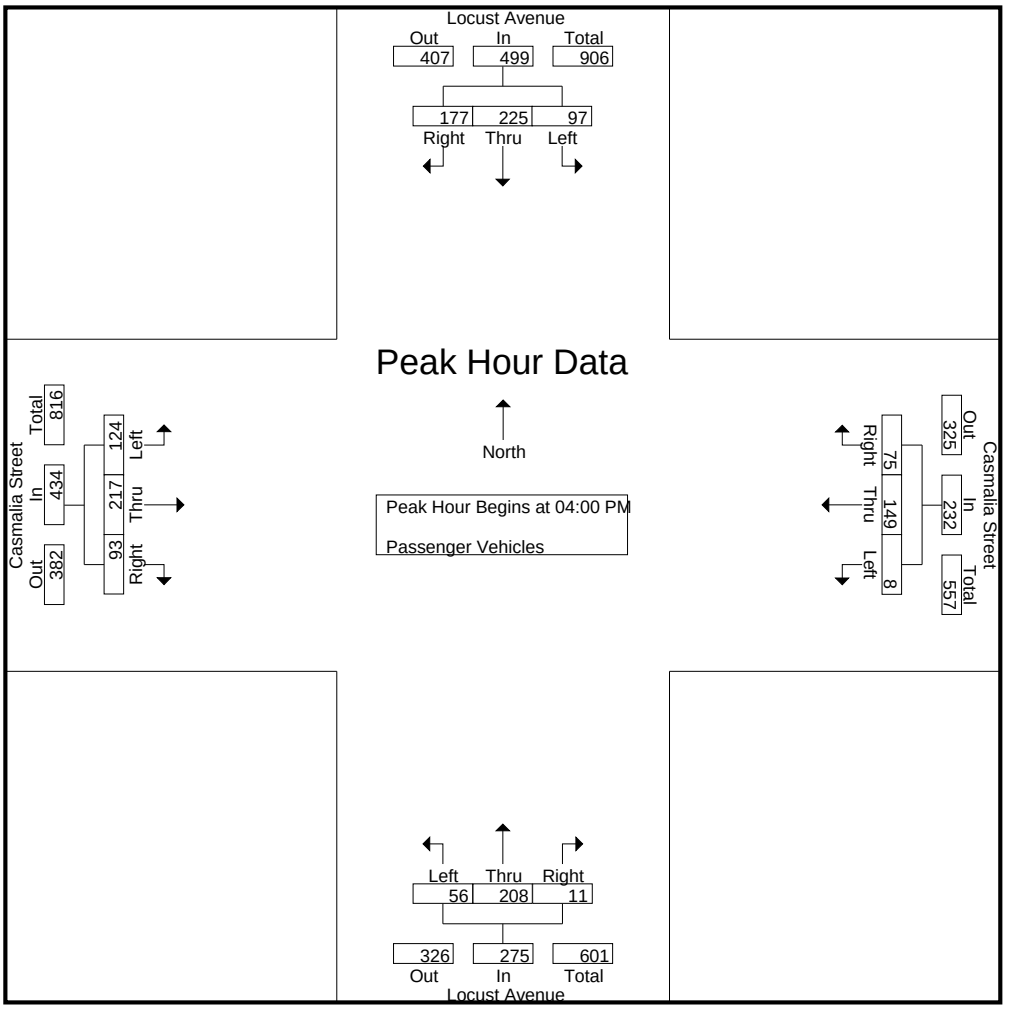

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	21	40	37	98	0	22	18	40	13	**68**	4	**85**	33	52	**31**	116
+15 mins.	20	44	33	97	1	34	**27**	62	**15**	55	1	71	**36**	54	12	102
+30 mins.	**35**	**103**	**74**	**212**	2	**54**	19	**75**	14	52	**5**	71	29	**60**	29	**118**
+45 mins.	21	38	33	92	**5**	39	11	55	14	33	1	48	26	51	21	98
Total Volume	97	225	177	499	8	149	75	232	56	208	11	275	124	217	93	434
% App. Total	19.4	45.1	35.5		3.4	64.2	32.3		20.4	75.6	4		28.6	50	21.4	
PHF	.693	.546	.598	.588	.400	.690	.694	.773	.933	.765	.550	.809	.861	.904	.750	.919

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Groups Printed- Large 2 Axle Vehicles

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	1	4	0	1	0	1	0	1	0	1	0	0	0	0	6
04:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	2	2	4
04:30 PM	0	1	0	1	0	3	0	3	1	1	0	2	0	1	1	2	8
04:45 PM	0	0	0	0	0	0	0	0	1	0	1	2	1	1	0	2	4
Total	0	5	1	6	0	5	0	5	2	2	1	5	1	2	3	6	22
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	1	1	0	2	0	2	1	0	1	2	0	1	1	2	7
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	1	0	0	1	0	0	0	0	1	0	0	1	1	0	0	1	3
Total	1	0	1	2	0	3	0	3	2	0	1	3	2	2	1	5	13
Grand Total	1	5	2	8	0	8	0	8	4	2	2	8	3	4	4	11	35
Apprch %	12.5	62.5	25		0	100	0		50	25	25		27.3	36.4	36.4		
Total %	2.9	14.3	5.7	22.9	0	22.9	0	22.9	11.4	5.7	5.7	22.9	8.6	11.4	11.4	31.4	

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**3**	**1**	**4**	0	1	0	1	0	**1**	0	1	0	0	0	0	6
04:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	**2**	**2**	4
04:30 PM	0	1	0	1	0	**3**	0	**3**	**1**	1	0	**2**	0	**1**	1	2	**8**
04:45 PM	0	0	0	0	0	0	0	0	1	0	**1**	2	**1**	1	0	2	4
Total Volume	0	5	1	6	0	5	0	5	2	2	1	5	1	2	3	6	22
% App. Total	0	83.3	16.7		0	100	0		40	40	20		16.7	33.3	50		
PHF	.000	.417	.250	.375	.000	.417	.000	.417	.500	.500	.250	.625	.250	.500	.375	.750	.688

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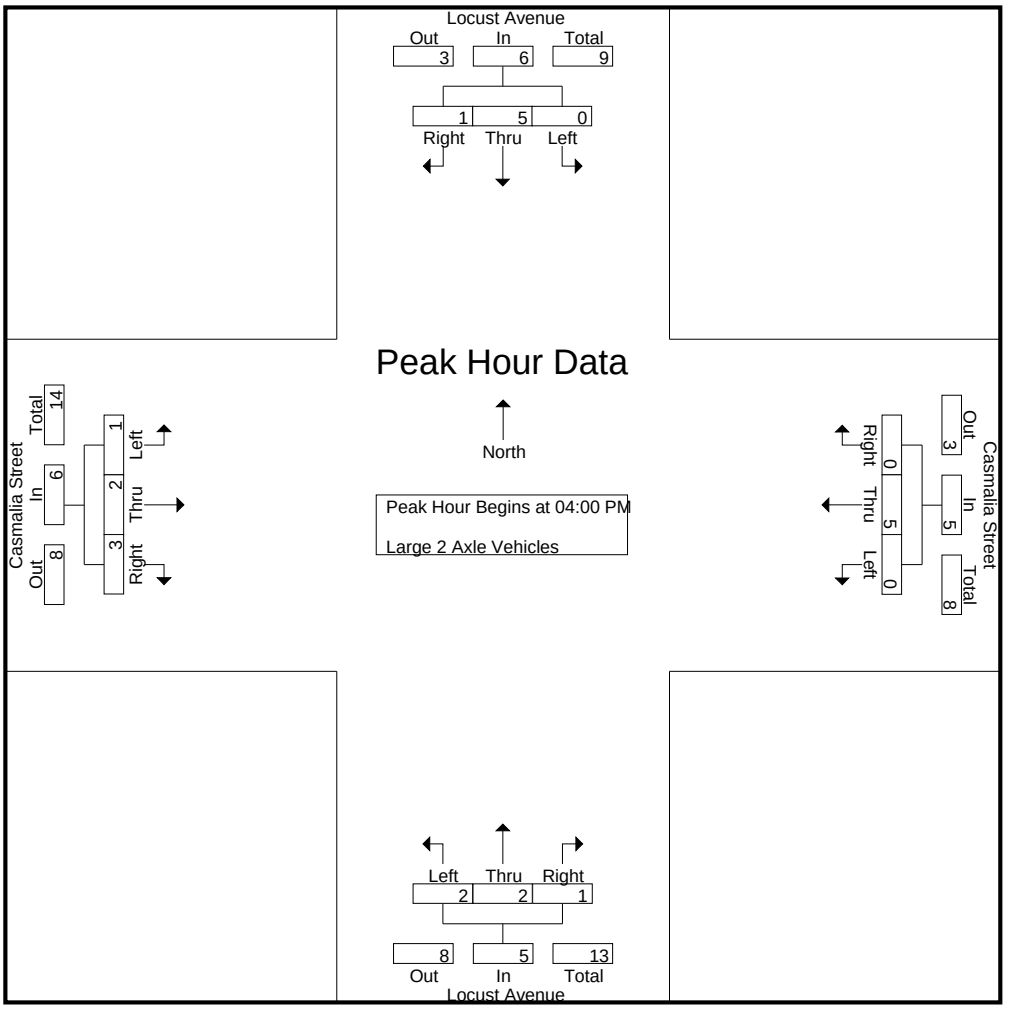

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**3**	**1**	**4**	0	1	0	1	0	**1**	0	1	0	0	0	0
+15 mins.	0	1	0	1	0	1	0	1	0	0	0	0	0	0	**2**	**2**
+30 mins.	0	1	0	1	0	**3**	0	**3**	**1**	1	0	**2**	0	**1**	1	2
+45 mins.	0	0	0	0	0	0	0	0	1	0	**1**	2	**1**	1	0	2
Total Volume	0	5	1	6	0	5	0	5	2	2	1	5	1	2	3	6
% App. Total	0	83.3	16.7		0	100	0		40	40	20		16.7	33.3	50	
PHF	.000	.417	.250	.375	.000	.417	.000	.417	.500	.500	.250	.625	.250	.500	.375	.750

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E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	4
04:30 PM	0	2	0	2	0	0	1	1	0	1	0	1	0	3	1	4	8
04:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	1	1	2	4
Total	0	3	0	3	0	1	1	2	0	3	0	3	0	7	4	11	19
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	1	0	0	1	0	1	1	2	0	0	0	0	3
Total	0	1	0	1	1	1	0	2	1	1	1	3	1	1	0	2	8
Grand Total	0	4	0	4	1	2	1	4	1	4	1	6	1	8	4	13	27
Apprch %	0	100	0		25	50	25		16.7	66.7	16.7		7.7	61.5	30.8		
Total %	0	14.8	0	14.8	3.7	7.4	3.7	14.8	3.7	14.8	3.7	22.2	3.7	29.6	14.8	48.1	

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	**1**	1	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	1	**4**	4
04:30 PM	0	**2**	0	**2**	0	0	**1**	**1**	0	1	0	1	0	3	1	4	**8**
04:45 PM	0	0	0	0	0	**1**	0	1	0	1	0	1	0	1	1	2	4
Total Volume	0	3	0	3	0	1	1	2	0	3	0	3	0	7	4	11	19
% App. Total	0	100	0		0	50	50		0	100	0		0	63.6	36.4		
PHF	.000	.375	.000	.375	.000	.250	.250	.500	.000	.750	.000	.750	.000	.583	1.00	.688	.594

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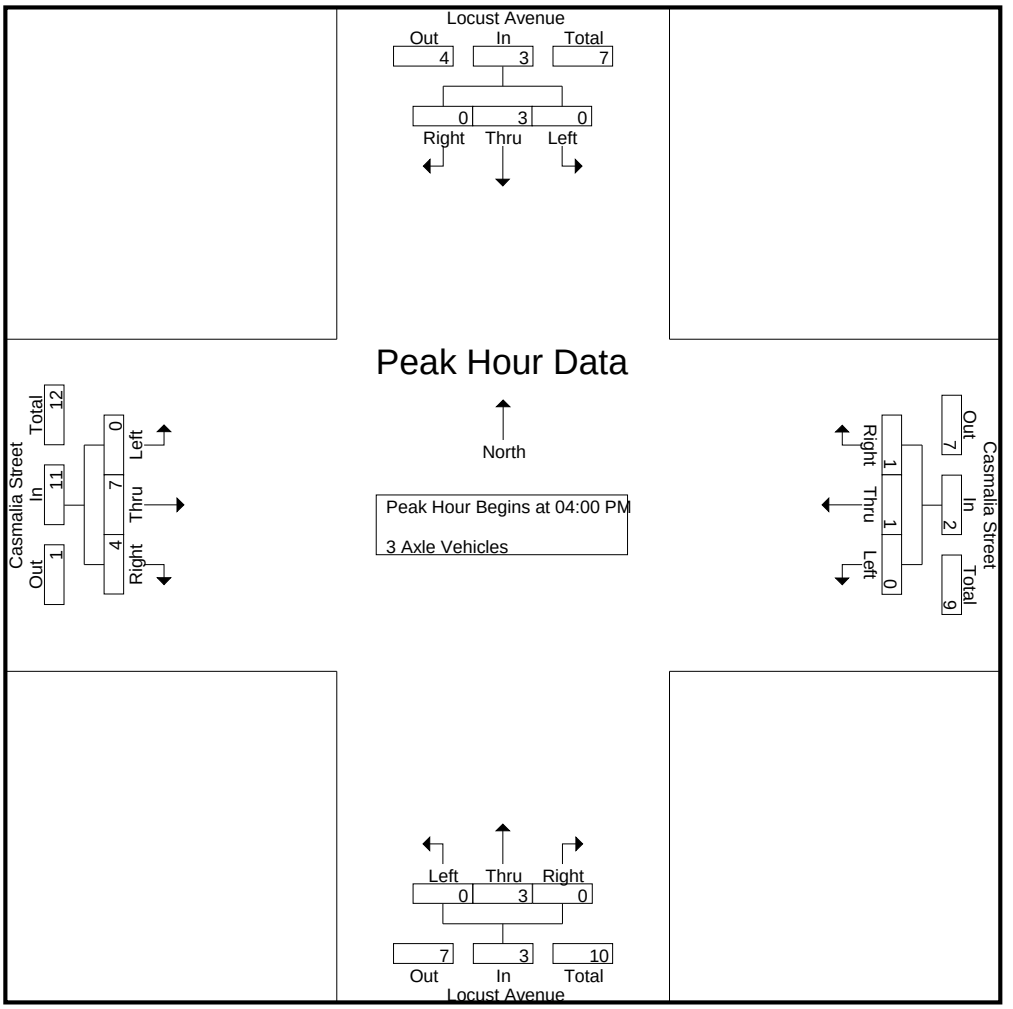
(951) 268-6268

City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	**1**	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	1	**4**
+30 mins.	0	**2**	0	**2**	0	0	**1**	**1**	0	1	0	1	0	3	1	4
+45 mins.	0	0	0	0	0	**1**	0	1	0	1	0	1	0	1	1	2
Total Volume	0	3	0	3	0	1	1	2	0	3	0	3	0	7	4	11
% App. Total	0	100	0		0	50	50		0	100	0		0	63.6	36.4	
PHF	.000	.375	.000	.375	.000	.250	.250	.500	.000	.750	.000	.750	.000	.583	1.000	.688

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	2	2	0	0	1	1	3	1	1	5	1	1	0	2	10
04:15 PM	0	1	3	4	0	0	3	3	1	2	0	3	5	0	0	5	15
04:30 PM	0	1	1	2	0	1	0	1	3	1	0	4	1	0	1	2	9
04:45 PM	0	1	2	3	1	0	0	1	1	0	1	2	0	0	1	1	7
Total	0	3	8	11	1	1	4	6	8	4	2	14	7	1	2	10	41
05:00 PM	0	1	2	3	0	0	0	0	2	2	0	4	0	0	0	0	7
05:15 PM	0	2	1	3	0	0	1	1	1	0	0	1	1	0	0	1	6
05:30 PM	0	0	1	1	0	0	0	0	1	0	1	2	0	0	0	0	3
05:45 PM	0	1	0	1	0	2	0	2	0	1	0	1	0	0	1	1	5
Total	0	4	4	8	0	2	1	3	4	3	1	8	1	0	1	2	21
Grand Total	0	7	12	19	1	3	5	9	12	7	3	22	8	1	3	12	62
Apprch %	0	36.8	63.2		11.1	33.3	55.6		54.5	31.8	13.6		66.7	8.3	25		
Total %	0	11.3	19.4	30.6	1.6	4.8	8.1	14.5	19.4	11.3	4.8	35.5	12.9	1.6	4.8	19.4	

	Locust Avenue Southbound				Casmalia Street Westbound				Locust Avenue Northbound				Casmalia Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	2	2	0	0	1	1	**3**	1	**1**	**5**	1	**1**	0	2	10
04:15 PM	0	**1**	**3**	**4**	0	0	**3**	**3**	1	**2**	0	3	**5**	0	0	**5**	**15**
04:30 PM	0	1	1	2	0	**1**	0	1	3	1	0	4	1	0	**1**	2	9
04:45 PM	0	1	2	3	**1**	0	0	1	1	0	1	2	0	0	1	1	7
Total Volume	0	3	8	11	1	1	4	6	8	4	2	14	7	1	2	10	41
% App. Total	0	27.3	72.7		16.7	16.7	66.7		57.1	28.6	14.3		70	10	20		
PHF	.000	.750	.667	.688	.250	.250	.333	.500	.667	.500	.500	.700	.350	.250	.500	.500	.683

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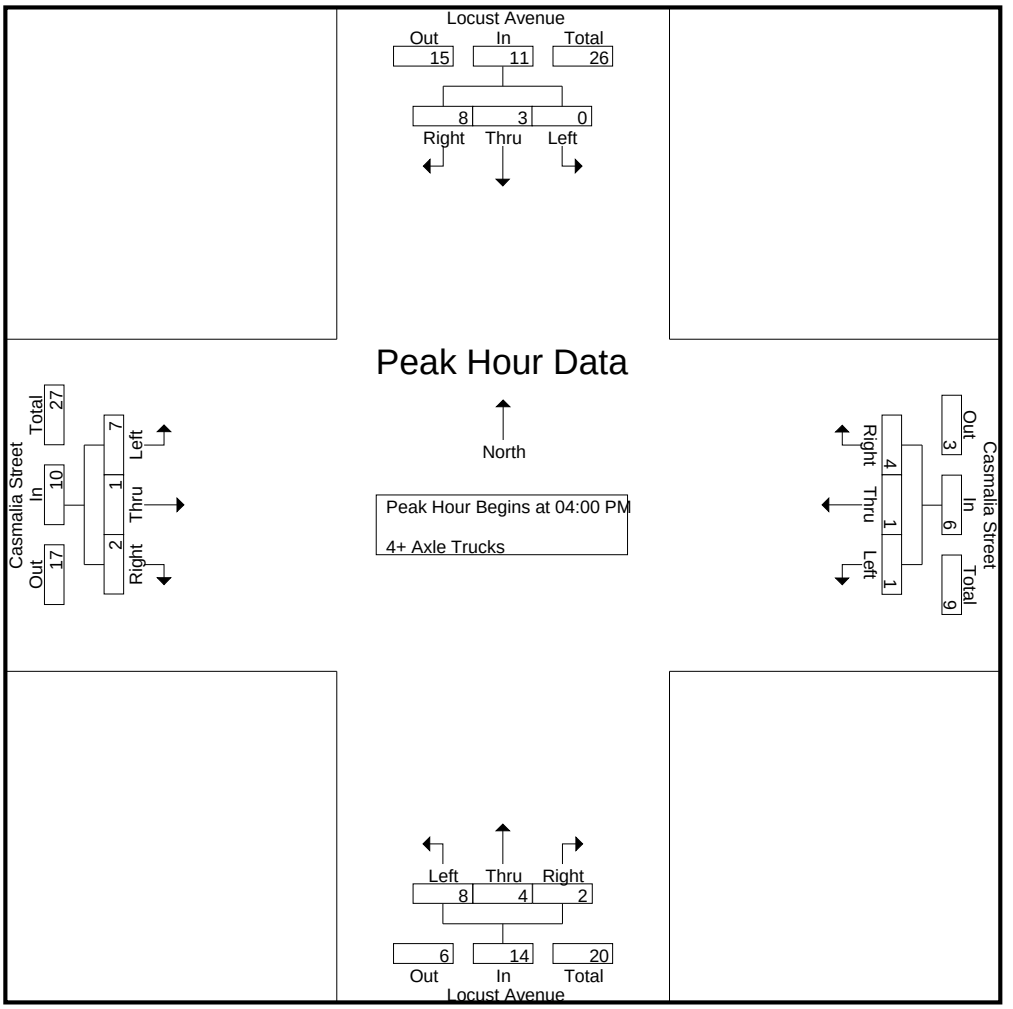
City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	2	2	0	0	1	1	**3**	1	**1**	**5**	1	**1**	0	2
+15 mins.	0	**1**	**3**	**4**	0	0	**3**	**3**	1	**2**	0	3	**5**	0	0	**5**
+30 mins.	0	1	1	2	0	**1**	0	1	3	1	0	4	1	0	**1**	2
+45 mins.	0	1	2	3	**1**	0	0	1	1	0	1	2	0	0	1	1
Total Volume	0	3	8	11	1	1	4	6	8	4	2	14	7	1	2	10
% App. Total	0	27.3	72.7		16.7	16.7	66.7		57.1	28.6	14.3		70	10	20	
PHF	.000	.750	.667	.688	.250	.250	.333	.500	.667	.500	.500	.700	.350	.250	.500	.500

Location: Rialto
N/S: Locust Avenue
E/W: Casmalia Street

Date: 5/7/2024
Day: Tuesday

PEDESTRIANS

	North Leg Locust Avenue	East Leg Casmalia Street	South Leg Locust Avenue	West Leg Casmalia Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	1	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	1

	North Leg Locust Avenue	East Leg Casmalia Street	South Leg Locust Avenue	West Leg Casmalia Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	1	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	1	0	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	2

Location: Rialto
N/S: Locust Avenue
E/W: Casmalia Street

Date: 5/7/2024
Day: Tuesday

BICYCLES

	Southbound Locust Avenue			Westbound Casmalia Street			Northbound Locust Avenue			Eastbound Casmalia Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

	Southbound Locust Avenue			Westbound Casmalia Street			Northbound Locust Avenue			Eastbound Casmalia Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	2	0	0	0	0	0	0	0	3

Location: Rialto
N/S: Locust Avenue
E/W: Casmalia Street

Date: 5/8/2024
Day: Wednesday

PEDESTRIANS

	North Leg Locust Avenue	East Leg Casmalia Street	South Leg Locust Avenue	West Leg Casmalia Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	1	0	0	1
7:30 AM	1	0	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	2	0	0	3

	North Leg Locust Avenue	East Leg Casmalia Street	South Leg Locust Avenue	West Leg Casmalia Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	1	0	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	1	0	0	2

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951-268-6268

Location: Rialto
N/S: Locust Avenue
E/W: Casmalia Street

Date: 5/8/2024
Day: Wednesday

BICYCLES

	Southbound Locust Avenue			Westbound Casmalia Street			Northbound Locust Avenue			Eastbound Casmalia Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

	Southbound Locust Avenue			Westbound Casmalia Street			Northbound Locust Avenue			Eastbound Casmalia Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	1	0	2

Location: Rialto
N/S: Locust Avenue
E/W: Casmalia Street

Date: 5/9/2024
Day: Thursday

PEDESTRIANS

	North Leg Locust Avenue	East Leg Casmalia Street	South Leg Locust Avenue	West Leg Casmalia Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	1	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	1

	North Leg Locust Avenue	East Leg Casmalia Street	South Leg Locust Avenue	West Leg Casmalia Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	1	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	1	1	1	0	3
5:45 PM	2	0	0	0	2
TOTAL VOLUMES:	4	2	1	0	7

Location: Rialto
N/S: Locust Avenue
E/W: Casmalia Street

Date: 5/9/2024
Day: Thursday

BICYCLES

	Southbound Locust Avenue			Westbound Casmalia Street			Northbound Locust Avenue			Eastbound Casmalia Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	2	0	0	0	0	0	0	0	2

	Southbound Locust Avenue			Westbound Casmalia Street			Northbound Locust Avenue			Eastbound Casmalia Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	27	11	45	7	38	6	51	11	34	6	51	4	26	13	43	190
07:15 AM	10	34	15	59	6	36	1	43	12	42	5	59	0	17	5	22	183
07:30 AM	6	59	10	75	18	22	3	43	15	45	6	66	5	24	8	37	221
07:45 AM	11	61	15	87	20	41	4	65	19	48	7	74	8	25	9	42	268
Total	34	181	51	266	51	137	14	202	57	169	24	250	17	92	35	144	862
08:00 AM	8	67	13	88	6	30	0	36	25	41	4	70	5	47	13	65	259
08:15 AM	4	37	12	53	5	15	2	22	32	29	4	65	7	36	13	56	196
08:30 AM	6	42	11	59	5	25	0	30	15	28	5	48	8	23	28	59	196
08:45 AM	4	40	12	56	3	39	4	46	14	28	1	43	1	23	12	36	181
Total	22	186	48	256	19	109	6	134	86	126	14	226	21	129	66	216	832
Grand Total	56	367	99	522	70	246	20	336	143	295	38	476	38	221	101	360	1694
Apprch %	10.7	70.3	19		20.8	73.2	6		30	62	8		10.6	61.4	28.1		
Total %	3.3	21.7	5.8	30.8	4.1	14.5	1.2	19.8	8.4	17.4	2.2	28.1	2.2	13	6	21.3	
Passenger Vehicles	53	331	66	450	66	240	19	325	96	259	34	389	32	214	82	328	1492
% Passenger Vehicles	94.6	90.2	66.7	86.2	94.3	97.6	95	96.7	67.1	87.8	89.5	81.7	84.2	96.8	81.2	91.1	88.1
Large 2 Axle Vehicles	2	10	7	19	2	5	1	8	4	9	4	17	3	3	3	9	53
% Large 2 Axle Vehicles	3.6	2.7	7.1	3.6	2.9	2	5	2.4	2.8	3.1	10.5	3.6	7.9	1.4	3	2.5	3.1
3 Axle Vehicles	0	5	3	8	0	0	0	0	15	10	0	25	1	2	1	4	37
% 3 Axle Vehicles	0	1.4	3	1.5	0	0	0	0	10.5	3.4	0	5.3	2.6	0.9	1	1.1	2.2
4+ Axle Trucks	1	21	23	45	2	1	0	3	28	17	0	45	2	2	15	19	112
% 4+ Axle Trucks	1.8	5.7	23.2	8.6	2.9	0.4	0	0.9	19.6	5.8	0	9.5	5.3	0.9	14.9	5.3	6.6

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	6	59	10	75	18	22	3	43	15	45	6	66	5	24	8	37	221
07:45 AM	**11**	61	**15**	87	**20**	**41**	**4**	**65**	19	**48**	**7**	**74**	**8**	25	9	42	**268**
08:00 AM	8	**67**	13	**88**	6	30	0	36	25	41	4	70	5	**47**	**13**	**65**	259
08:15 AM	4	37	12	53	5	15	2	22	**32**	29	4	65	7	36	13	56	196
Total Volume	29	224	50	303	49	108	9	166	91	163	21	275	25	132	43	200	944
% App. Total	9.6	73.9	16.5		29.5	65.1	5.4		33.1	59.3	7.6		12.5	66	21.5		
PHF	.659	.836	.833	.861	.613	.659	.563	.638	.711	.849	.750	.929	.781	.702	.827	.769	.881

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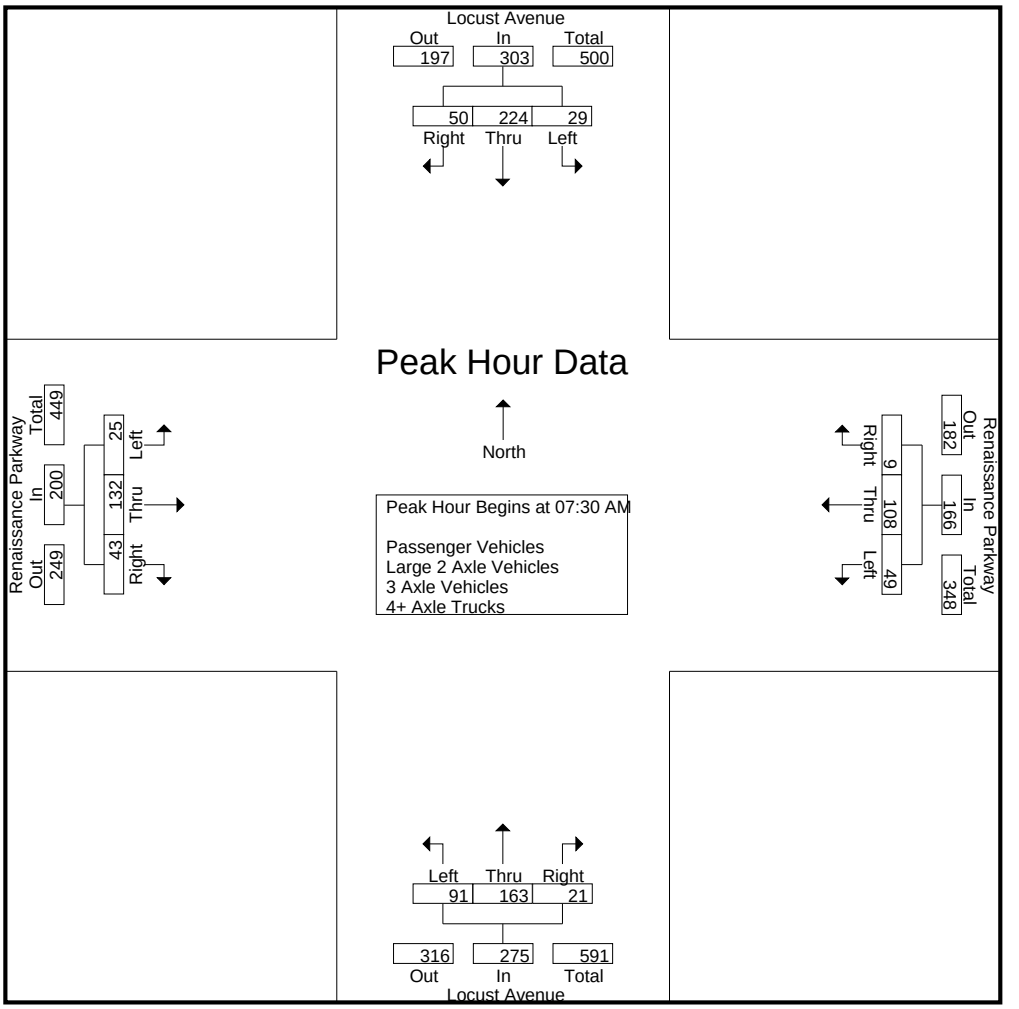
City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:30 AM				07:45 AM			
+0 mins.	10	34	**15**	59	7	38	**6**	51	15	45	6	66	**8**	25	9	42
+15 mins.	6	59	10	75	6	36	1	43	19	**48**	**7**	**74**	5	**47**	13	**65**
+30 mins.	**11**	61	15	87	18	22	3	43	25	41	4	70	7	36	13	56
+45 mins.	8	**67**	13	**88**	**20**	**41**	4	**65**	**32**	29	4	65	8	23	**28**	59
Total Volume	35	221	53	309	51	137	14	202	91	163	21	275	28	131	63	222
% App. Total	11.3	71.5	17.2		25.2	67.8	6.9		33.1	59.3	7.6		12.6	59	28.4	
PHF	.795	.825	.883	.878	.638	.835	.583	.777	.711	.849	.750	.929	.875	.697	.563	.854

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	24	6	36	7	38	5	50	6	29	6	41	2	25	10	37	164
07:15 AM	10	29	11	50	6	36	1	43	7	38	4	49	0	17	3	20	162
07:30 AM	6	54	7	67	15	22	3	40	10	42	5	57	4	24	6	34	198
07:45 AM	10	55	12	77	20	39	4	63	14	45	6	65	7	25	9	41	246
Total	32	162	36	230	48	135	13	196	37	154	21	212	13	91	28	132	770
08:00 AM	8	62	11	81	6	29	0	35	19	38	4	61	4	45	10	59	236
08:15 AM	3	35	9	47	4	14	2	20	22	24	4	50	7	35	9	51	168
08:30 AM	6	40	5	51	5	25	0	30	11	23	4	38	7	23	26	56	175
08:45 AM	4	32	5	41	3	37	4	44	7	20	1	28	1	20	9	30	143
Total	21	169	30	220	18	105	6	129	59	105	13	177	19	123	54	196	722
Grand Total	53	331	66	450	66	240	19	325	96	259	34	389	32	214	82	328	1492
Apprch %	11.8	73.6	14.7		20.3	73.8	5.8		24.7	66.6	8.7		9.8	65.2	25		
Total %	3.6	22.2	4.4	30.2	4.4	16.1	1.3	21.8	6.4	17.4	2.3	26.1	2.1	14.3	5.5	22	

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	6	54	7	67	15	22	3	40	10	42	5	57	4	24	6	34	198
07:45 AM	**10**	55	**12**	77	**20**	**39**	**4**	**63**	14	**45**	**6**	**65**	**7**	25	9	41	**246**
08:00 AM	8	**62**	11	**81**	6	29	0	35	19	38	4	61	4	**45**	**10**	**59**	236
08:15 AM	3	35	9	47	4	14	2	20	**22**	24	4	50	7	35	9	51	168
Total Volume	27	206	39	272	45	104	9	158	65	149	19	233	22	129	34	185	848
% App. Total	9.9	75.7	14.3		28.5	65.8	5.7		27.9	63.9	8.2		11.9	69.7	18.4		
PHF	.675	.831	.813	.840	.563	.667	.563	.627	.739	.828	.792	.896	.786	.717	.850	.784	.862

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Tue AM
Site Code : 10824406
Start Date : 5/7/2024
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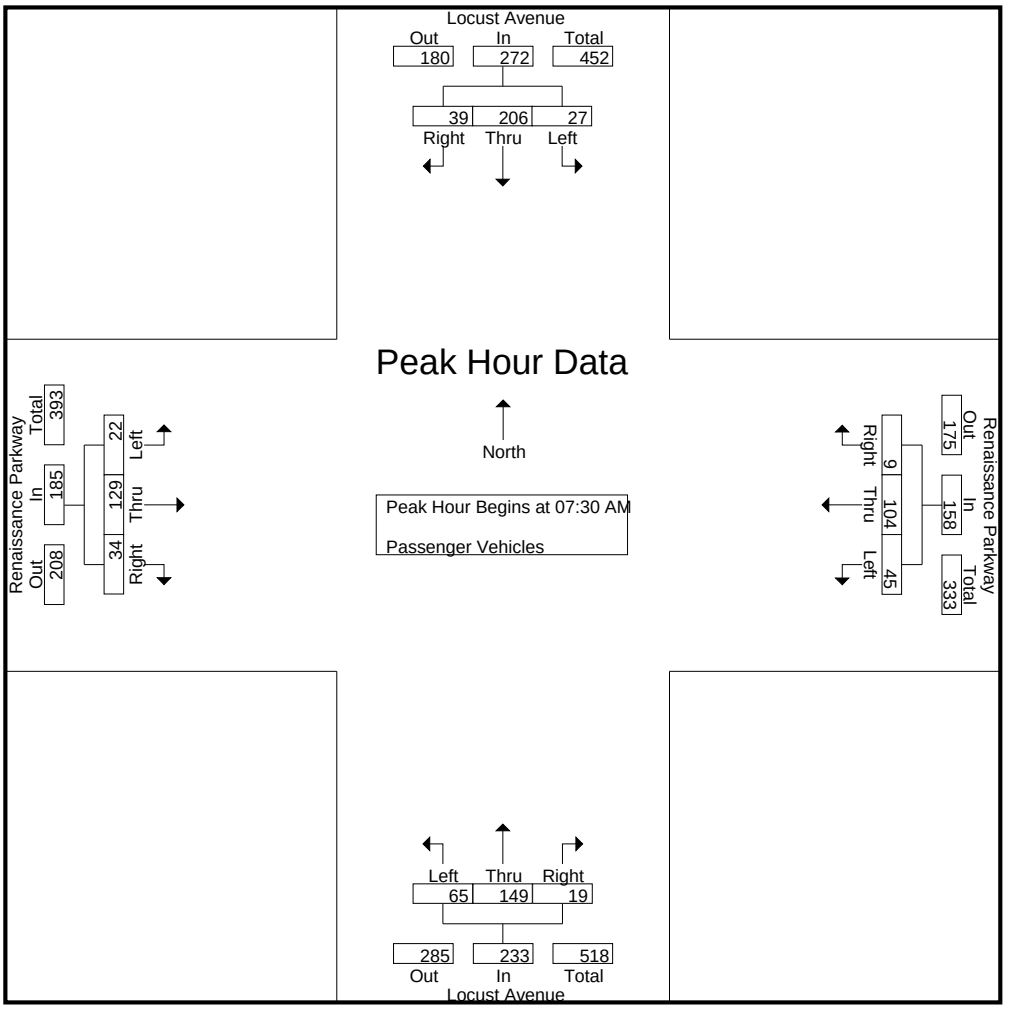

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	6	54	7	67	15	22	3	40	10	42	5	57	4	24	6	34
+15 mins.	**10**	55	**12**	77	**20**	**39**	**4**	**63**	14	**45**	**6**	**65**	**7**	25	9	41
+30 mins.	8	**62**	11	**81**	6	29	0	35	19	38	4	61	4	**45**	**10**	**59**
+45 mins.	3	35	9	47	4	14	2	20	**22**	24	4	50	7	35	9	51
Total Volume	27	206	39	272	45	104	9	158	65	149	19	233	22	129	34	185
% App. Total	9.9	75.7	14.3		28.5	65.8	5.7		27.9	63.9	8.2		11.9	69.7	18.4	
PHF	.675	.831	.813	.840	.563	.667	.563	.627	.739	.828	.792	.896	.786	.717	.850	.784

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Tue AM
Site Code : 10824406
Start Date : 5/7/2024
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Groups Printed- Large 2 Axle Vehicles

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	0	1	1	1	3	0	4	2	1	0	3	9
07:15 AM	0	2	2	4	0	0	0	0	1	1	1	3	0	0	0	0	7
07:30 AM	0	2	0	2	1	0	0	1	0	1	1	2	0	0	0	0	5
07:45 AM	0	2	0	2	0	2	0	2	0	1	1	2	0	0	0	0	6
Total	1	6	2	9	1	2	1	4	2	6	3	11	2	1	0	3	27
08:00 AM	0	1	1	2	0	1	0	1	0	0	0	0	0	0	0	0	3
08:15 AM	1	0	0	1	1	1	0	2	2	1	0	3	0	1	1	2	8
08:30 AM	0	0	1	1	0	0	0	0	0	0	1	1	1	0	1	2	4
08:45 AM	0	3	3	6	0	1	0	1	0	2	0	2	0	1	1	2	11
Total	1	4	5	10	1	3	0	4	2	3	1	6	1	2	3	6	26
Grand Total	2	10	7	19	2	5	1	8	4	9	4	17	3	3	3	9	53
Apprch %	10.5	52.6	36.8		25	62.5	12.5		23.5	52.9	23.5		33.3	33.3	33.3		
Total %	3.8	18.9	13.2	35.8	3.8	9.4	1.9	15.1	7.5	17	7.5	32.1	5.7	5.7	5.7	17	

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**2**	0	**2**	**1**	0	0	1	0	**1**	**1**	2	0	0	0	0	5
07:45 AM	0	2	0	2	0	**2**	0	**2**	0	1	1	2	0	0	0	0	6
08:00 AM	0	1	**1**	2	0	1	0	1	0	0	0	0	0	0	0	0	3
08:15 AM	**1**	0	0	1	1	1	0	2	**2**	1	0	**3**	0	**1**	**1**	**2**	**8**
Total Volume	1	5	1	7	2	4	0	6	2	3	2	7	0	1	1	2	22
% App. Total	14.3	71.4	14.3		33.3	66.7	0		28.6	42.9	28.6		0	50	50		
PHF	.250	.625	.250	.875	.500	.500	.000	.750	.250	.750	.500	.583	.000	.250	.250	.250	.688

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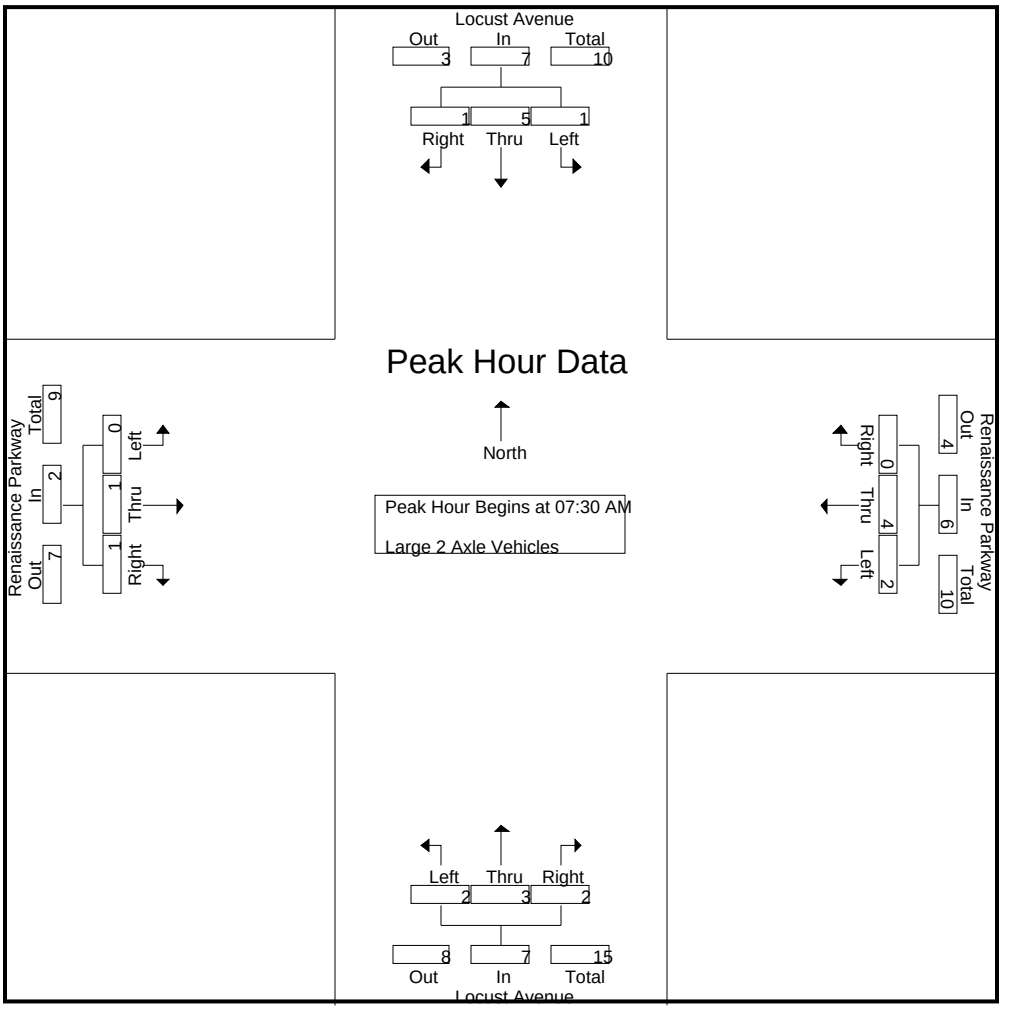
City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Tue AM
Site Code : 10824406
Start Date : 5/7/2024



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**2**	0	**2**	**1**	0	0	1	0	**1**	**1**	2	0	0	0	0
+15 mins.	0	2	0	2	0	**2**	0	**2**	0	1	1	2	0	0	0	0
+30 mins.	0	1	**1**	2	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	**1**	0	0	1	1	1	0	2	**2**	1	0	**3**	0	**1**	**1**	**2**
Total Volume	1	5	1	7	2	4	0	6	2	3	2	7	0	1	1	2
% App. Total	14.3	71.4	14.3		33.3	66.7	0		28.6	42.9	28.6		0	50	50	
PHF	.250	.625	.250	.875	.500	.500	.000	.750	.250	.750	.500	.583	.000	.250	.250	.250

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City of Rialto
N/S: Locust Avenue
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File Name : 04_RLT_Loc_Ren Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	2	0	0	0	0	1	1	0	2	0	0	0	0	4
07:15 AM	0	1	0	1	0	0	0	0	3	1	0	4	0	0	1	1	6
07:30 AM	0	0	0	0	0	0	0	0	2	2	0	4	1	0	0	1	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	1	3	0	0	0	0	6	4	0	10	1	0	1	2	15
08:00 AM	0	1	1	2	0	0	0	0	2	2	0	4	0	1	0	1	7
08:15 AM	0	0	0	0	0	0	0	0	4	2	0	6	0	0	0	0	6
08:30 AM	0	1	1	2	0	0	0	0	0	2	0	2	0	0	0	0	4
08:45 AM	0	1	0	1	0	0	0	0	3	0	0	3	0	1	0	1	5
Total	0	3	2	5	0	0	0	0	9	6	0	15	0	2	0	2	22
Grand Total	0	5	3	8	0	0	0	0	15	10	0	25	1	2	1	4	37
Apprch %	0	62.5	37.5		0	0	0		60	40	0		25	50	25		
Total %	0	13.5	8.1	21.6	0	0	0	0	40.5	27	0	67.6	2.7	5.4	2.7	10.8	

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	2	**2**	0	4	**1**	0	0	**1**	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	**1**	**1**	**2**	0	0	0	0	2	2	0	4	0	**1**	0	1	**7**
08:15 AM	0	0	0	0	0	0	0	0	**4**	2	0	**6**	0	0	0	0	6
Total Volume	0	1	1	2	0	0	0	0	8	6	0	14	1	1	0	2	18
% App. Total	0	50	50		0	0	0		57.1	42.9	0		50	50	0		
PHF	.000	.250	.250	.250	.000	.000	.000	.000	.500	.750	.000	.583	.250	.250	.000	.500	.643

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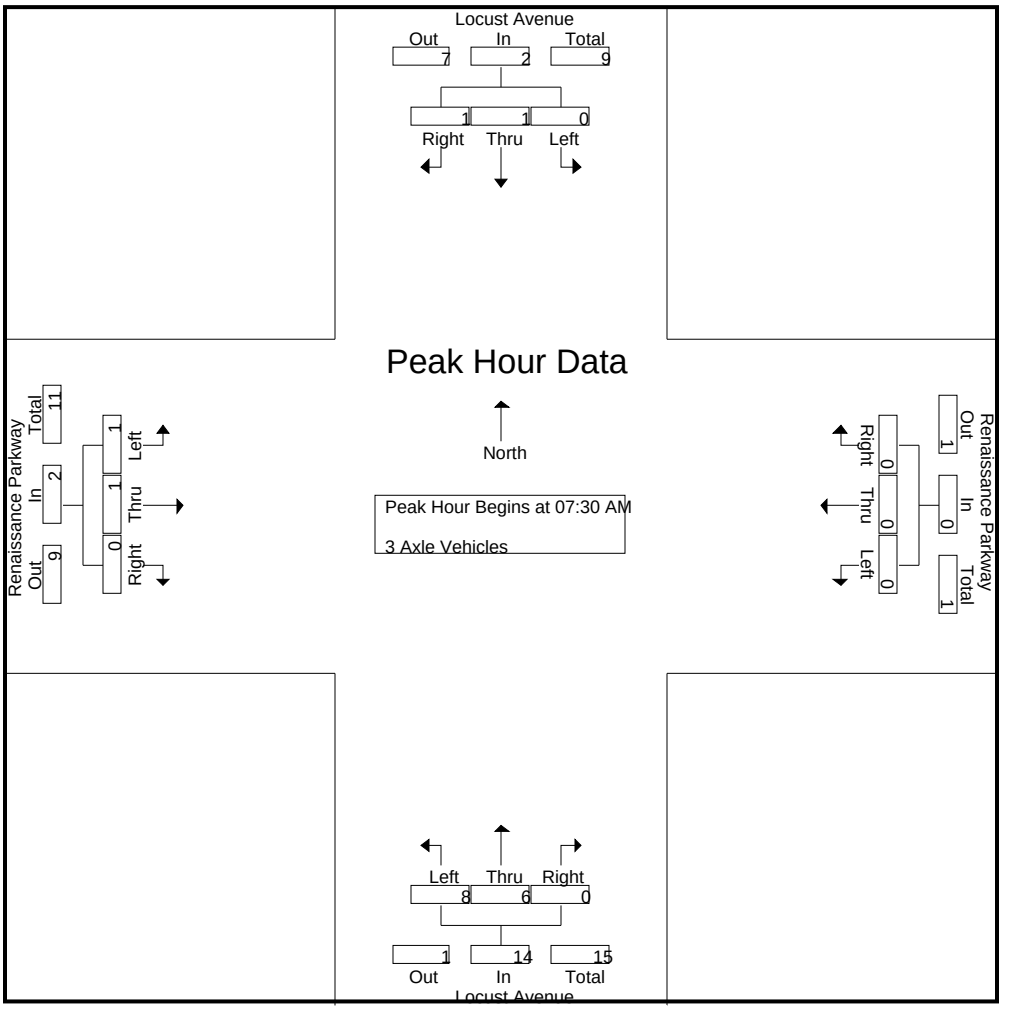
City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Tue AM
Site Code : 10824406
Start Date : 5/7/2024



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	2	**2**	0	4	**1**	0	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	**1**	**2**	0	0	0	0	2	2	0	4	0	**1**	0	1
+45 mins.	0	0	0	0	0	0	0	0	**4**	2	0	**6**	0	0	0	0
Total Volume	0	1	1	2	0	0	0	0	8	6	0	14	1	1	0	2
% App. Total	0	50	50		0	0	0		57.1	42.9	0		50	50	0	
PHF	.000	.250	.250	.250	.000	.000	.000	.000	.500	.750	.000	.583	.250	.250	.000	.500

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City of Rialto
N/S: Locust Avenue
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File Name : 04_RLT_Loc_Ren Tue AM
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Groups Printed- 4+ Axle Trucks

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	4	6	0	0	0	0	3	1	0	4	0	0	3	3	13
07:15 AM	0	2	2	4	0	0	0	0	1	2	0	3	0	0	1	1	8
07:30 AM	0	3	3	6	2	0	0	2	3	0	0	3	0	0	2	2	13
07:45 AM	1	4	3	8	0	0	0	0	5	2	0	7	1	0	0	1	16
Total	1	11	12	24	2	0	0	2	12	5	0	17	1	0	6	7	50
08:00 AM	0	3	0	3	0	0	0	0	4	1	0	5	1	1	3	5	13
08:15 AM	0	2	3	5	0	0	0	0	4	2	0	6	0	0	3	3	14
08:30 AM	0	1	4	5	0	0	0	0	4	3	0	7	0	0	1	1	13
08:45 AM	0	4	4	8	0	1	0	1	4	6	0	10	0	1	2	3	22
Total	0	10	11	21	0	1	0	1	16	12	0	28	1	2	9	12	62
Grand Total	1	21	23	45	2	1	0	3	28	17	0	45	2	2	15	19	112
Apprch %	2.2	46.7	51.1		66.7	33.3	0		62.2	37.8	0		10.5	10.5	78.9		
Total %	0.9	18.8	20.5	40.2	1.8	0.9	0	2.7	25	15.2	0	40.2	1.8	1.8	13.4	17	

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	3	**3**	6	**2**	0	0	**2**	3	0	0	3	0	0	2	2	13
07:45 AM	**1**	**4**	3	**8**	0	0	0	0	**5**	**2**	0	**7**	**1**	0	0	1	**16**
08:00 AM	0	3	0	3	0	0	0	0	4	1	0	5	1	**1**	**3**	**5**	13
08:15 AM	0	2	3	5	0	0	0	0	4	2	0	6	0	0	3	3	14
Total Volume	1	12	9	22	2	0	0	2	16	5	0	21	2	1	8	11	56
% App. Total	4.5	54.5	40.9		100	0	0		76.2	23.8	0		18.2	9.1	72.7		
PHF	.250	.750	.750	.688	.250	.000	.000	.250	.800	.625	.000	.750	.500	.250	.667	.550	.875

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City of Rialto
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E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Tue AM
Site Code : 10824406
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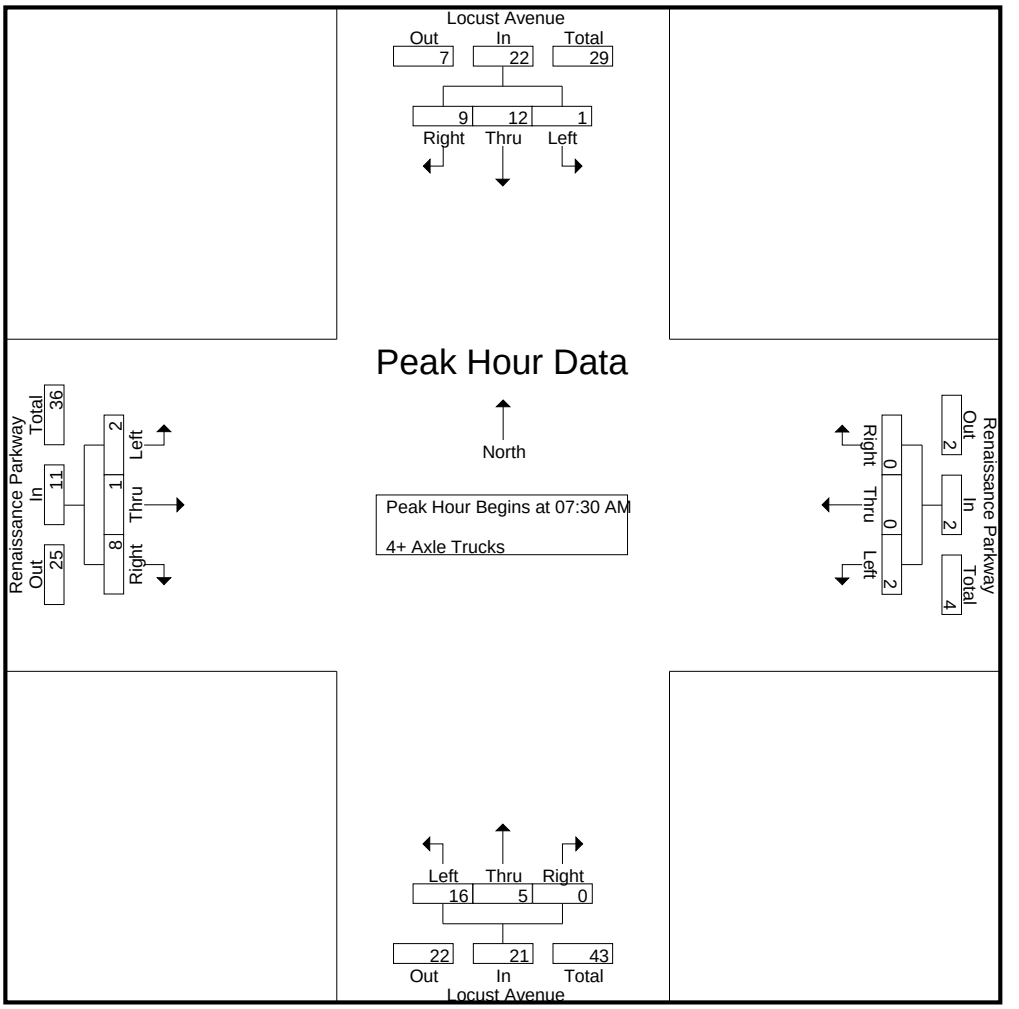

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	3	**3**	6	**2**	0	0	**2**	3	0	0	3	0	0	2	2
+15 mins.	**1**	**4**	3	**8**	0	0	0	0	**5**	**2**	0	**7**	**1**	0	0	1
+30 mins.	0	3	0	3	0	0	0	0	4	1	0	5	1	**1**	**3**	**5**
+45 mins.	0	2	3	5	0	0	0	0	4	2	0	6	0	0	3	3
Total Volume	1	12	9	22	2	0	0	2	16	5	0	21	2	1	8	11
% App. Total	4.5	54.5	40.9		100	0	0		76.2	23.8	0		18.2	9.1	72.7	
PHF	.250	.750	.750	.688	.250	.000	.000	.250	.800	.625	.000	.750	.500	.250	.667	.550

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	10	40	8	58	6	47	15	68	19	68	12	99	19	60	16	95	320
04:15 PM	15	51	8	74	4	28	5	37	15	60	8	83	13	73	11	97	291
04:30 PM	13	96	18	127	12	58	10	80	22	44	15	81	10	69	13	92	380
04:45 PM	12	55	5	72	8	42	10	60	14	43	11	68	3	83	13	99	299
Total	50	242	39	331	30	175	40	245	70	215	46	331	45	285	53	383	1290
05:00 PM	11	50	10	71	6	60	4	70	14	45	8	67	8	94	16	118	326
05:15 PM	13	33	8	54	14	83	12	109	12	30	5	47	11	84	6	101	311
05:30 PM	9	35	14	58	8	53	8	69	15	42	12	69	7	72	11	90	286
05:45 PM	17	24	8	49	7	54	8	69	20	27	5	52	5	87	14	106	276
Total	50	142	40	232	35	250	32	317	61	144	30	235	31	337	47	415	1199
Grand Total	100	384	79	563	65	425	72	562	131	359	76	566	76	622	100	798	2489
Apprch %	17.8	68.2	14		11.6	75.6	12.8		23.1	63.4	13.4		9.5	77.9	12.5		
Total %	4	15.4	3.2	22.6	2.6	17.1	2.9	22.6	5.3	14.4	3.1	22.7	3.1	25	4	32.1	
Passenger Vehicles	100	356	68	524	65	417	71	553	76	321	75	472	71	613	89	773	2322
% Passenger Vehicles	100	92.7	86.1	93.1	100	98.1	98.6	98.4	58	89.4	98.7	83.4	93.4	98.6	89	96.9	93.3
Large 2 Axle Vehicles	0	5	4	9	0	3	0	3	2	6	1	9	1	4	5	10	31
% Large 2 Axle Vehicles	0	1.3	5.1	1.6	0	0.7	0	0.5	1.5	1.7	1.3	1.6	1.3	0.6	5	1.3	1.2
3 Axle Vehicles	0	7	2	9	0	1	0	1	19	11	0	30	0	2	2	4	44
% 3 Axle Vehicles	0	1.8	2.5	1.6	0	0.2	0	0.2	14.5	3.1	0	5.3	0	0.3	2	0.5	1.8
4+ Axle Trucks	0	16	5	21	0	4	1	5	34	21	0	55	4	3	4	11	92
% 4+ Axle Trucks	0	4.2	6.3	3.7	0	0.9	1.4	0.9	26	5.8	0	9.7	5.3	0.5	4	1.4	3.7

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**13**	**96**	**18**	**127**	12	58	10	80	**22**	44	**15**	**81**	10	69	13	92	**380**
04:45 PM	12	55	5	72	8	42	10	60	14	43	11	68	3	83	13	99	299
05:00 PM	11	50	10	71	6	60	4	70	14	**45**	8	67	8	**94**	**16**	**118**	326
05:15 PM	13	33	8	54	**14**	**83**	**12**	**109**	12	30	5	47	**11**	84	6	101	311
Total Volume	49	234	41	324	40	243	36	319	62	162	39	263	32	330	48	410	1316
% App. Total	15.1	72.2	12.7		12.5	76.2	11.3		23.6	61.6	14.8		7.8	80.5	11.7		
PHF	.942	.609	.569	.638	.714	.732	.750	.732	.705	.900	.650	.812	.727	.878	.750	.869	.866

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City of Rialto
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Weather: Clear

File Name : 04_RLT_Loc_Ren Tue PM
Site Code : 10824406
Start Date : 5/7/2024
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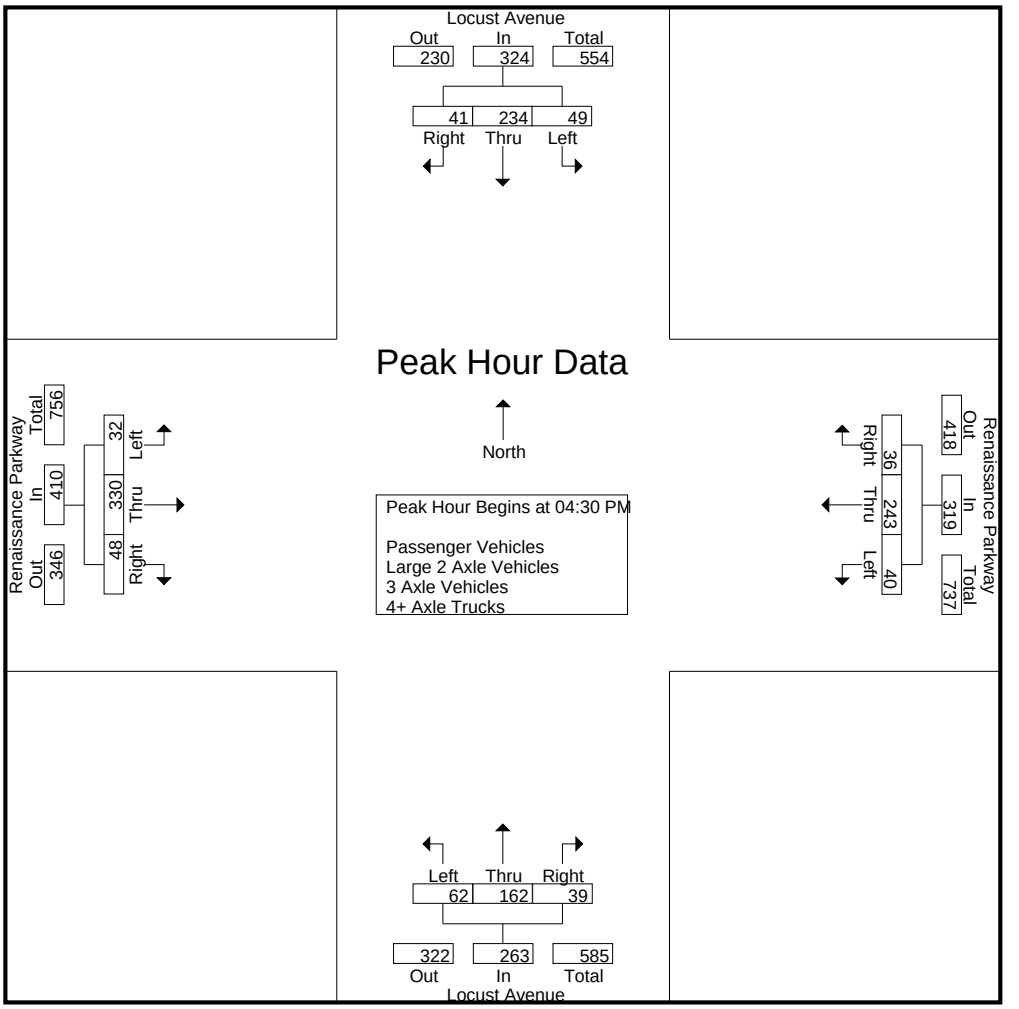

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:30 PM				04:00 PM				05:00 PM			
+0 mins.	**15**	51	8	74	12	58	10	80	19	**68**	12	**99**	8	**94**	**16**	**118**
+15 mins.	13	**96**	**18**	**127**	8	42	10	60	15	60	8	83	**11**	84	6	101
+30 mins.	12	55	5	72	6	60	4	70	**22**	44	**15**	81	7	72	11	90
+45 mins.	11	50	10	71	**14**	**83**	**12**	**109**	14	43	11	68	5	87	14	106
Total Volume	51	252	41	344	40	243	36	319	70	215	46	331	31	337	47	415
% App. Total	14.8	73.3	11.9		12.5	76.2	11.3		21.1	65	13.9		7.5	81.2	11.3	
PHF	.850	.656	.569	.677	.714	.732	.750	.732	.795	.790	.767	.836	.705	.896	.734	.879

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Groups Printed- Passenger Vehicles

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	10	36	3	49	6	47	15	68	10	59	11	80	16	59	15	90	287
04:15 PM	15	44	6	65	4	27	5	36	8	56	8	72	13	71	11	95	268
04:30 PM	13	89	17	119	12	55	9	76	14	41	15	70	9	68	13	90	355
04:45 PM	12	55	5	72	8	41	10	59	10	39	11	60	3	81	12	96	287
Total	50	224	31	305	30	170	39	239	42	195	45	282	41	279	51	371	1197
05:00 PM	11	45	10	66	6	59	4	69	7	40	8	55	8	92	13	113	303
05:15 PM	13	30	6	49	14	82	12	108	6	26	5	37	10	84	4	98	292
05:30 PM	9	33	13	55	8	53	8	69	10	37	12	59	7	72	9	88	271
05:45 PM	17	24	8	49	7	53	8	68	11	23	5	39	5	86	12	103	259
Total	50	132	37	219	35	247	32	314	34	126	30	190	30	334	38	402	1125
Grand Total	100	356	68	524	65	417	71	553	76	321	75	472	71	613	89	773	2322
Apprch %	19.1	67.9	13		11.8	75.4	12.8		16.1	68	15.9		9.2	79.3	11.5		
Total %	4.3	15.3	2.9	22.6	2.8	18	3.1	23.8	3.3	13.8	3.2	20.3	3.1	26.4	3.8	33.3	

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**13**	**89**	**17**	**119**	12	55	9	76	**14**	**41**	**15**	**70**	9	68	**13**	90	**355**
04:45 PM	12	55	5	72	8	41	10	59	10	39	11	60	3	81	12	96	287
05:00 PM	11	45	10	66	6	59	4	69	7	40	8	55	8	**92**	13	**113**	303
05:15 PM	13	30	6	49	**14**	**82**	**12**	**108**	6	26	5	37	**10**	84	4	98	292
Total Volume	49	219	38	306	40	237	35	312	37	146	39	222	30	325	42	397	1237
% App. Total	16	71.6	12.4		12.8	76	11.2		16.7	65.8	17.6		7.6	81.9	10.6		
PHF	.942	.615	.559	.643	.714	.723	.729	.722	.661	.890	.650	.793	.750	.883	.808	.878	.871

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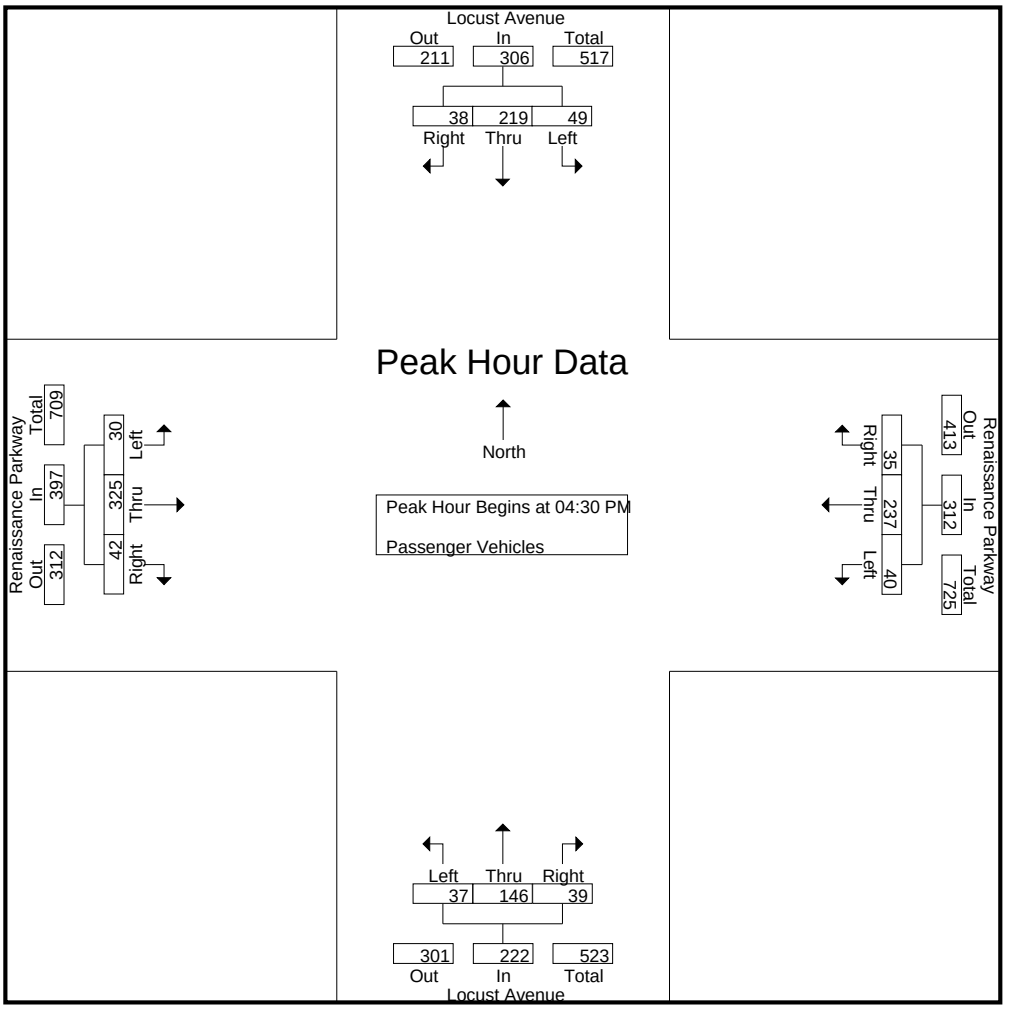

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**13**	**89**	**17**	**119**	12	55	9	76	**14**	**41**	**15**	**70**	9	68	**13**	90
+15 mins.	12	55	5	72	8	41	10	59	10	39	11	60	3	81	12	96
+30 mins.	11	45	10	66	6	59	4	69	7	40	8	55	8	**92**	13	**113**
+45 mins.	13	30	6	49	**14**	**82**	**12**	**108**	6	26	5	37	**10**	84	4	98
Total Volume	49	219	38	306	40	237	35	312	37	146	39	222	30	325	42	397
% App. Total	16	71.6	12.4		12.8	76	11.2		16.7	65.8	17.6		7.6	81.9	10.6	
PHF	.942	.615	.559	.643	.714	.723	.729	.722	.661	.890	.650	.793	.750	.883	.808	.878

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City of Rialto
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Groups Printed- Large 2 Axle Vehicles

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	2	2	0	0	0	0	0	1	1	2	1	1	1	3	7
04:15 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:30 PM	0	3	1	4	0	2	0	2	0	1	0	1	0	0	0	0	7
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	5	3	8	0	3	0	3	0	3	1	4	1	2	1	4	19
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3
05:15 PM	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	3
05:30 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	1	1	3
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	2	3
Total	0	0	1	1	0	0	0	0	2	3	0	5	0	2	4	6	12
Grand Total	0	5	4	9	0	3	0	3	2	6	1	9	1	4	5	10	31
Apprch %	0	55.6	44.4		0	100	0		22.2	66.7	11.1		10	40	50		
Total %	0	16.1	12.9	29	0	9.7	0	9.7	6.5	19.4	3.2	29	3.2	12.9	16.1	32.3	

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**3**	**1**	**4**	0	**2**	0	**2**	0	1	0	1	0	0	0	0	**7**
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	**2**	**3**	3
05:15 PM	0	0	0	0	0	0	0	0	**1**	**2**	0	**3**	0	0	0	0	3
Total Volume	0	3	1	4	0	3	0	3	1	3	0	4	0	2	2	4	15
% App. Total	0	75	25		0	100	0		25	75	0		0	50	50		
PHF	.000	.250	.250	.250	.000	.375	.000	.375	.250	.375	.000	.333	.000	.500	.250	.333	.536

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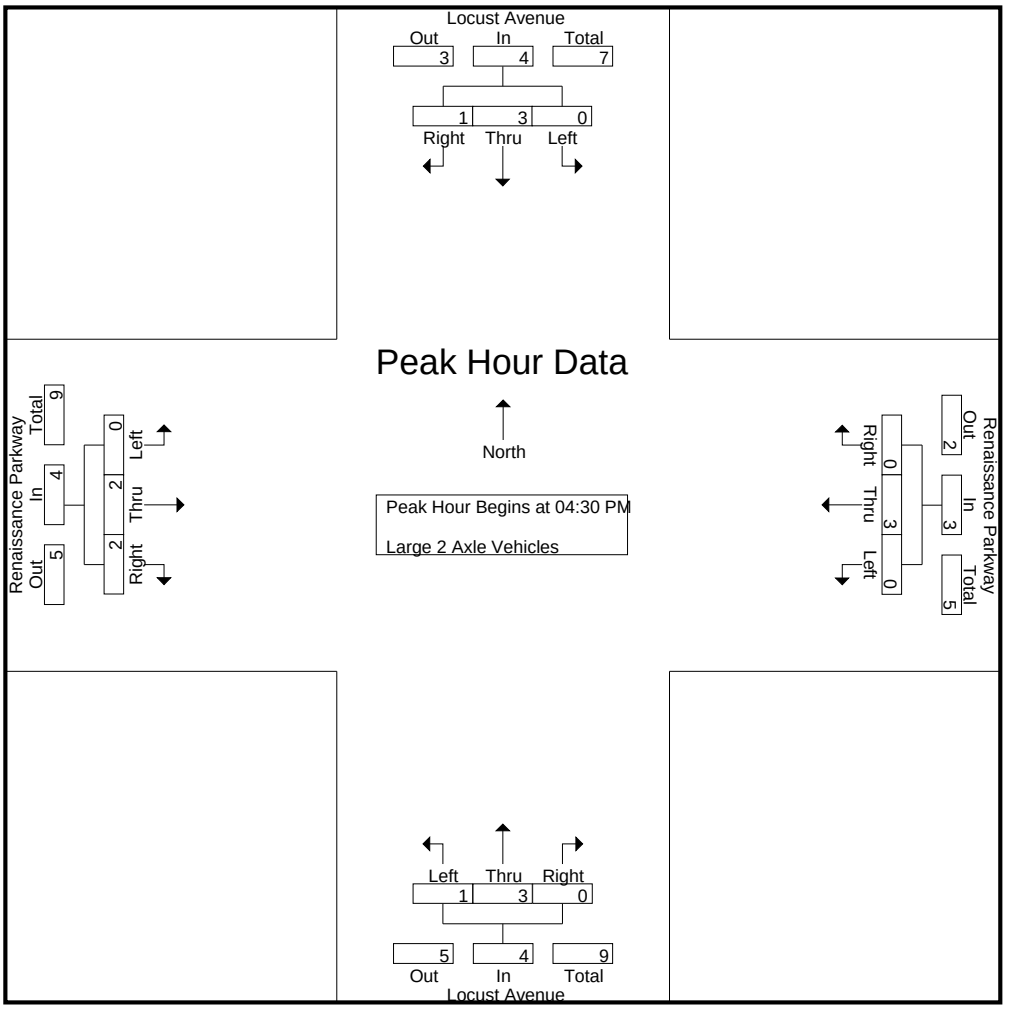

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	**3**	**1**	**4**	0	**2**	0	**2**	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	**2**	**3**
+45 mins.	0	0	0	0	0	0	0	0	**1**	**2**	0	**3**	0	0	0	0
Total Volume	0	3	1	4	0	3	0	3	1	3	0	4	0	2	2	4
% App. Total	0	75	25		0	100	0		25	75	0		0	50	50	
PHF	.000	.250	.250	.250	.000	.375	.000	.375	.250	.375	.000	.333	.000	.500	.250	.333

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Groups Printed- 3 Axle Vehicles

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	0	0	0	4	2	0	6	0	0	0	0	7
04:15 PM	0	3	1	4	0	1	0	1	4	1	0	5	0	2	0	2	12
04:30 PM	0	1	0	1	0	0	0	0	4	1	0	5	0	0	0	0	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	2	6	0	1	0	1	12	4	0	16	0	2	0	2	25
05:00 PM	0	1	0	1	0	0	0	0	2	1	0	3	0	0	0	0	4
05:15 PM	0	2	0	2	0	0	0	0	2	1	0	3	0	0	1	1	6
05:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	1	3
05:45 PM	0	0	0	0	0	0	0	0	3	3	0	6	0	0	0	0	6
Total	0	3	0	3	0	0	0	0	7	7	0	14	0	0	2	2	19
Grand Total	0	7	2	9	0	1	0	1	19	11	0	30	0	2	2	4	44
Apprch %	0	77.8	22.2		0	100	0		63.3	36.7	0		0	50	50		
Total %	0	15.9	4.5	20.5	0	2.3	0	2.3	43.2	25	0	68.2	0	4.5	4.5	9.1	

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	1	0	1	0	0	0	0	**4**	**1**	0	**5**	0	0	0	0	**6**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	1	0	0	0	0	2	1	0	3	0	0	0	0	4
05:15 PM	0	**2**	0	**2**	0	0	0	0	2	1	0	3	0	0	**1**	**1**	6
Total Volume	0	4	0	4	0	0	0	0	8	3	0	11	0	0	1	1	16
% App. Total	0	100	0		0	0	0		72.7	27.3	0		0	0	100		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.500	.750	.000	.550	.000	.000	.250	.250	.667

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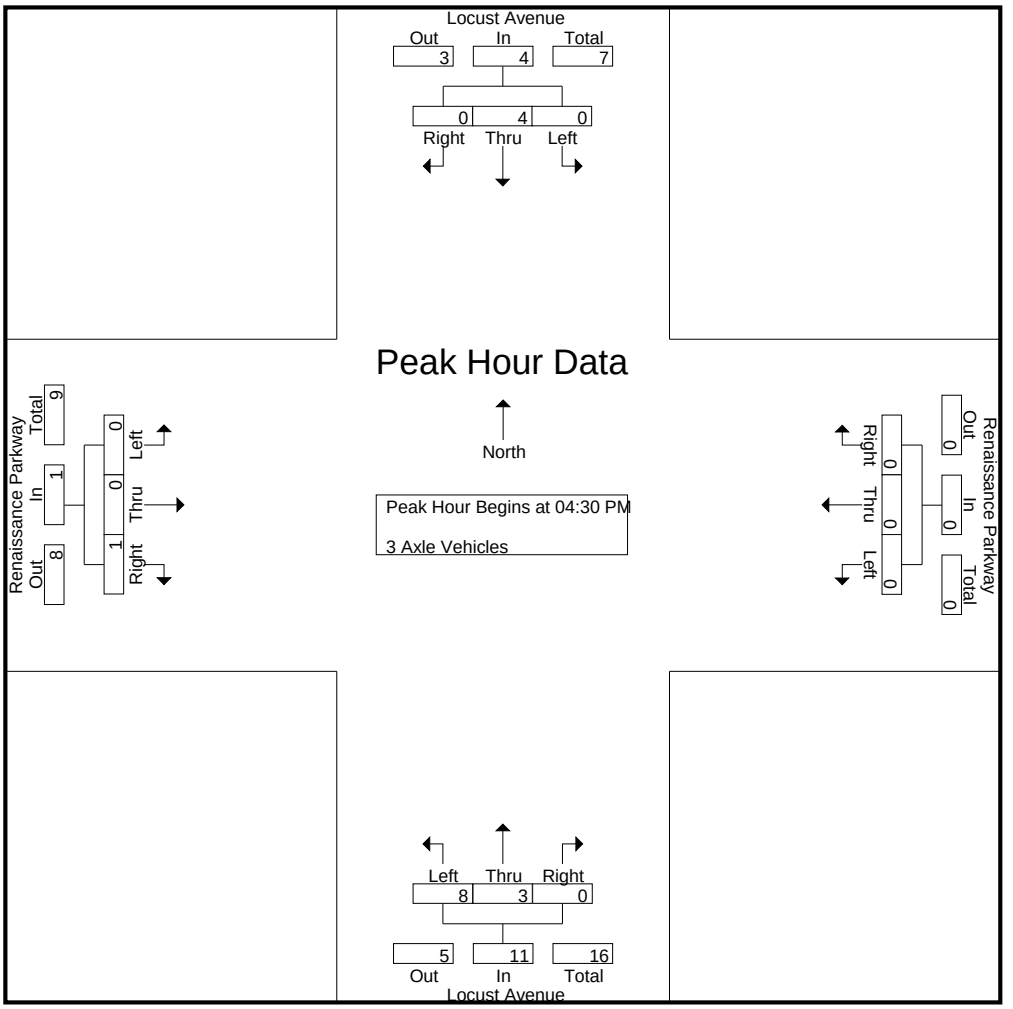

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	1	0	1	0	0	0	0	**4**	**1**	0	**5**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	2	1	0	3	0	0	0	0
+45 mins.	0	**2**	0	**2**	0	0	0	0	2	1	0	3	0	0	**1**	**1**
Total Volume	0	4	0	4	0	0	0	0	8	3	0	11	0	0	1	1
% App. Total	0	100	0		0	0	0		72.7	27.3	0		0	0	100	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.500	.750	.000	.550	.000	.000	.250	.250

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Tue PM
Site Code : 10824406
Start Date : 5/7/2024
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Groups Printed- 4+ Axle Trucks

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	4	2	6	0	0	0	0	5	6	0	11	2	0	0	2	19
04:15 PM	0	2	1	3	0	0	0	0	3	2	0	5	0	0	0	0	8
04:30 PM	0	3	0	3	0	1	1	2	4	1	0	5	1	1	0	2	12
04:45 PM	0	0	0	0	0	0	0	0	4	4	0	8	0	1	1	2	10
Total	0	9	3	12	0	1	1	2	16	13	0	29	3	2	1	6	49
05:00 PM	0	4	0	4	0	1	0	1	5	4	0	9	0	1	1	2	16
05:15 PM	0	1	2	3	0	1	0	1	3	1	0	4	1	0	1	2	10
05:30 PM	0	2	0	2	0	0	0	0	5	2	0	7	0	0	0	0	9
05:45 PM	0	0	0	0	0	1	0	1	5	1	0	6	0	0	1	1	8
Total	0	7	2	9	0	3	0	3	18	8	0	26	1	1	3	5	43
Grand Total	0	16	5	21	0	4	1	5	34	21	0	55	4	3	4	11	92
Apprch %	0	76.2	23.8		0	80	20		61.8	38.2	0		36.4	27.3	36.4		
Total %	0	17.4	5.4	22.8	0	4.3	1.1	5.4	37	22.8	0	59.8	4.3	3.3	4.3	12	

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	3	0	3	0	**1**	**1**	**2**	4	1	0	5	**1**	**1**	0	**2**	12
04:45 PM	0	0	0	0	0	0	0	0	4	**4**	0	8	0	1	**1**	2	10
05:00 PM	0	**4**	0	**4**	0	1	0	1	**5**	4	0	**9**	0	1	1	2	**16**
05:15 PM	0	1	**2**	3	0	1	0	1	3	1	0	4	1	0	1	2	10
Total Volume	0	8	2	10	0	3	1	4	16	10	0	26	2	3	3	8	48
% App. Total	0	80	20		0	75	25		61.5	38.5	0		25	37.5	37.5		
PHF	.000	.500	.250	.625	.000	.750	.250	.500	.800	.625	.000	.722	.500	.750	.750	1.00	.750

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Tue PM
Site Code : 10824406
Start Date : 5/7/2024
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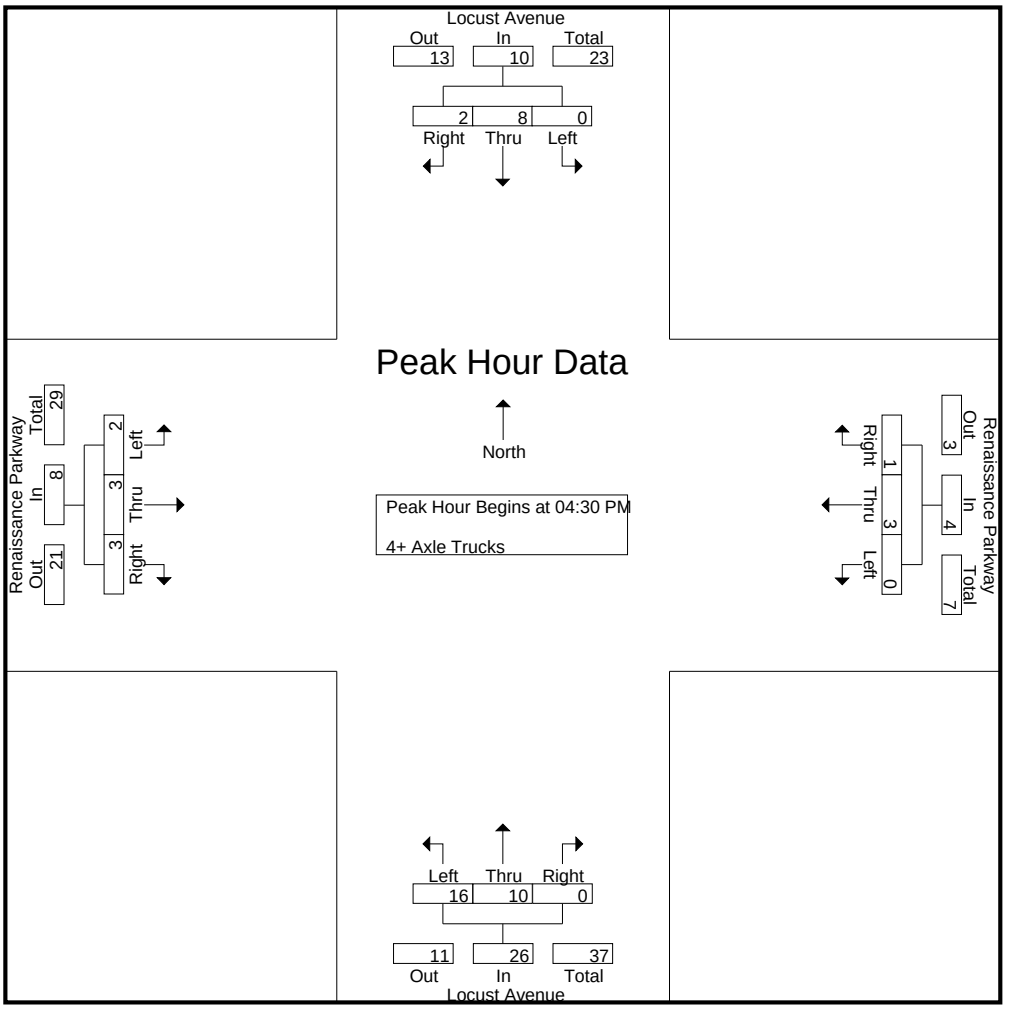

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	3	0	3	0	**1**	**1**	**2**	4	1	0	5	**1**	**1**	0	**2**
+15 mins.	0	0	0	0	0	0	0	0	4	**4**	0	8	0	1	**1**	2
+30 mins.	0	**4**	0	**4**	0	1	0	1	**5**	4	0	**9**	0	1	1	2
+45 mins.	0	1	**2**	3	0	1	0	1	3	1	0	4	1	0	1	2
Total Volume	0	8	2	10	0	3	1	4	16	10	0	26	2	3	3	8
% App. Total	0	80	20		0	75	25		61.5	38.5	0		25	37.5	37.5	
PHF	.000	.500	.250	.625	.000	.750	.250	.500	.800	.625	.000	.722	.500	.750	.750	1.000

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	32	9	48	6	30	4	40	11	43	6	60	2	32	10	44	192
07:15 AM	3	35	13	51	7	48	3	58	11	30	2	43	3	16	3	22	174
07:30 AM	12	58	6	76	3	29	2	34	14	38	7	59	10	23	13	46	215
07:45 AM	18	74	8	100	11	29	6	46	15	56	9	80	7	26	10	43	269
Total	40	199	36	275	27	136	15	178	51	167	24	242	22	97	36	155	850
08:00 AM	13	71	16	100	11	32	6	49	18	40	7	65	5	33	3	41	255
08:15 AM	10	32	14	56	19	40	2	61	23	33	2	58	8	35	10	53	228
08:30 AM	7	39	9	55	12	36	0	48	24	25	5	54	3	38	8	49	206
08:45 AM	5	33	13	51	4	16	4	24	9	23	7	39	5	33	2	40	154
Total	35	175	52	262	46	124	12	182	74	121	21	216	21	139	23	183	843
Grand Total	75	374	88	537	73	260	27	360	125	288	45	458	43	236	59	338	1693
Apprch %	14	69.6	16.4		20.3	72.2	7.5		27.3	62.9	9.8		12.7	69.8	17.5		
Total %	4.4	22.1	5.2	31.7	4.3	15.4	1.6	21.3	7.4	17	2.7	27.1	2.5	13.9	3.5	20	
Passenger Vehicles	72	328	59	459	63	255	26	344	92	236	43	371	38	226	52	316	1490
% Passenger Vehicles	96	87.7	67	85.5	86.3	98.1	96.3	95.6	73.6	81.9	95.6	81	88.4	95.8	88.1	93.5	88
Large 2 Axle Vehicles	0	10	7	17	0	4	1	5	1	12	2	15	1	6	2	9	46
% Large 2 Axle Vehicles	0	2.7	8	3.2	0	1.5	3.7	1.4	0.8	4.2	4.4	3.3	2.3	2.5	3.4	2.7	2.7
3 Axle Vehicles	1	9	5	15	2	0	0	2	5	18	0	23	2	2	3	7	47
% 3 Axle Vehicles	1.3	2.4	5.7	2.8	2.7	0	0	0.6	4	6.2	0	5	4.7	0.8	5.1	2.1	2.8
4+ Axle Trucks	2	27	17	46	8	1	0	9	27	22	0	49	2	2	2	6	110
% 4+ Axle Trucks	2.7	7.2	19.3	8.6	11	0.4	0	2.5	21.6	7.6	0	10.7	4.7	0.8	3.4	1.8	6.5

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	12	58	6	76	3	29	2	34	14	38	7	59	**10**	23	**13**	46	215
07:45 AM	**18**	**74**	8	**100**	11	29	**6**	46	15	**56**	**9**	**80**	7	26	10	43	**269**
08:00 AM	13	71	**16**	100	11	32	6	49	18	40	7	65	5	33	3	41	255
08:15 AM	10	32	14	56	**19**	**40**	2	**61**	**23**	33	2	58	8	**35**	10	**53**	228
Total Volume	53	235	44	332	44	130	16	190	70	167	25	262	30	117	36	183	967
% App. Total	16	70.8	13.3		23.2	68.4	8.4		26.7	63.7	9.5		16.4	63.9	19.7		
PHF	.736	.794	.688	.830	.579	.813	.667	.779	.761	.746	.694	.819	.750	.836	.692	.863	.899

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Wed AM
Site Code : 10824406
Start Date : 5/8/2024
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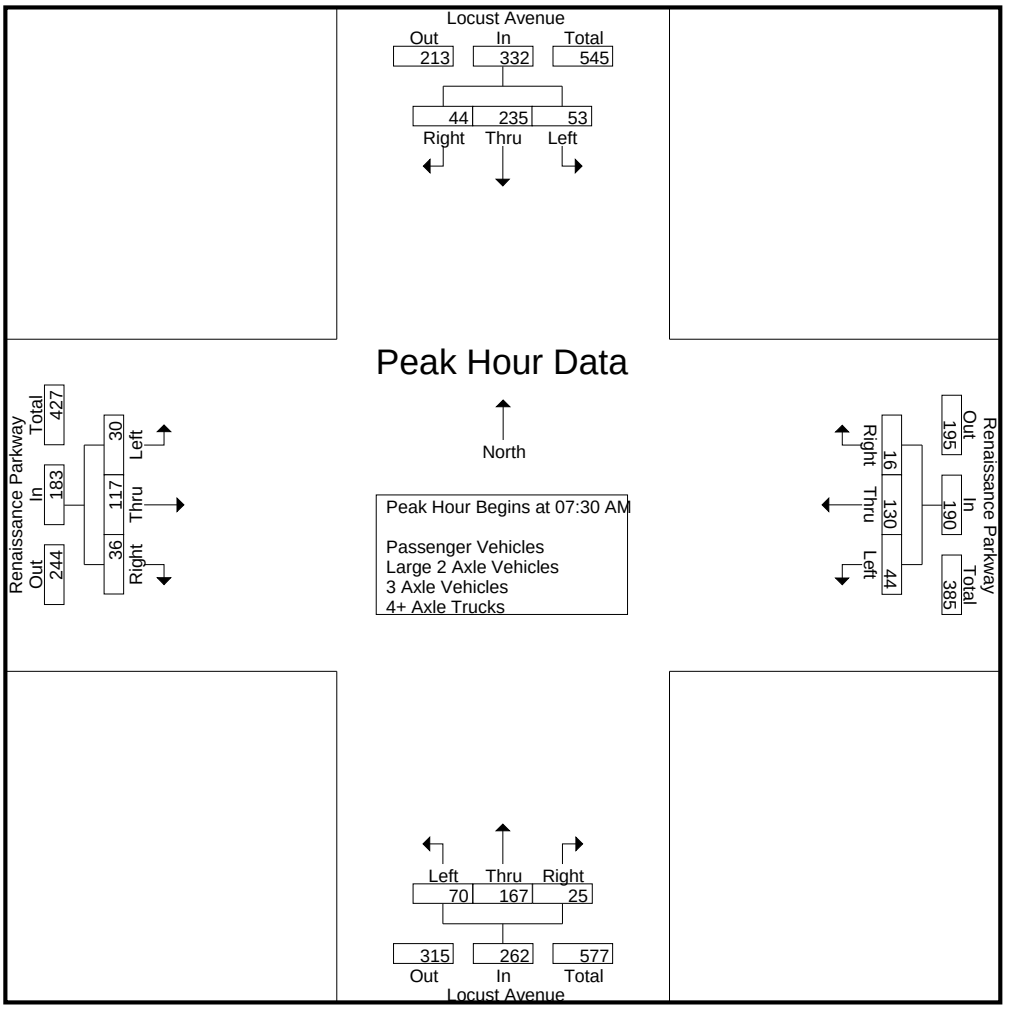

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				07:30 AM				07:45 AM			
+0 mins.	12	58	6	76	11	29	**6**	46	14	38	7	59	7	26	**10**	43
+15 mins.	**18**	**74**	8	**100**	11	32	6	49	15	**56**	**9**	**80**	5	33	3	41
+30 mins.	13	71	**16**	100	**19**	**40**	2	**61**	18	40	7	65	**8**	35	10	**53**
+45 mins.	10	32	14	56	12	36	0	48	**23**	33	2	58	3	**38**	8	49
Total Volume	53	235	44	332	53	137	14	204	70	167	25	262	23	132	31	186
% App. Total	16	70.8	13.3		26	67.2	6.9		26.7	63.7	9.5		12.4	71	16.7	
PHF	.736	.794	.688	.830	.697	.856	.583	.836	.761	.746	.694	.819	.719	.868	.775	.877

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City of Rialto
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File Name : 04_RLT_Loc_Ren Wed AM
Site Code : 10824406
Start Date : 5/8/2024
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Groups Printed- Passenger Vehicles

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	28	6	41	6	30	4	40	8	36	6	50	1	31	8	40	171
07:15 AM	3	31	5	39	7	48	3	58	6	26	2	34	3	15	3	21	152
07:30 AM	11	54	4	69	3	29	2	34	12	31	7	50	8	22	13	43	196
07:45 AM	18	64	7	89	11	28	5	44	12	49	9	70	7	25	9	41	244
Total	39	177	22	238	27	135	14	176	38	142	24	204	19	93	33	145	763
08:00 AM	11	67	11	89	9	31	6	46	13	33	7	53	4	32	3	39	227
08:15 AM	10	27	10	47	15	37	2	54	18	25	0	43	7	35	9	51	195
08:30 AM	7	30	6	43	10	36	0	46	17	20	5	42	3	35	6	44	175
08:45 AM	5	27	10	42	2	16	4	22	6	16	7	29	5	31	1	37	130
Total	33	151	37	221	36	120	12	168	54	94	19	167	19	133	19	171	727
Grand Total	72	328	59	459	63	255	26	344	92	236	43	371	38	226	52	316	1490
Apprch %	15.7	71.5	12.9		18.3	74.1	7.6		24.8	63.6	11.6		12	71.5	16.5		
Total %	4.8	22	4	30.8	4.2	17.1	1.7	23.1	6.2	15.8	2.9	24.9	2.6	15.2	3.5	21.2	

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	11	54	4	69	3	29	2	34	12	31	7	50	**8**	22	**13**	43	196
07:45 AM	**18**	64	7	**89**	11	28	5	44	12	**49**	**9**	**70**	7	25	9	41	**244**
08:00 AM	11	**67**	**11**	89	9	31	**6**	46	13	33	7	53	4	32	3	39	227
08:15 AM	10	27	10	47	**15**	**37**	2	**54**	**18**	25	0	43	7	**35**	9	**51**	195
Total Volume	50	212	32	294	38	125	15	178	55	138	23	216	26	114	34	174	862
% App. Total	17	72.1	10.9		21.3	70.2	8.4		25.5	63.9	10.6		14.9	65.5	19.5		
PHF	.694	.791	.727	.826	.633	.845	.625	.824	.764	.704	.639	.771	.813	.814	.654	.853	.883

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File Name : 04_RLT_Loc_Ren Wed AM
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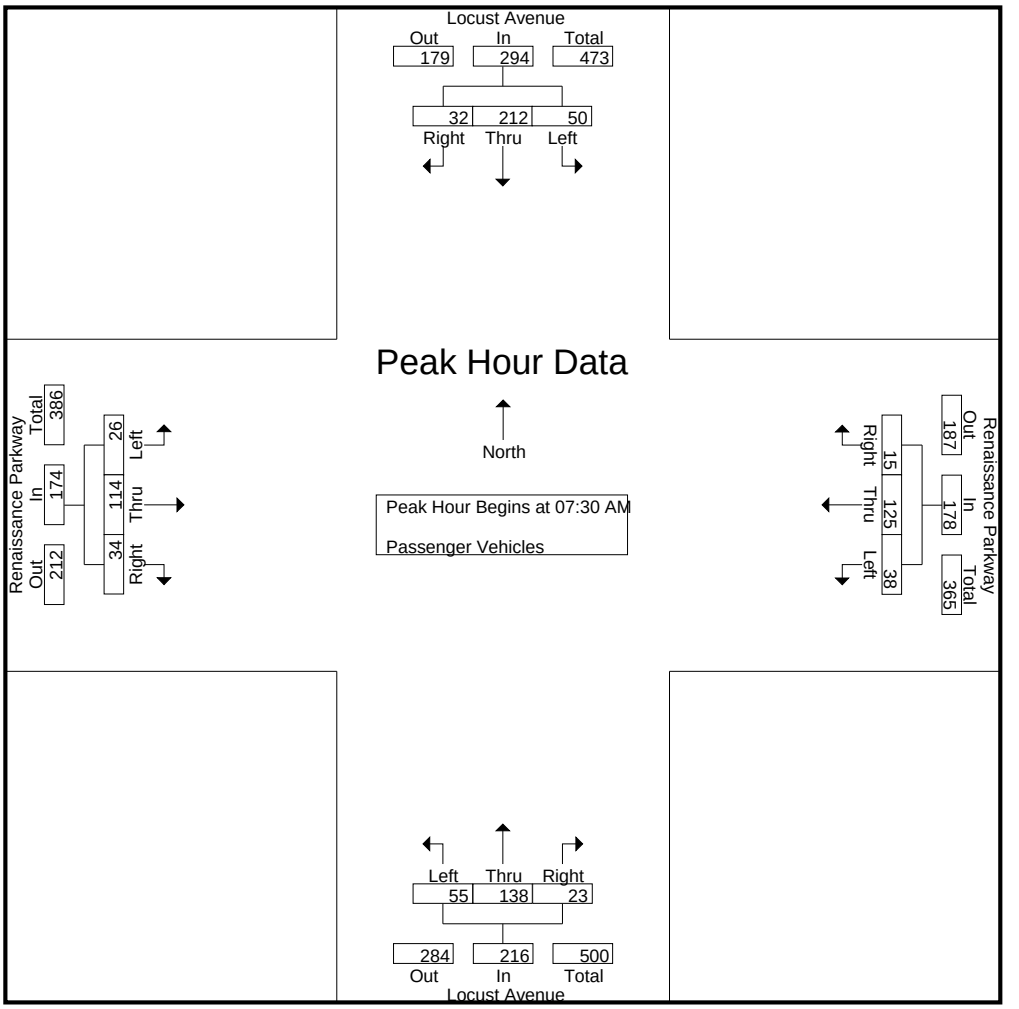

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	11	54	4	69	3	29	2	34	12	31	7	50	**8**	22	**13**	43
+15 mins.	**18**	64	7	**89**	11	28	5	44	12	**49**	**9**	**70**	7	25	9	41
+30 mins.	11	**67**	**11**	89	9	31	**6**	46	13	33	7	53	4	32	3	39
+45 mins.	10	27	10	47	**15**	**37**	2	**54**	**18**	25	0	43	7	**35**	9	**51**
Total Volume	50	212	32	294	38	125	15	178	55	138	23	216	26	114	34	174
% App. Total	17	72.1	10.9		21.3	70.2	8.4		25.5	63.9	10.6		14.9	65.5	19.5	
PHF	.694	.791	.727	.826	.633	.845	.625	.824	.764	.704	.639	.771	.813	.814	.654	.853

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City of Rialto
N/S: Locust Avenue
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File Name : 04_RLT_Loc_Ren Wed AM
Site Code : 10824406
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Groups Printed- Large 2 Axle Vehicles

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	4	0	4	1	1	1	3	8
07:15 AM	0	0	4	4	0	0	0	0	0	1	0	1	0	1	0	1	6
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	6	0	6	0	1	1	2	0	3	0	3	0	0	0	0	11
Total	0	7	4	11	0	1	1	2	0	9	0	9	1	2	1	4	26
08:00 AM	0	1	1	2	0	1	0	1	1	1	0	2	0	0	0	0	5
08:15 AM	0	0	0	0	0	2	0	2	0	0	2	2	0	0	0	0	4
08:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	2	0	2	4
08:45 AM	0	0	2	2	0	0	0	0	0	2	0	2	0	2	1	3	7
Total	0	3	3	6	0	3	0	3	1	3	2	6	0	4	1	5	20
Grand Total	0	10	7	17	0	4	1	5	1	12	2	15	1	6	2	9	46
Apprch %	0	58.8	41.2		0	80	20		6.7	80	13.3		11.1	66.7	22.2		
Total %	0	21.7	15.2	37	0	8.7	2.2	10.9	2.2	26.1	4.3	32.6	2.2	13	4.3	19.6	

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	**6**	0	**6**	0	1	**1**	**2**	0	**3**	0	**3**	0	0	0	0	**11**
08:00 AM	0	1	**1**	2	0	1	0	1	**1**	1	0	2	0	0	0	0	5
08:15 AM	0	0	0	0	0	**2**	0	2	0	0	**2**	2	0	0	0	0	4
Total Volume	0	7	1	8	0	4	1	5	1	5	2	8	0	0	0	0	21
% App. Total	0	87.5	12.5		0	80	20		12.5	62.5	25		0	0	0		
PHF	.000	.292	.250	.333	.000	.500	.250	.625	.250	.417	.250	.667	.000	.000	.000	.000	.477

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File Name : 04_RLT_Loc_Ren Wed AM
Site Code : 10824406
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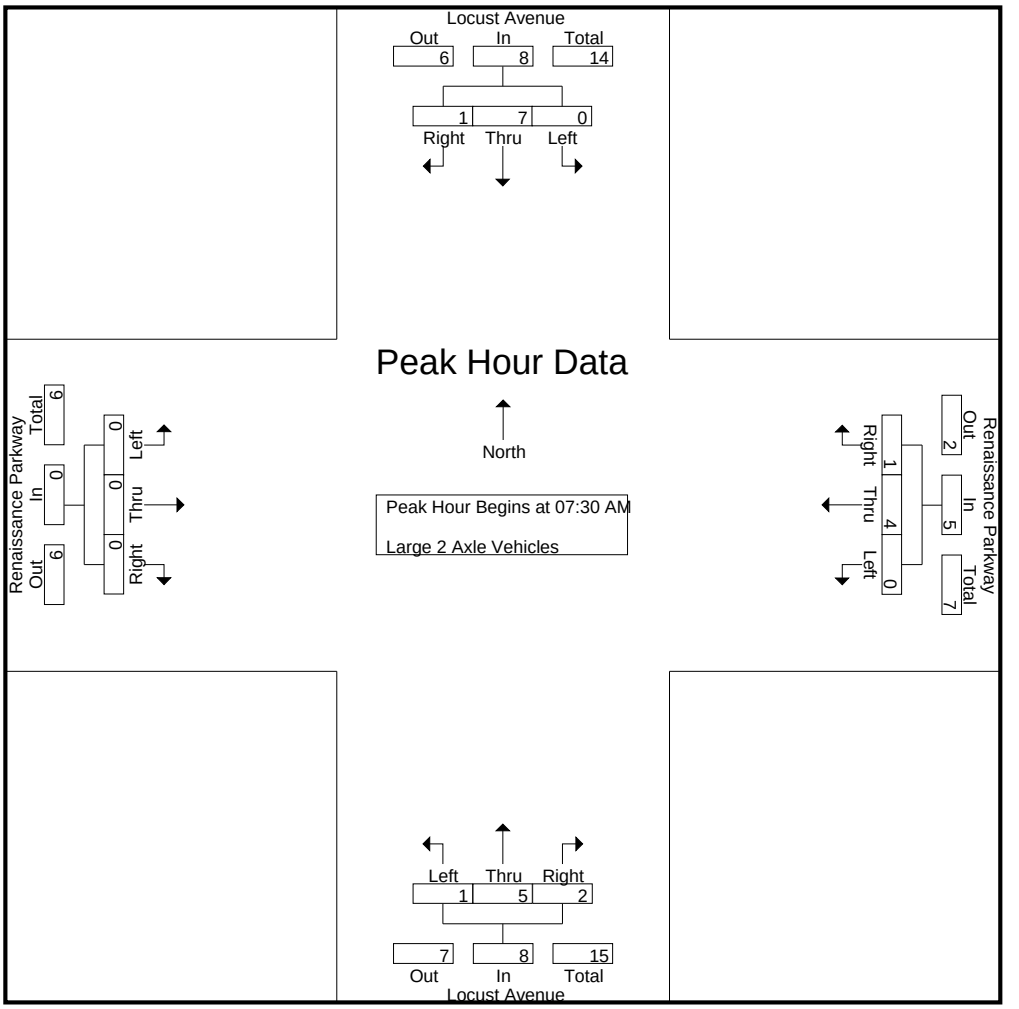

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	**6**	0	**6**	0	1	**1**	**2**	0	**3**	0	**3**	0	0	0	0
+30 mins.	0	1	**1**	2	0	1	0	1	**1**	1	0	2	0	0	0	0
+45 mins.	0	0	0	0	0	**2**	0	2	0	0	**2**	2	0	0	0	0
Total Volume	0	7	1	8	0	4	1	5	1	5	2	8	0	0	0	0
% App. Total	0	87.5	12.5		0	80	20		12.5	62.5	25		0	0	0	
PHF	.000	.292	.250	.333	.000	.500	.250	.625	.250	.417	.250	.667	.000	.000	.000	.000

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City of Rialto
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Groups Printed- 3 Axle Vehicles

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
07:15 AM	0	1	2	3	0	0	0	0	0	2	0	2	0	0	0	0	5
07:30 AM	0	1	2	3	0	0	0	0	0	3	0	3	2	0	0	2	8
07:45 AM	0	1	0	1	0	0	0	0	1	1	0	2	0	0	1	1	4
Total	0	4	4	8	0	0	0	0	1	7	0	8	2	0	2	4	20
08:00 AM	1	0	0	1	1	0	0	1	2	4	0	6	0	1	0	1	9
08:15 AM	0	2	1	3	1	0	0	1	0	6	0	6	0	0	0	0	10
08:30 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	1	1	2	4
08:45 AM	0	2	0	2	0	0	0	0	1	1	0	2	0	0	0	0	4
Total	1	5	1	7	2	0	0	2	4	11	0	15	0	2	1	3	27
Grand Total	1	9	5	15	2	0	0	2	5	18	0	23	2	2	3	7	47
Apprch %	6.7	60	33.3		100	0	0		21.7	78.3	0		28.6	28.6	42.9		
Total %	2.1	19.1	10.6	31.9	4.3	0	0	4.3	10.6	38.3	0	48.9	4.3	4.3	6.4	14.9	

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	**2**	**3**	0	0	0	0	0	3	0	3	**2**	0	0	**2**	8
07:45 AM	0	1	0	1	0	0	0	0	1	1	0	2	0	0	**1**	1	4
08:00 AM	**1**	0	0	1	**1**	0	0	**1**	**2**	4	0	**6**	0	**1**	0	1	9
08:15 AM	0	**2**	1	3	1	0	0	1	0	**6**	0	6	0	0	0	0	**10**
Total Volume	1	4	3	8	2	0	0	2	3	14	0	17	2	1	1	4	31
% App. Total	12.5	50	37.5		100	0	0		17.6	82.4	0		50	25	25		
PHF	.250	.500	.375	.667	.500	.000	.000	.500	.375	.583	.000	.708	.250	.250	.250	.500	.775

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Wed AM
Site Code : 10824406
Start Date : 5/8/2024
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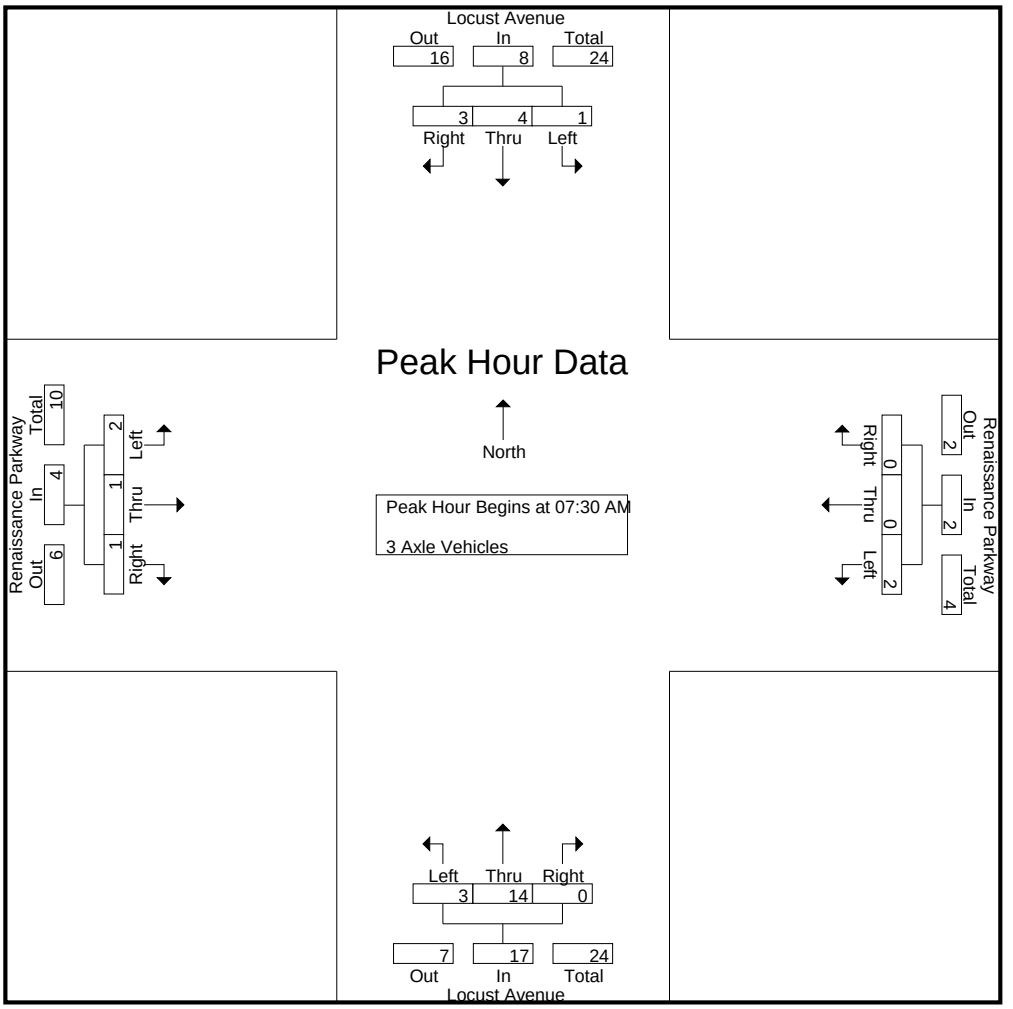

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	1	**2**	**3**	0	0	0	0	0	3	0	3	**2**	0	0	**2**
+15 mins.	0	1	0	1	0	0	0	0	1	1	0	2	0	0	**1**	1
+30 mins.	**1**	0	0	1	**1**	0	0	**1**	**2**	4	0	**6**	0	**1**	0	1
+45 mins.	0	**2**	1	3	1	0	0	1	0	**6**	0	6	0	0	0	0
Total Volume	1	4	3	8	2	0	0	2	3	14	0	17	2	1	1	4
% App. Total	12.5	50	37.5		100	0	0		17.6	82.4	0		50	25	25	
PHF	.250	.500	.375	.667	.500	.000	.000	.500	.375	.583	.000	.708	.250	.250	.250	.500

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City of Rialto
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File Name : 04_RLT_Loc_Ren Wed AM
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Groups Printed- 4+ Axle Trucks

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	3	5	0	0	0	0	3	2	0	5	0	0	0	0	10
07:15 AM	0	3	2	5	0	0	0	0	5	1	0	6	0	0	0	0	11
07:30 AM	1	3	0	4	0	0	0	0	2	3	0	5	0	1	0	1	10
07:45 AM	0	3	1	4	0	0	0	0	2	3	0	5	0	1	0	1	10
Total	1	11	6	18	0	0	0	0	12	9	0	21	0	2	0	2	41
08:00 AM	1	3	4	8	1	0	0	1	2	2	0	4	1	0	0	1	14
08:15 AM	0	3	3	6	3	1	0	4	5	2	0	7	1	0	1	2	19
08:30 AM	0	6	3	9	2	0	0	2	6	5	0	11	0	0	1	1	23
08:45 AM	0	4	1	5	2	0	0	2	2	4	0	6	0	0	0	0	13
Total	1	16	11	28	8	1	0	9	15	13	0	28	2	0	2	4	69
Grand Total	2	27	17	46	8	1	0	9	27	22	0	49	2	2	2	6	110
Apprch %	4.3	58.7	37		88.9	11.1	0		55.1	44.9	0		33.3	33.3	33.3		
Total %	1.8	24.5	15.5	41.8	7.3	0.9	0	8.2	24.5	20	0	44.5	1.8	1.8	1.8	5.5	

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**1**	**3**	0	4	0	0	0	0	2	**3**	0	5	0	**1**	0	1	10
07:45 AM	0	3	1	4	0	0	0	0	2	3	0	5	0	1	0	1	10
08:00 AM	1	3	**4**	**8**	1	0	0	1	2	2	0	4	**1**	0	0	1	14
08:15 AM	0	3	3	6	**3**	**1**	0	**4**	**5**	2	0	**7**	1	0	**1**	**2**	**19**
Total Volume	2	12	8	22	4	1	0	5	11	10	0	21	2	2	1	5	53
% App. Total	9.1	54.5	36.4		80	20	0		52.4	47.6	0		40	40	20		
PHF	.500	1.00	.500	.688	.333	.250	.000	.313	.550	.833	.000	.750	.500	.500	.250	.625	.697

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File Name : 04_RLT_Loc_Ren Wed AM
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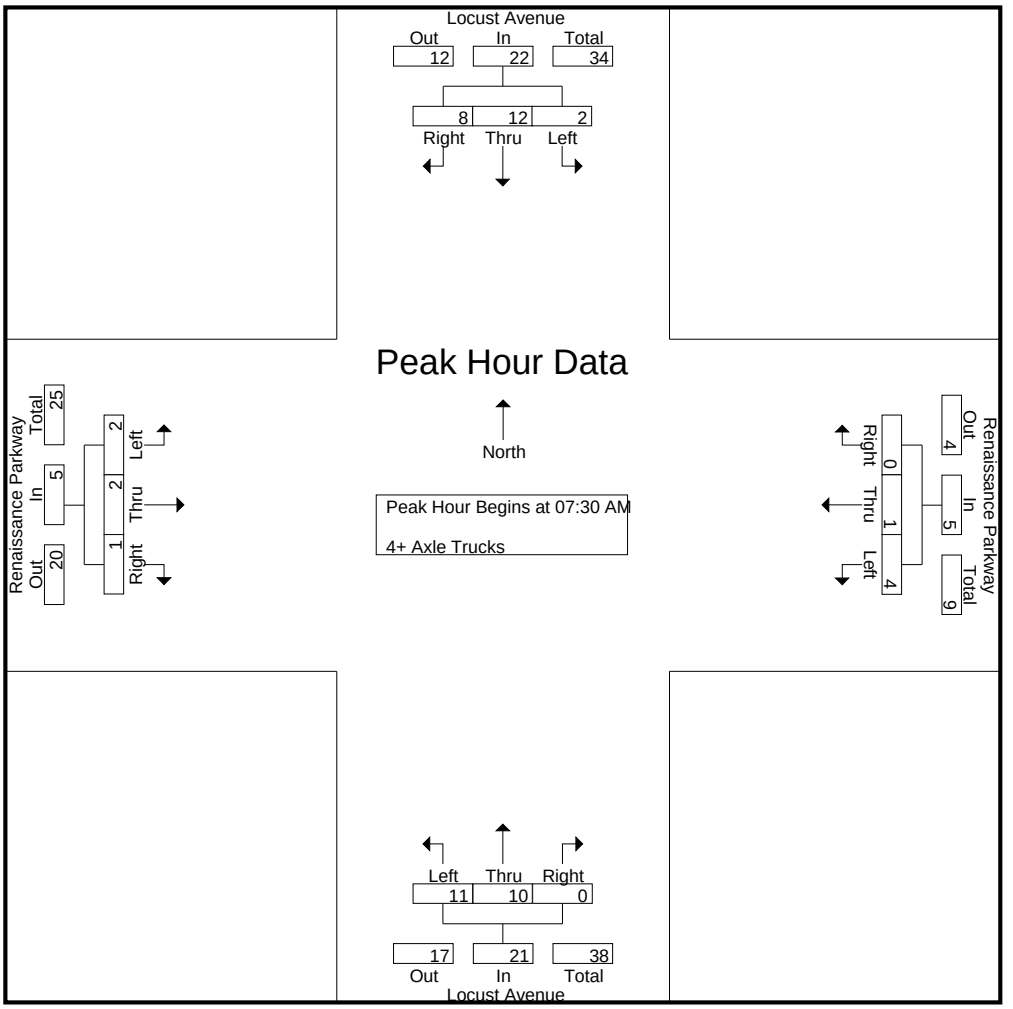

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**1**	**3**	0	4	0	0	0	0	2	**3**	0	5	0	**1**	0	1
+15 mins.	0	3	1	4	0	0	0	0	2	3	0	5	0	1	0	1
+30 mins.	1	3	**4**	**8**	1	0	0	1	2	2	0	4	**1**	0	0	1
+45 mins.	0	3	3	6	**3**	**1**	0	**4**	**5**	2	0	**7**	1	0	**1**	**2**
Total Volume	2	12	8	22	4	1	0	5	11	10	0	21	2	2	1	5
% App. Total	9.1	54.5	36.4		80	20	0		52.4	47.6	0		40	40	20	
PHF	.500	1.000	.500	.688	.333	.250	.000	.313	.550	.833	.000	.750	.500	.500	.250	.625

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City of Rialto
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File Name : 04_RLT_Loc_Ren Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	11	42	9	62	17	45	9	71	20	65	7	92	14	69	5	88	313
04:15 PM	15	37	4	56	6	50	6	62	20	52	5	77	16	72	7	95	290
04:30 PM	15	91	17	123	13	65	9	87	23	63	8	94	5	70	7	82	386
04:45 PM	17	50	8	75	12	49	6	67	13	44	12	69	5	93	10	108	319
Total	58	220	38	316	48	209	30	287	76	224	32	332	40	304	29	373	1308
05:00 PM	12	44	7	63	14	65	10	89	14	49	9	72	4	91	5	100	324
05:15 PM	9	38	6	53	11	57	7	75	20	54	18	92	10	116	13	139	359
05:30 PM	17	47	15	79	12	48	9	69	16	40	18	74	15	121	7	143	365
05:45 PM	11	35	7	53	14	58	5	77	10	26	12	48	12	117	15	144	322
Total	49	164	35	248	51	228	31	310	60	169	57	286	41	445	40	526	1370
Grand Total	107	384	73	564	99	437	61	597	136	393	89	618	81	749	69	899	2678
Apprch %	19	68.1	12.9		16.6	73.2	10.2		22	63.6	14.4		9	83.3	7.7		
Total %	4	14.3	2.7	21.1	3.7	16.3	2.3	22.3	5.1	14.7	3.3	23.1	3	28	2.6	33.6	
Passenger Vehicles	107	350	67	524	84	432	60	576	86	357	87	530	79	741	68	888	2518
% Passenger Vehicles	100	91.1	91.8	92.9	84.8	98.9	98.4	96.5	63.2	90.8	97.8	85.8	97.5	98.9	98.6	98.8	94
Large 2 Axle Vehicles	0	10	3	13	5	1	0	6	2	8	1	11	1	2	0	3	33
% Large 2 Axle Vehicles	0	2.6	4.1	2.3	5.1	0.2	0	1	1.5	2	1.1	1.8	1.2	0.3	0	0.3	1.2
3 Axle Vehicles	0	7	1	8	3	0	0	3	13	6	1	20	0	2	0	2	33
% 3 Axle Vehicles	0	1.8	1.4	1.4	3	0	0	0.5	9.6	1.5	1.1	3.2	0	0.3	0	0.2	1.2
4+ Axle Trucks	0	17	2	19	7	4	1	12	35	22	0	57	1	4	1	6	94
% 4+ Axle Trucks	0	4.4	2.7	3.4	7.1	0.9	1.6	2	25.7	5.6	0	9.2	1.2	0.5	1.4	0.7	3.5

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	15	**91**	**17**	**123**	13	**65**	9	87	**23**	**63**	8	**94**	5	70	7	82	**386**
04:45 PM	**17**	50	8	75	12	49	6	67	13	44	12	69	5	93	10	108	319
05:00 PM	12	44	7	63	**14**	65	**10**	**89**	14	49	9	72	4	91	5	100	324
05:15 PM	9	38	6	53	11	57	7	75	20	54	**18**	92	**10**	**116**	**13**	**139**	359
Total Volume	53	223	38	314	50	236	32	318	70	210	47	327	24	370	35	429	1388
% App. Total	16.9	71	12.1		15.7	74.2	10.1		21.4	64.2	14.4		5.6	86.2	8.2		
PHF	.779	.613	.559	.638	.893	.908	.800	.893	.761	.833	.653	.870	.600	.797	.673	.772	.899

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City of Rialto
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File Name : 04_RLT_Loc_Ren Wed PM
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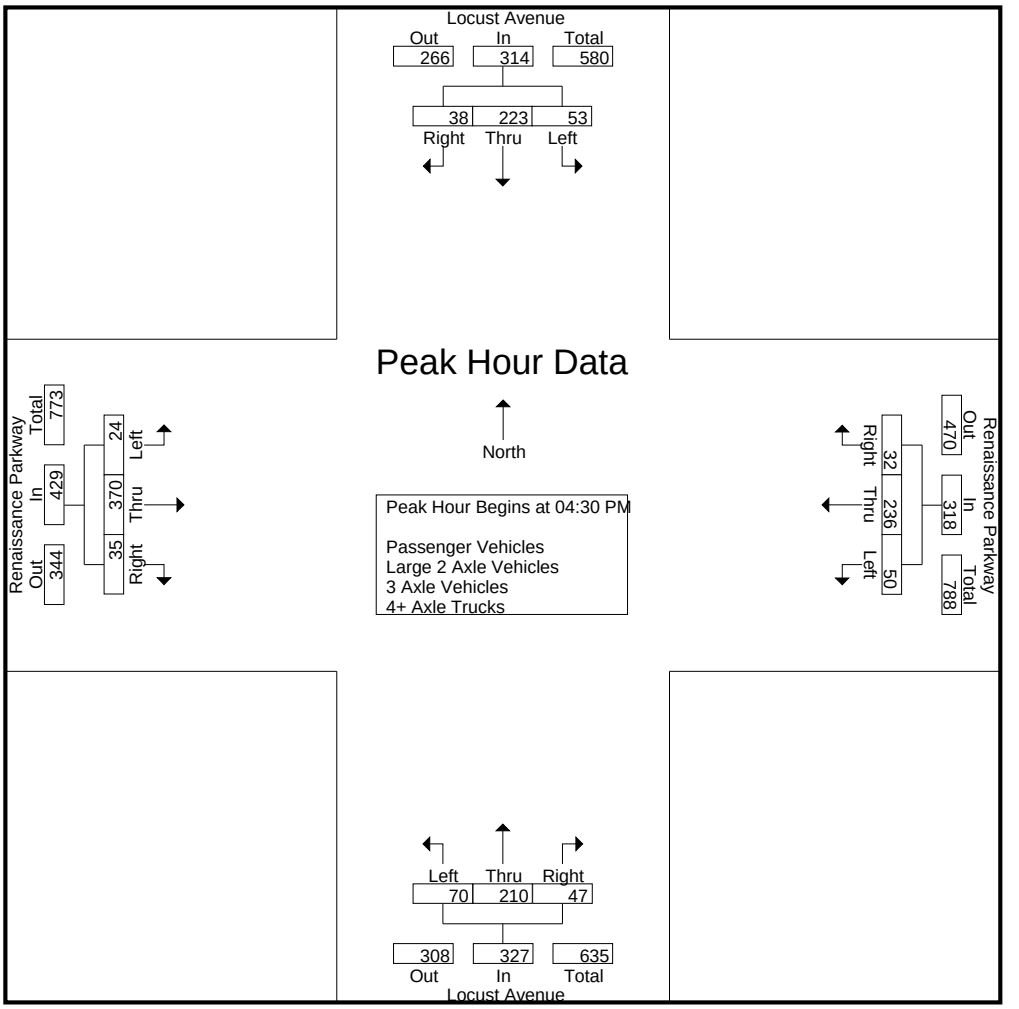

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:30 PM				04:00 PM				05:00 PM			
+0 mins.	15	37	4	56	13	**65**	9	87	20	**65**	7	92	4	91	5	100
+15 mins.	15	**91**	**17**	**123**	12	49	6	67	20	52	5	77	10	116	13	139
+30 mins.	**17**	50	8	75	**14**	65	**10**	**89**	**23**	63	8	**94**	**15**	**121**	7	143
+45 mins.	12	44	7	63	11	57	7	75	13	44	**12**	69	12	117	**15**	**144**
Total Volume	59	222	36	317	50	236	32	318	76	224	32	332	41	445	40	526
% App. Total	18.6	70	11.4		15.7	74.2	10.1		22.9	67.5	9.6		7.8	84.6	7.6	
PHF	.868	.610	.529	.644	.893	.908	.800	.893	.826	.862	.667	.883	.683	.919	.667	.913

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File Name : 04_RLT_Loc_Ren Wed PM
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Groups Printed- Passenger Vehicles

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	11	33	6	50	15	45	9	69	15	60	7	82	13	69	5	87	288
04:15 PM	15	31	3	49	5	50	6	61	11	47	5	63	16	72	6	94	267
04:30 PM	15	88	16	119	11	63	8	82	15	54	7	76	5	68	7	80	357
04:45 PM	17	46	8	71	9	48	6	63	9	42	12	63	5	91	10	106	303
Total	58	198	33	289	40	206	29	275	50	203	31	284	39	300	28	367	1215
05:00 PM	12	39	6	57	12	65	10	87	7	45	9	61	4	89	5	98	303
05:15 PM	9	34	6	49	8	56	7	71	14	50	17	81	10	114	13	137	338
05:30 PM	17	46	15	78	12	47	9	68	10	36	18	64	14	121	7	142	352
05:45 PM	11	33	7	51	12	58	5	75	5	23	12	40	12	117	15	144	310
Total	49	152	34	235	44	226	31	301	36	154	56	246	40	441	40	521	1303
Grand Total	107	350	67	524	84	432	60	576	86	357	87	530	79	741	68	888	2518
Apprch %	20.4	66.8	12.8		14.6	75	10.4		16.2	67.4	16.4		8.9	83.4	7.7		
Total %	4.2	13.9	2.7	20.8	3.3	17.2	2.4	22.9	3.4	14.2	3.5	21	3.1	29.4	2.7	35.3	

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	15	**88**	**16**	**119**	11	63	8	82	**15**	**54**	7	76	5	68	7	80	**357**
04:45 PM	**17**	46	8	71	9	48	6	63	9	42	12	63	5	91	10	106	303
05:00 PM	12	39	6	57	**12**	**65**	**10**	**87**	7	45	9	61	4	89	5	98	303
05:15 PM	9	34	6	49	8	56	7	71	14	50	**17**	**81**	**10**	**114**	**13**	**137**	338
Total Volume	53	207	36	296	40	232	31	303	45	191	45	281	24	362	35	421	1301
% App. Total	17.9	69.9	12.2		13.2	76.6	10.2		16	68	16		5.7	86	8.3		
PHF	.779	.588	.563	.622	.833	.892	.775	.871	.750	.884	.662	.867	.600	.794	.673	.768	.911

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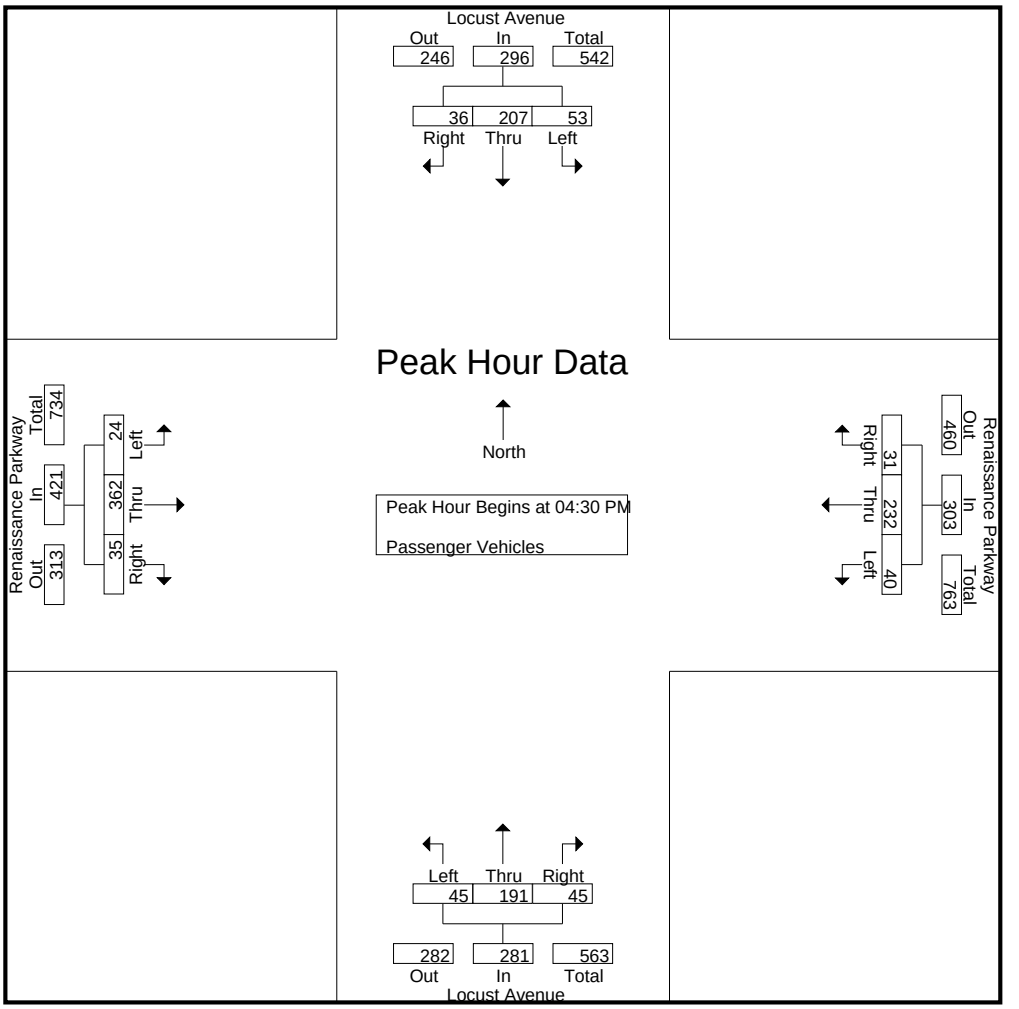

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	15	**88**	**16**	**119**	11	63	8	82	**15**	**54**	7	76	5	68	7	80
+15 mins.	**17**	46	8	71	9	48	6	63	9	42	12	63	5	91	10	106
+30 mins.	12	39	6	57	**12**	**65**	**10**	**87**	7	45	9	61	4	89	5	98
+45 mins.	9	34	6	49	8	56	7	71	14	50	**17**	**81**	**10**	**114**	**13**	**137**
Total Volume	53	207	36	296	40	232	31	303	45	191	45	281	24	362	35	421
% App. Total	17.9	69.9	12.2		13.2	76.6	10.2		16	68	16		5.7	86	8.3	
PHF	.779	.588	.563	.622	.833	.892	.775	.871	.750	.884	.662	.867	.600	.794	.673	.768

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Groups Printed- Large 2 Axle Vehicles

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	2	2	1	0	0	1	0	1	0	1	0	0	0	0	4
04:15 PM	0	2	1	3	0	0	0	0	0	2	0	2	0	0	0	0	5
04:30 PM	0	2	0	2	1	1	0	2	0	2	0	2	0	1	0	1	7
04:45 PM	0	2	0	2	1	0	0	1	0	0	0	0	0	1	0	1	4
Total	0	6	3	9	3	1	0	4	0	5	0	5	0	2	0	2	20
05:00 PM	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
05:15 PM	0	2	0	2	1	0	0	1	2	0	1	3	0	0	0	0	6
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
05:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	4	0	4	2	0	0	2	2	3	1	6	1	0	0	1	13
Grand Total	0	10	3	13	5	1	0	6	2	8	1	11	1	2	0	3	33
Apprch %	0	76.9	23.1		83.3	16.7	0		18.2	72.7	9.1		33.3	66.7	0		
Total %	0	30.3	9.1	39.4	15.2	3	0	18.2	6.1	24.2	3	33.3	3	6.1	0	9.1	

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**2**	0	**2**	**1**	**1**	0	**2**	0	**2**	0	2	0	**1**	0	**1**	**7**
04:45 PM	0	2	0	2	1	0	0	1	0	0	0	0	0	1	0	1	4
05:00 PM	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
05:15 PM	0	2	0	2	1	0	0	1	**2**	0	**1**	**3**	0	0	0	0	6
Total Volume	0	7	0	7	4	1	0	5	2	3	1	6	0	2	0	2	20
% App. Total	0	100	0		80	20	0		33.3	50	16.7		0	100	0		
PHF	.000	.875	.000	.875	1.00	.250	.000	.625	.250	.375	.250	.500	.000	.500	.000	.500	.714

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Wed PM
Site Code : 10824406
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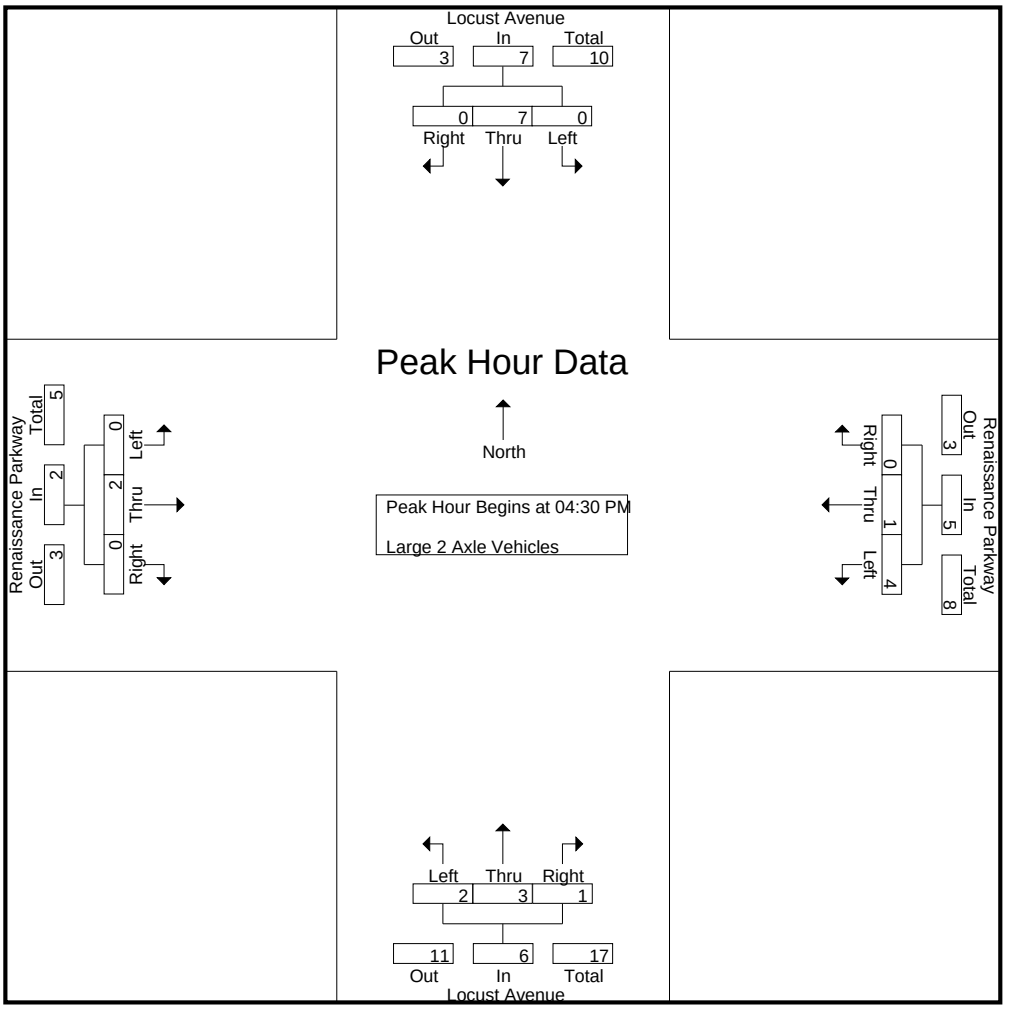

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	**2**	0	**2**	**1**	**1**	0	**2**	0	**2**	0	2	0	**1**	0	**1**
+15 mins.	0	2	0	2	1	0	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0
+45 mins.	0	2	0	2	1	0	0	1	**2**	0	**1**	**3**	0	0	0	0
Total Volume	0	7	0	7	4	1	0	5	2	3	1	6	0	2	0	2
% App. Total	0	100	0		80	20	0		33.3	50	16.7		0	100	0	
PHF	.000	.875	.000	.875	1.000	.250	.000	.625	.250	.375	.250	.500	.000	.500	.000	.500

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City of Rialto
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File Name : 04_RLT_Loc_Ren Wed PM
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Groups Printed- 3 Axle Vehicles

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	2	1	0	0	1	0	1	0	1	0	0	0	0	4
04:15 PM	0	1	0	1	0	0	0	0	5	1	0	6	0	0	0	0	7
04:30 PM	0	1	0	1	0	0	0	0	1	0	1	2	0	0	0	0	3
04:45 PM	0	1	0	1	1	0	0	1	1	2	0	3	0	0	0	0	5
Total	0	4	1	5	2	0	0	2	7	4	1	12	0	0	0	0	19
05:00 PM	0	2	0	2	0	0	0	0	2	1	0	3	0	0	0	0	5
05:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	2	3
05:30 PM	0	1	0	1	0	0	0	0	2	1	0	3	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
Total	0	3	0	3	1	0	0	1	6	2	0	8	0	2	0	2	14
Grand Total	0	7	1	8	3	0	0	3	13	6	1	20	0	2	0	2	33
Apprch %	0	87.5	12.5		100	0	0		65	30	5		0	100	0		
Total %	0	21.2	3	24.2	9.1	0	0	9.1	39.4	18.2	3	60.6	0	6.1	0	6.1	

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	1	0	1	0	0	0	0	1	0	**1**	2	0	0	0	0	3
04:45 PM	0	1	0	1	**1**	0	0	**1**	1	**2**	0	**3**	0	0	0	0	**5**
05:00 PM	0	**2**	0	**2**	0	0	0	0	**2**	1	0	3	0	0	0	0	5
05:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	**2**	0	**2**	3
Total Volume	0	4	0	4	2	0	0	2	4	3	1	8	0	2	0	2	16
% App. Total	0	100	0		100	0	0		50	37.5	12.5		0	100	0		
PHF	.000	.500	.000	.500	.500	.000	.000	.500	.500	.375	.250	.667	.000	.250	.000	.250	.800

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City of Rialto
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E/W: Renaissance Parkway
Weather: Clear

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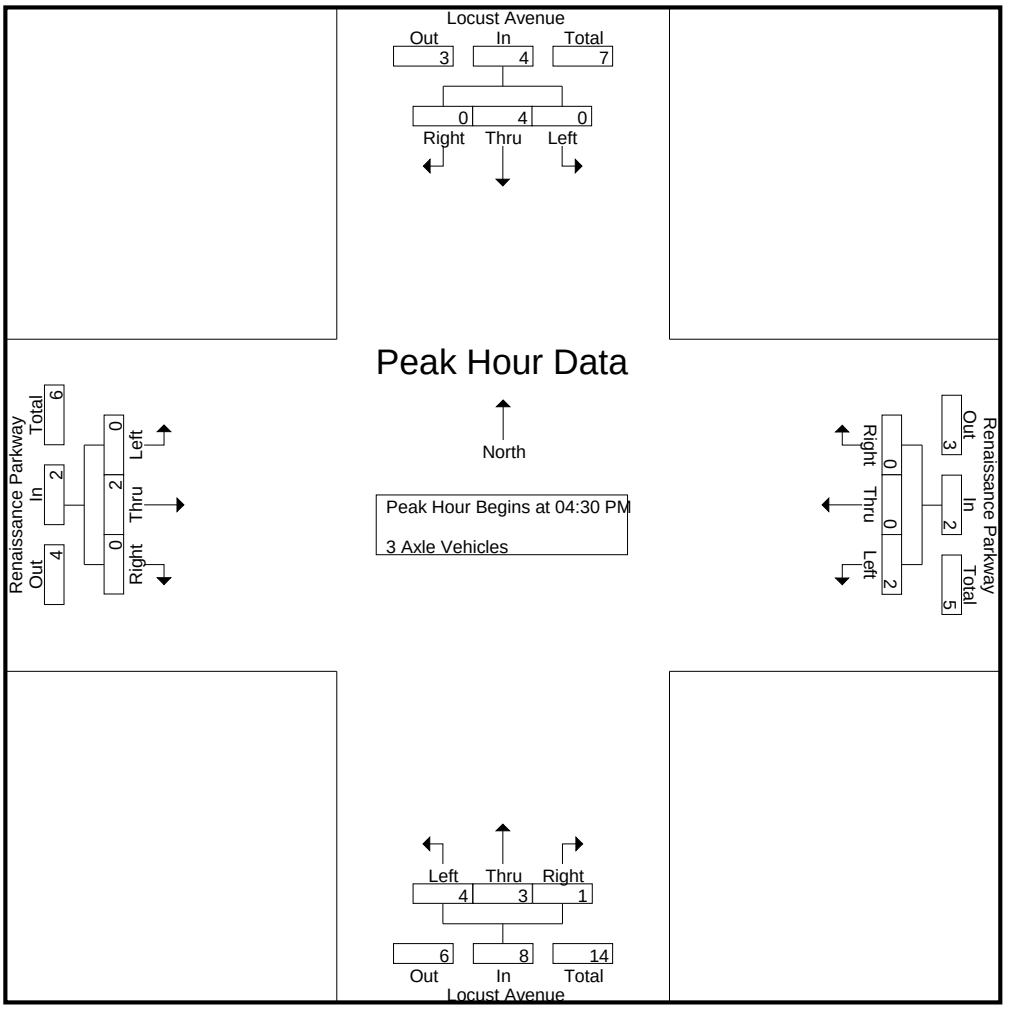

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	1	0	1	0	0	0	0	1	0	**1**	2	0	0	0	0
+15 mins.	0	1	0	1	**1**	0	0	**1**	1	**2**	0	**3**	0	0	0	0
+30 mins.	0	**2**	0	**2**	0	0	0	0	**2**	1	0	3	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	**2**	0	**2**
Total Volume	0	4	0	4	2	0	0	2	4	3	1	8	0	2	0	2
% App. Total	0	100	0		100	0	0		50	37.5	12.5		0	100	0	
PHF	.000	.500	.000	.500	.500	.000	.000	.500	.500	.375	.250	.667	.000	.250	.000	.250

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City of Rialto
N/S: Locust Avenue
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File Name : 04_RLT_Loc_Ren Wed PM
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Groups Printed- 4+ Axle Trucks

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	8	0	8	0	0	0	0	5	3	0	8	1	0	0	1	17
04:15 PM	0	3	0	3	1	0	0	1	4	2	0	6	0	0	1	1	11
04:30 PM	0	0	1	1	1	1	1	3	7	7	0	14	0	1	0	1	19
04:45 PM	0	1	0	1	1	1	0	2	3	0	0	3	0	1	0	1	7
Total	0	12	1	13	3	2	1	6	19	12	0	31	1	2	1	4	54
05:00 PM	0	2	1	3	1	0	0	1	5	2	0	7	0	2	0	2	13
05:15 PM	0	2	0	2	1	1	0	2	4	4	0	8	0	0	0	0	12
05:30 PM	0	0	0	0	0	1	0	1	4	2	0	6	0	0	0	0	7
05:45 PM	0	1	0	1	2	0	0	2	3	2	0	5	0	0	0	0	8
Total	0	5	1	6	4	2	0	6	16	10	0	26	0	2	0	2	40
Grand Total	0	17	2	19	7	4	1	12	35	22	0	57	1	4	1	6	94
Apprch %	0	89.5	10.5		58.3	33.3	8.3		61.4	38.6	0		16.7	66.7	16.7		
Total %	0	18.1	2.1	20.2	7.4	4.3	1.1	12.8	37.2	23.4	0	60.6	1.1	4.3	1.1	6.4	

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	**1**	1	**1**	**1**	**1**	**3**	**7**	**7**	0	**14**	0	1	0	1	**19**
04:45 PM	0	1	0	1	1	1	0	2	3	0	0	3	0	1	0	1	7
05:00 PM	0	**2**	1	**3**	1	0	0	1	5	2	0	7	0	**2**	0	**2**	13
05:15 PM	0	2	0	2	1	1	0	2	4	4	0	8	0	0	0	0	12
Total Volume	0	5	2	7	4	3	1	8	19	13	0	32	0	4	0	4	51
% App. Total	0	71.4	28.6		50	37.5	12.5		59.4	40.6	0		0	100	0		
PHF	.000	.625	.500	.583	1.00	.750	.250	.667	.679	.464	.000	.571	.000	.500	.000	.500	.671

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City of Rialto
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File Name : 04_RLT_Loc_Ren Wed PM
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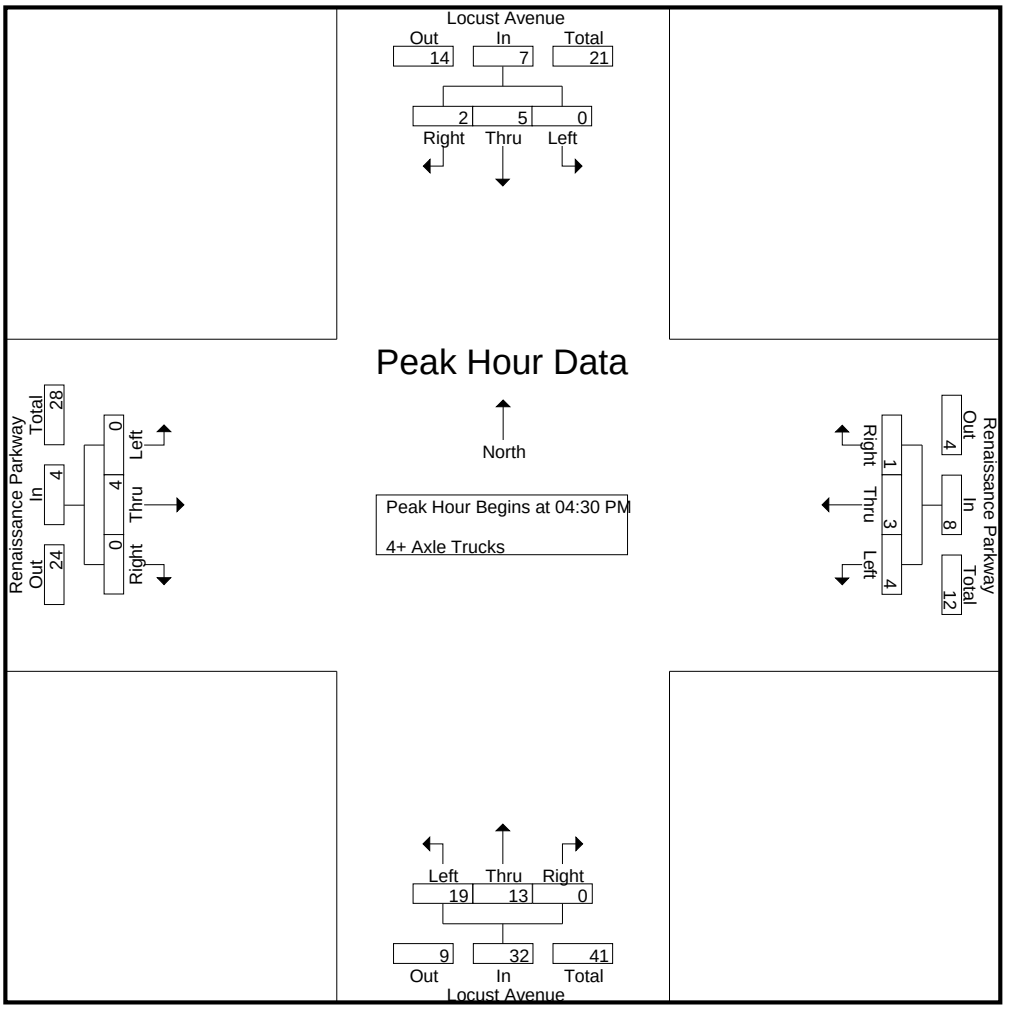

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	**1**	1	**1**	**1**	**1**	**3**	**7**	**7**	0	**14**	0	1	0	1
+15 mins.	0	1	0	1	1	1	0	2	3	0	0	3	0	1	0	1
+30 mins.	0	**2**	1	**3**	1	0	0	1	5	2	0	7	0	**2**	0	**2**
+45 mins.	0	2	0	2	1	1	0	2	4	4	0	8	0	0	0	0
Total Volume	0	5	2	7	4	3	1	8	19	13	0	32	0	4	0	4
% App. Total	0	71.4	28.6		50	37.5	12.5		59.4	40.6	0		0	100	0	
PHF	.000	.625	.500	.583	1.000	.750	.250	.667	.679	.464	.000	.571	.000	.500	.000	.500

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Thu AM
Site Code : 10824406
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	38	12	57	1	32	4	37	10	30	6	46	4	19	10	33	173
07:15 AM	3	39	12	54	12	33	4	49	16	38	3	57	9	20	3	32	192
07:30 AM	11	51	11	73	16	42	6	64	18	52	5	75	6	24	8	38	250
07:45 AM	6	65	13	84	12	43	6	61	18	49	5	72	6	22	12	40	257
Total	27	193	48	268	41	150	20	211	62	169	19	250	25	85	33	143	872
08:00 AM	9	64	12	85	6	33	3	42	22	36	6	64	5	40	15	60	251
08:15 AM	9	34	10	53	1	28	5	34	30	38	2	70	6	43	16	65	222
08:30 AM	5	37	12	54	3	26	3	32	14	31	6	51	5	41	12	58	195
08:45 AM	9	25	11	45	4	31	3	38	12	29	1	42	4	43	8	55	180
Total	32	160	45	237	14	118	14	146	78	134	15	227	20	167	51	238	848
Grand Total	59	353	93	505	55	268	34	357	140	303	34	477	45	252	84	381	1720
Apprch %	11.7	69.9	18.4		15.4	75.1	9.5		29.4	63.5	7.1		11.8	66.1	22		
Total %	3.4	20.5	5.4	29.4	3.2	15.6	2	20.8	8.1	17.6	2	27.7	2.6	14.7	4.9	22.2	
Passenger Vehicles	57	323	71	451	55	259	33	347	94	266	34	394	40	242	60	342	1534
% Passenger Vehicles	96.6	91.5	76.3	89.3	100	96.6	97.1	97.2	67.1	87.8	100	82.6	88.9	96	71.4	89.8	89.2
Large 2 Axle Vehicles	0	10	6	16	0	3	0	3	3	10	0	13	2	6	5	13	45
% Large 2 Axle Vehicles	0	2.8	6.5	3.2	0	1.1	0	0.8	2.1	3.3	0	2.7	4.4	2.4	6	3.4	2.6
3 Axle Vehicles	0	11	1	12	0	1	0	1	14	9	0	23	2	2	4	8	44
% 3 Axle Vehicles	0	3.1	1.1	2.4	0	0.4	0	0.3	10	3	0	4.8	4.4	0.8	4.8	2.1	2.6
4+ Axle Trucks	2	9	15	26	0	5	1	6	29	18	0	47	1	2	15	18	97
% 4+ Axle Trucks	3.4	2.5	16.1	5.1	0	1.9	2.9	1.7	20.7	5.9	0	9.9	2.2	0.8	17.9	4.7	5.6

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**11**	51	11	73	**16**	42	**6**	**64**	18	**52**	5	**75**	**6**	24	8	38	250
07:45 AM	6	**65**	**13**	84	12	**43**	6	61	18	49	5	72	6	22	12	40	**257**
08:00 AM	9	64	12	**85**	6	33	3	42	22	36	**6**	64	5	40	15	60	251
08:15 AM	9	34	10	53	1	28	5	34	**30**	38	2	70	6	**43**	**16**	**65**	222
Total Volume	35	214	46	295	35	146	20	201	88	175	18	281	23	129	51	203	980
% App. Total	11.9	72.5	15.6		17.4	72.6	10		31.3	62.3	6.4		11.3	63.5	25.1		
PHF	.795	.823	.885	.868	.547	.849	.833	.785	.733	.841	.750	.937	.958	.750	.797	.781	.953

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City of Rialto
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File Name : 04_RLT_Loc_Ren Thu AM
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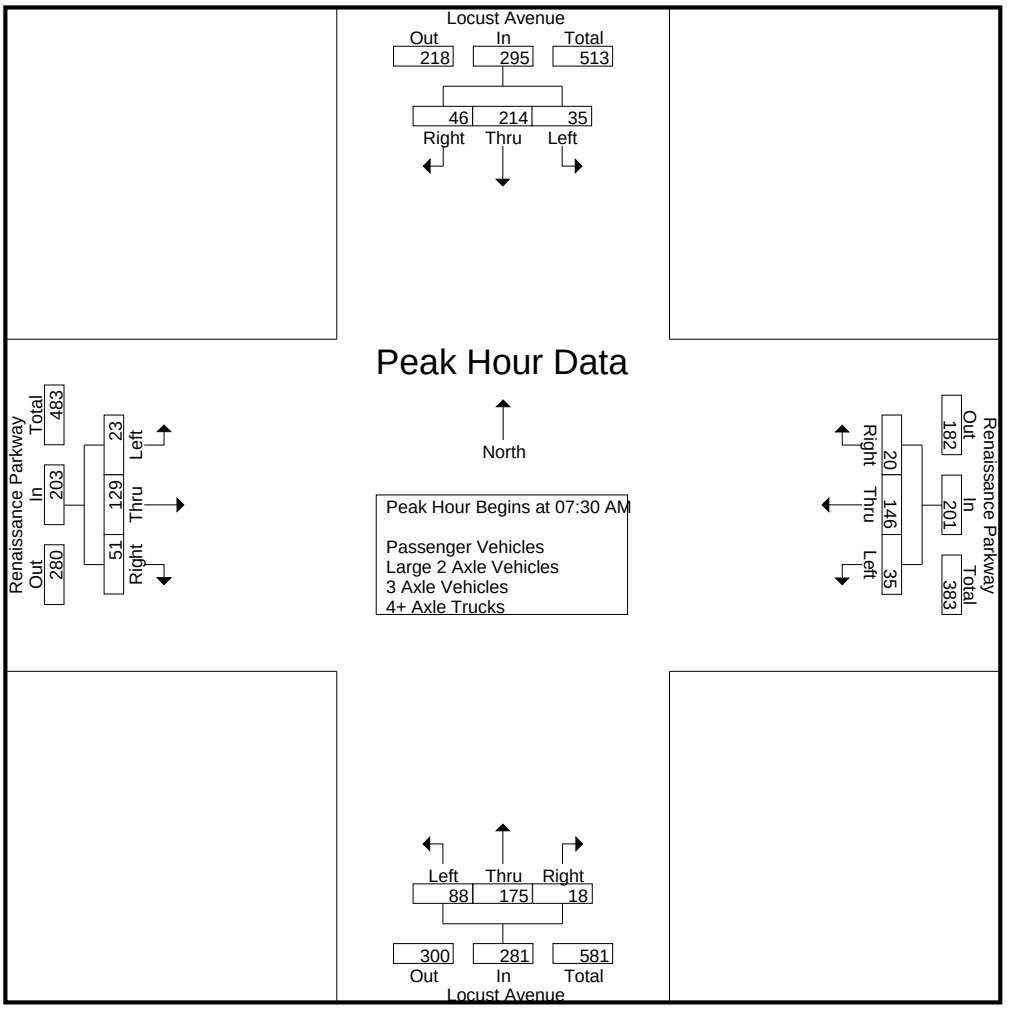

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				08:00 AM			
+0 mins.	3	39	12	54	12	33	4	49	18	**52**	5	**75**	5	40	15	60
+15 mins.	**11**	51	11	73	**16**	42	**6**	**64**	18	49	5	72	**6**	**43**	**16**	**65**
+30 mins.	6	**65**	**13**	84	12	**43**	6	61	22	36	**6**	64	5	41	12	58
+45 mins.	9	64	12	**85**	6	33	3	42	**30**	38	2	70	4	43	8	55
Total Volume	29	219	48	296	46	151	19	216	88	175	18	281	20	167	51	238
% App. Total	9.8	74	16.2		21.3	69.9	8.8		31.3	62.3	6.4		8.4	70.2	21.4	
PHF	.659	.842	.923	.871	.719	.878	.792	.844	.733	.841	.750	.937	.833	.971	.797	.915

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Weather: Clear

File Name : 04_RLT_Loc_Ren Thu AM
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Groups Printed- Passenger Vehicles

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	35	8	49	1	32	4	37	8	26	6	40	3	18	6	27	153
07:15 AM	3	36	6	45	12	33	4	49	8	32	3	43	9	20	2	31	168
07:30 AM	11	49	9	69	16	40	6	62	13	47	5	65	4	21	4	29	225
07:45 AM	6	58	12	76	12	39	6	57	9	45	5	59	6	22	10	38	230
Total	26	178	35	239	41	144	20	205	38	150	19	207	22	81	22	125	776
08:00 AM	9	61	9	79	6	31	2	39	18	32	6	56	4	39	11	54	228
08:15 AM	9	32	10	51	1	28	5	34	19	33	2	54	6	39	14	59	198
08:30 AM	5	31	9	45	3	25	3	31	12	29	6	47	5	40	10	55	178
08:45 AM	8	21	8	37	4	31	3	38	7	22	1	30	3	43	3	49	154
Total	31	145	36	212	14	115	13	142	56	116	15	187	18	161	38	217	758
Grand Total	57	323	71	451	55	259	33	347	94	266	34	394	40	242	60	342	1534
Apprch %	12.6	71.6	15.7		15.9	74.6	9.5		23.9	67.5	8.6		11.7	70.8	17.5		
Total %	3.7	21.1	4.6	29.4	3.6	16.9	2.2	22.6	6.1	17.3	2.2	25.7	2.6	15.8	3.9	22.3	

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**11**	49	9	69	**16**	**40**	**6**	**62**	13	**47**	5	**65**	4	21	4	29	225
07:45 AM	6	58	**12**	76	12	39	6	57	9	45	5	59	**6**	22	10	38	**230**
08:00 AM	9	**61**	9	**79**	6	31	2	39	18	32	**6**	56	4	**39**	11	54	228
08:15 AM	9	32	10	51	1	28	5	34	**19**	33	2	54	6	39	**14**	**59**	198
Total Volume	35	200	40	275	35	138	19	192	59	157	18	234	20	121	39	180	881
% App. Total	12.7	72.7	14.5		18.2	71.9	9.9		25.2	67.1	7.7		11.1	67.2	21.7		
PHF	.795	.820	.833	.870	.547	.863	.792	.774	.776	.835	.750	.900	.833	.776	.696	.763	.958

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Thu AM
Site Code : 10824406
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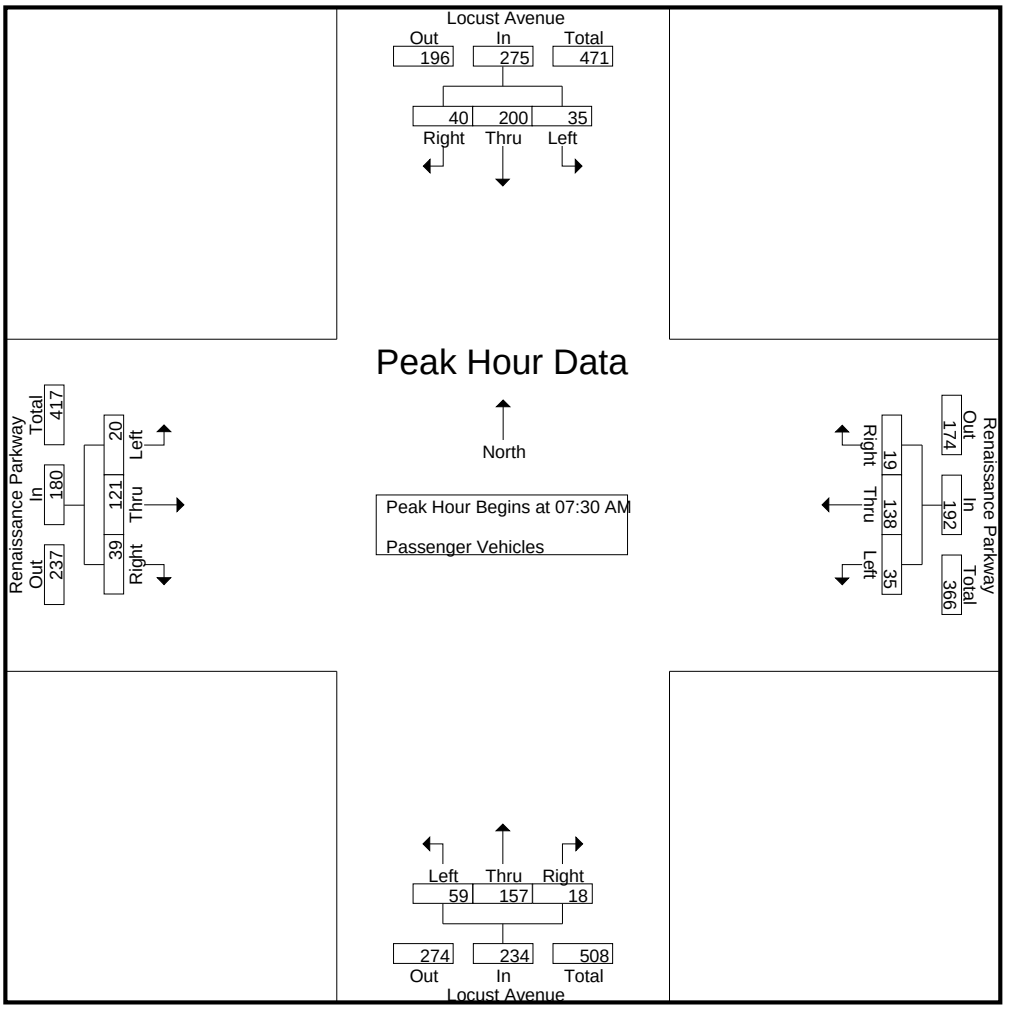

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**11**	49	9	69	**16**	**40**	**6**	**62**	13	**47**	5	**65**	4	21	4	29
+15 mins.	6	58	**12**	76	12	39	6	57	9	45	5	59	**6**	22	10	38
+30 mins.	9	**61**	9	**79**	6	31	2	39	18	32	**6**	56	4	**39**	11	54
+45 mins.	9	32	10	51	1	28	5	34	**19**	33	2	54	6	39	**14**	**59**
Total Volume	35	200	40	275	35	138	19	192	59	157	18	234	20	121	39	180
% App. Total	12.7	72.7	14.5		18.2	71.9	9.9		25.2	67.1	7.7		11.1	67.2	21.7	
PHF	.795	.820	.833	.870	.547	.863	.792	.774	.776	.835	.750	.900	.833	.776	.696	.763

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City of Rialto
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Weather: Clear

File Name : 04_RLT_Loc_Ren Thu AM
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Groups Printed- Large 2 Axle Vehicles

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	3	0	3	1	1	1	3	7
07:15 AM	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	4
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
07:45 AM	0	2	1	3	0	2	0	2	0	1	0	1	0	0	0	0	6
Total	0	4	4	8	0	2	0	2	0	5	0	5	1	3	1	5	20
08:00 AM	0	1	1	2	0	1	0	1	1	2	0	3	1	1	0	2	8
08:15 AM	0	1	0	1	0	0	0	0	1	1	0	2	0	1	2	3	6
08:30 AM	0	2	1	3	0	0	0	0	0	1	0	1	0	1	2	3	7
08:45 AM	0	2	0	2	0	0	0	0	1	1	0	2	0	0	0	0	4
Total	0	6	2	8	0	1	0	1	3	5	0	8	1	3	4	8	25
Grand Total	0	10	6	16	0	3	0	3	3	10	0	13	2	6	5	13	45
Apprch %	0	62.5	37.5		0	100	0		23.1	76.9	0		15.4	46.2	38.5		
Total %	0	22.2	13.3	35.6	0	6.7	0	6.7	6.7	22.2	0	28.9	4.4	13.3	11.1	28.9	

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	**2**	0	2	3
07:45 AM	0	**2**	**1**	**3**	0	**2**	0	**2**	0	1	0	1	0	0	0	0	6
08:00 AM	0	1	1	2	0	1	0	1	**1**	**2**	0	**3**	**1**	1	0	2	**8**
08:15 AM	0	1	0	1	0	0	0	0	1	1	0	2	0	1	**2**	**3**	6
Total Volume	0	4	2	6	0	3	0	3	2	5	0	7	1	4	2	7	23
% App. Total	0	66.7	33.3		0	100	0		28.6	71.4	0		14.3	57.1	28.6		
PHF	.000	.500	.500	.500	.000	.375	.000	.375	.500	.625	.000	.583	.250	.500	.250	.583	.719

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City of Rialto
N/S: Locust Avenue
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File Name : 04_RLT_Loc_Ren Thu AM
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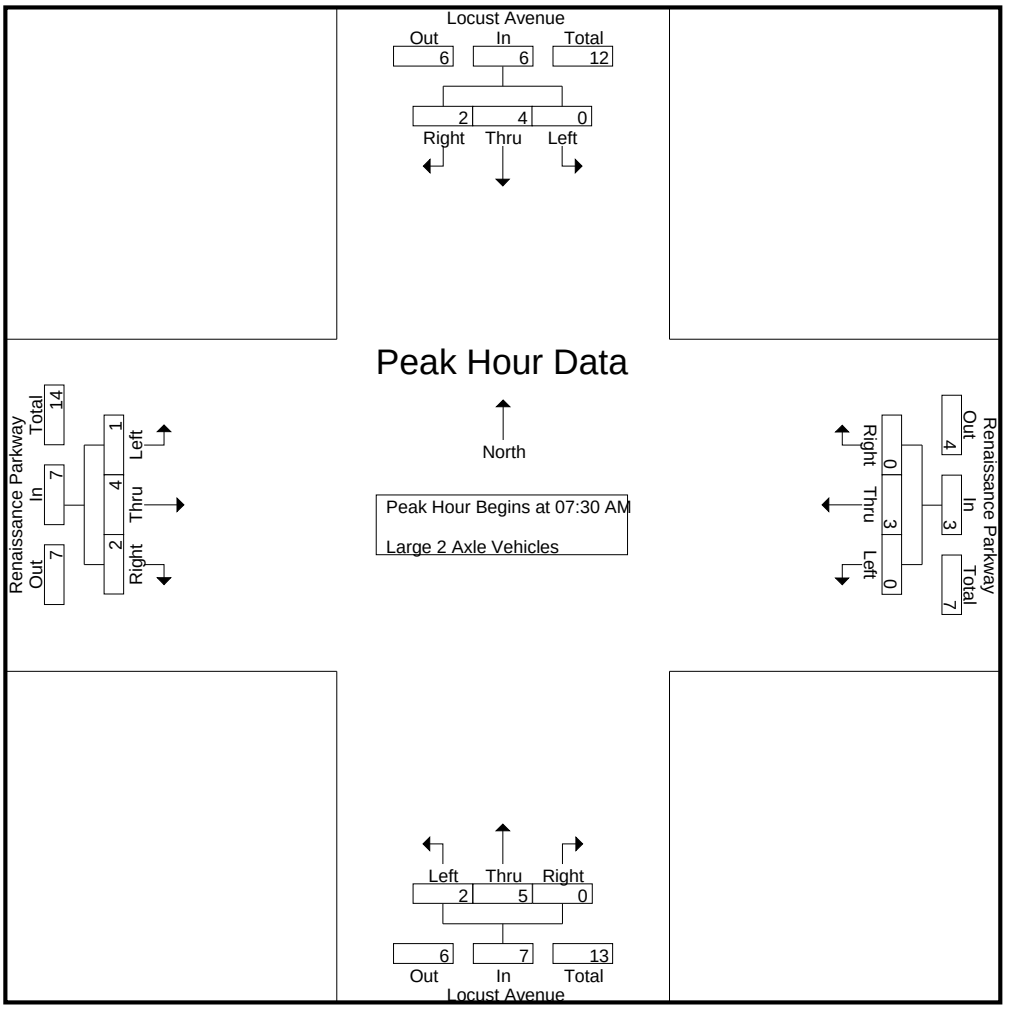

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	**2**	0	2
+15 mins.	0	**2**	**1**	**3**	0	**2**	0	**2**	0	1	0	1	0	0	0	0
+30 mins.	0	1	1	2	0	1	0	1	**1**	**2**	0	**3**	**1**	1	0	2
+45 mins.	0	1	0	1	0	0	0	0	1	1	0	2	0	1	**2**	**3**
Total Volume	0	4	2	6	0	3	0	3	2	5	0	7	1	4	2	7
% App. Total	0	66.7	33.3		0	100	0		28.6	71.4	0		14.3	57.1	28.6	
PHF	.000	.500	.500	.500	.000	.375	.000	.375	.500	.625	.000	.583	.250	.500	.250	.583

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City of Rialto
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File Name : 04_RLT_Loc_Ren Thu AM
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Groups Printed- 3 Axle Vehicles

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
07:15 AM	0	1	1	2	0	0	0	0	1	2	0	3	0	0	0	0	5
07:30 AM	0	1	0	1	0	0	0	0	2	0	0	2	1	0	0	1	4
07:45 AM	0	2	0	2	0	0	0	0	4	3	0	7	0	0	2	2	11
Total	0	5	1	6	0	0	0	0	8	5	0	13	1	0	2	3	22
08:00 AM	0	1	0	1	0	1	0	1	2	1	0	3	0	0	1	1	6
08:15 AM	0	1	0	1	0	0	0	0	3	2	0	5	0	2	0	2	8
08:30 AM	0	3	0	3	0	0	0	0	1	0	0	1	0	0	0	0	4
08:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	1	0	1	2	4
Total	0	6	0	6	0	1	0	1	6	4	0	10	1	2	2	5	22
Grand Total	0	11	1	12	0	1	0	1	14	9	0	23	2	2	4	8	44
Apprch %	0	91.7	8.3		0	100	0		60.9	39.1	0		25	25	50		
Total %	0	25	2.3	27.3	0	2.3	0	2.3	31.8	20.5	0	52.3	4.5	4.5	9.1	18.2	

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	0	1	0	0	0	0	2	0	0	2	**1**	0	0	1	4
07:45 AM	0	**2**	0	**2**	0	0	0	0	**4**	**3**	0	**7**	0	0	**2**	**2**	**11**
08:00 AM	0	1	0	1	0	**1**	0	**1**	2	1	0	3	0	0	1	1	6
08:15 AM	0	1	0	1	0	0	0	0	3	2	0	5	0	**2**	0	2	8
Total Volume	0	5	0	5	0	1	0	1	11	6	0	17	1	2	3	6	29
% App. Total	0	100	0		0	100	0		64.7	35.3	0		16.7	33.3	50		
PHF	.000	.625	.000	.625	.000	.250	.000	.250	.688	.500	.000	.607	.250	.250	.375	.750	.659

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City of Rialto
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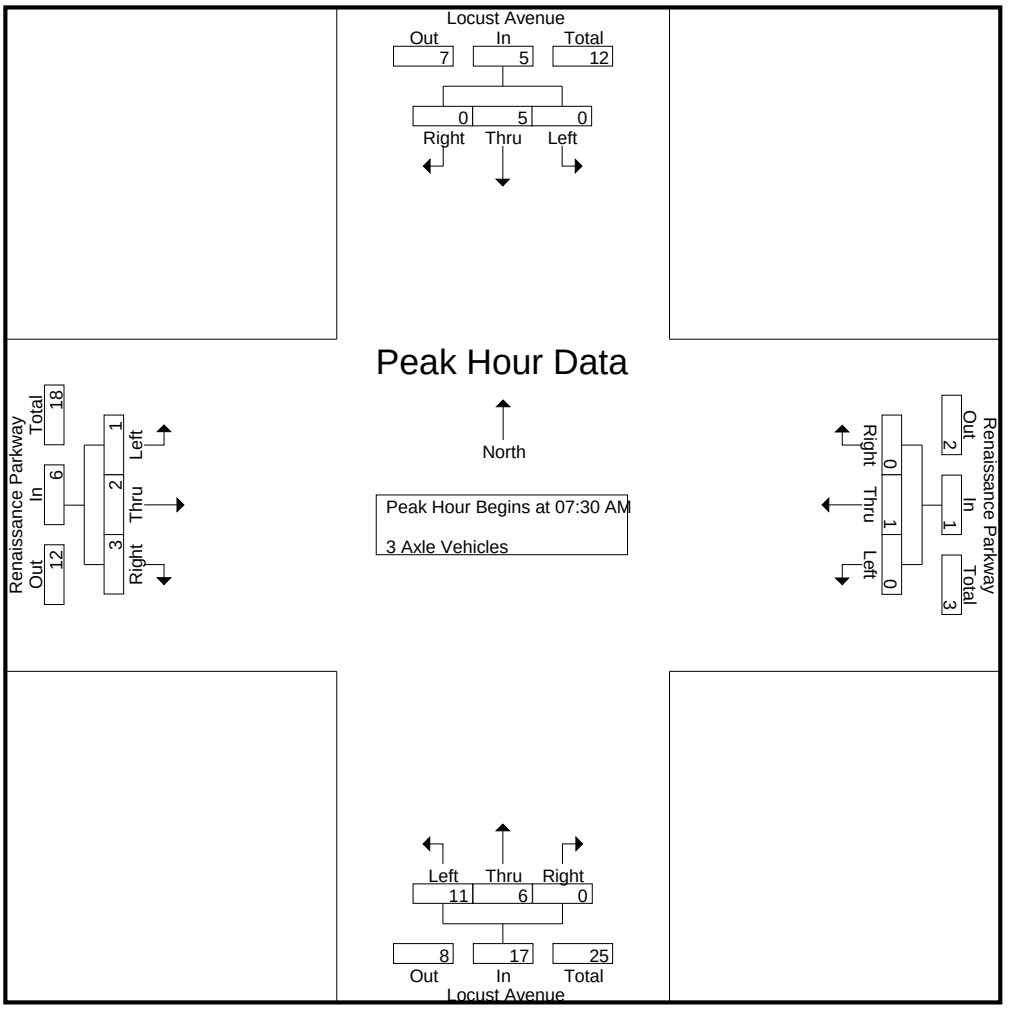

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	1	0	1	0	0	0	0	2	0	0	2	**1**	0	0	1
+15 mins.	0	**2**	0	**2**	0	0	0	0	**4**	**3**	0	**7**	0	0	**2**	**2**
+30 mins.	0	1	0	1	0	**1**	0	**1**	2	1	0	3	0	0	1	1
+45 mins.	0	1	0	1	0	0	0	0	3	2	0	5	0	**2**	0	2
Total Volume	0	5	0	5	0	1	0	1	11	6	0	17	1	2	3	6
% App. Total	0	100	0		0	100	0		64.7	35.3	0		16.7	33.3	50	
PHF	.000	.625	.000	.625	.000	.250	.000	.250	.688	.500	.000	.607	.250	.250	.375	.750

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City of Rialto
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Groups Printed- 4+ Axle Trucks

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	4	6	0	0	0	0	1	1	0	2	0	0	3	3	11
07:15 AM	0	1	2	3	0	0	0	0	7	4	0	11	0	0	1	1	15
07:30 AM	0	1	2	3	0	2	0	2	3	4	0	7	1	1	4	6	18
07:45 AM	0	3	0	3	0	2	0	2	5	0	0	5	0	0	0	0	10
Total	1	6	8	15	0	4	0	4	16	9	0	25	1	1	8	10	54
08:00 AM	0	1	2	3	0	0	1	1	1	1	0	2	0	0	3	3	9
08:15 AM	0	0	0	0	0	0	0	0	7	2	0	9	0	1	0	1	10
08:30 AM	0	1	2	3	0	1	0	1	1	1	0	2	0	0	0	0	6
08:45 AM	1	1	3	5	0	0	0	0	4	5	0	9	0	0	4	4	18
Total	1	3	7	11	0	1	1	2	13	9	0	22	0	1	7	8	43
Grand Total	2	9	15	26	0	5	1	6	29	18	0	47	1	2	15	18	97
Apprch %	7.7	34.6	57.7		0	83.3	16.7		61.7	38.3	0		5.6	11.1	83.3		
Total %	2.1	9.3	15.5	26.8	0	5.2	1	6.2	29.9	18.6	0	48.5	1	2.1	15.5	18.6	

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	**2**	**3**	0	**2**	0	**2**	3	**4**	0	7	**1**	**1**	**4**	**6**	**18**
07:45 AM	0	**3**	0	3	0	2	0	2	5	0	0	5	0	0	0	0	10
08:00 AM	0	1	2	3	0	0	**1**	1	1	1	0	2	0	0	3	3	9
08:15 AM	0	0	0	0	0	0	0	0	**7**	2	0	**9**	0	1	0	1	10
Total Volume	0	5	4	9	0	4	1	5	16	7	0	23	1	2	7	10	47
% App. Total	0	55.6	44.4		0	80	20		69.6	30.4	0		10	20	70		
PHF	.000	.417	.500	.750	.000	.500	.250	.625	.571	.438	.000	.639	.250	.500	.438	.417	.653

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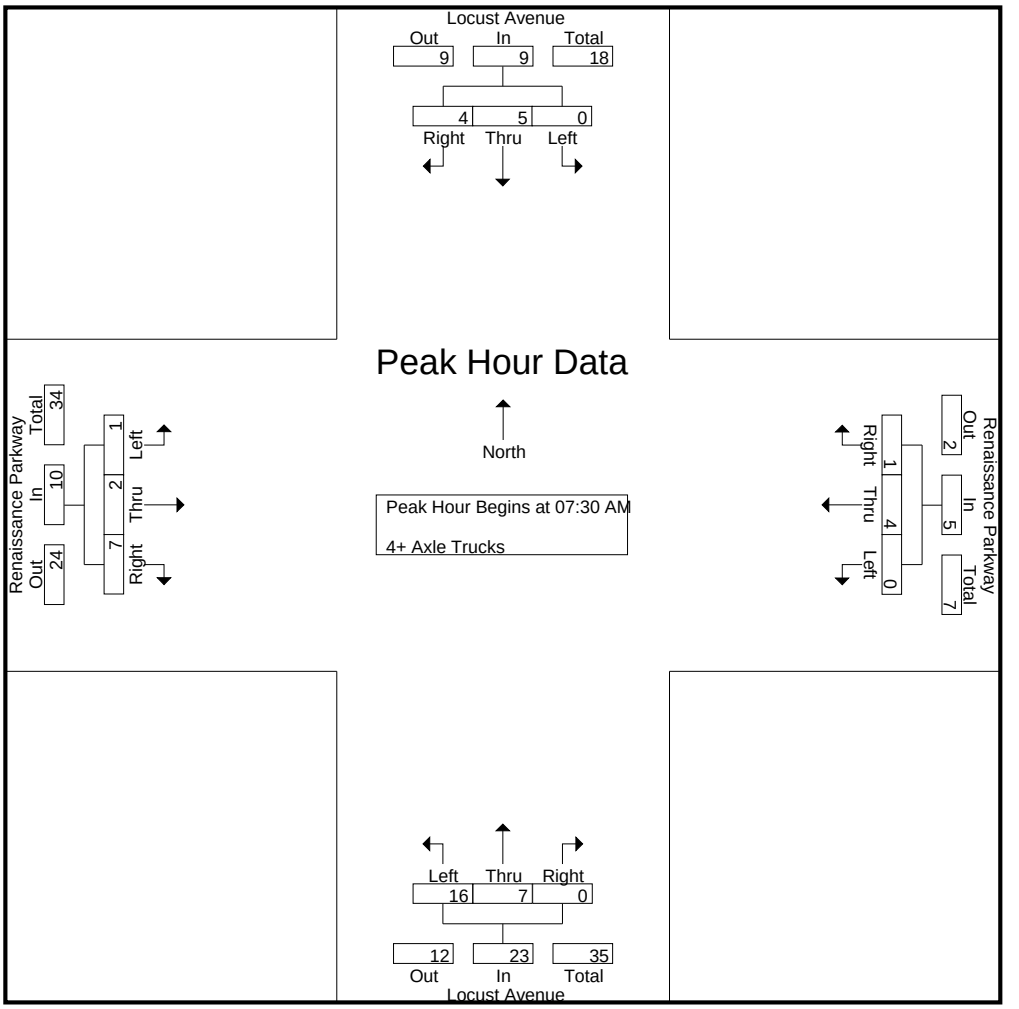

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	1	**2**	**3**	0	**2**	0	**2**	3	**4**	0	7	**1**	**1**	**4**	**6**
+15 mins.	0	**3**	0	3	0	2	0	2	5	0	0	5	0	0	0	0
+30 mins.	0	1	2	3	0	0	**1**	1	1	1	0	2	0	0	3	3
+45 mins.	0	0	0	0	0	0	0	0	**7**	2	0	**9**	0	1	0	1
Total Volume	0	5	4	9	0	4	1	5	16	7	0	23	1	2	7	10
% App. Total	0	55.6	44.4		0	80	20		69.6	30.4	0		10	20	70	
PHF	.000	.417	.500	.750	.000	.500	.250	.625	.571	.438	.000	.639	.250	.500	.438	.417

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File Name : 04_RLT_Loc_Ren Thu PM
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	14	55	7	76	6	59	10	75	17	67	7	91	18	61	17	96	338
04:15 PM	14	44	9	67	6	40	6	52	17	65	8	90	12	80	14	106	315
04:30 PM	21	97	24	142	9	61	12	82	22	54	13	89	14	69	11	94	407
04:45 PM	14	50	3	67	3	47	6	56	15	39	8	62	7	80	13	100	285
Total	63	246	43	352	24	207	34	265	71	225	36	332	51	290	55	396	1345
05:00 PM	9	35	7	51	6	71	9	86	17	44	9	70	10	75	14	99	306
05:15 PM	13	39	9	61	8	77	12	97	15	39	9	63	8	94	16	118	339
05:30 PM	15	35	6	56	14	71	6	91	11	43	11	65	4	91	10	105	317
05:45 PM	11	32	6	49	14	45	8	67	13	33	11	57	12	106	18	136	309
Total	48	141	28	217	42	264	35	341	56	159	40	255	34	366	58	458	1271
Grand Total	111	387	71	569	66	471	69	606	127	384	76	587	85	656	113	854	2616
Apprch %	19.5	68	12.5		10.9	77.7	11.4		21.6	65.4	12.9		10	76.8	13.2		
Total %	4.2	14.8	2.7	21.8	2.5	18	2.6	23.2	4.9	14.7	2.9	22.4	3.2	25.1	4.3	32.6	
Passenger Vehicles	111	366	63	540	63	465	67	595	86	353	75	514	82	651	97	830	2479
% Passenger Vehicles	100	94.6	88.7	94.9	95.5	98.7	97.1	98.2	67.7	91.9	98.7	87.6	96.5	99.2	85.8	97.2	94.8
Large 2 Axle Vehicles	0	5	3	8	1	3	0	4	3	7	1	11	1	4	4	9	32
% Large 2 Axle Vehicles	0	1.3	4.2	1.4	1.5	0.6	0	0.7	2.4	1.8	1.3	1.9	1.2	0.6	3.5	1.1	1.2
3 Axle Vehicles	0	6	3	9	0	1	0	1	7	5	0	12	1	0	6	7	29
% 3 Axle Vehicles	0	1.6	4.2	1.6	0	0.2	0	0.2	5.5	1.3	0	2	1.2	0	5.3	0.8	1.1
4+ Axle Trucks	0	10	2	12	2	2	2	6	31	19	0	50	1	1	6	8	76
% 4+ Axle Trucks	0	2.6	2.8	2.1	3	0.4	2.9	1	24.4	4.9	0	8.5	1.2	0.2	5.3	0.9	2.9

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	14	55	7	76	6	59	10	75	17	**67**	7	**91**	**18**	61	**17**	96	338
04:15 PM	14	44	9	67	6	40	6	52	17	65	8	90	12	**80**	14	**106**	315
04:30 PM	**21**	**97**	**24**	**142**	**9**	**61**	**12**	**82**	**22**	54	**13**	89	14	69	11	94	**407**
04:45 PM	14	50	3	67	3	47	6	56	15	39	8	62	7	80	13	100	285
Total Volume	63	246	43	352	24	207	34	265	71	225	36	332	51	290	55	396	1345
% App. Total	17.9	69.9	12.2		9.1	78.1	12.8		21.4	67.8	10.8		12.9	73.2	13.9		
PHF	.750	.634	.448	.620	.667	.848	.708	.808	.807	.840	.692	.912	.708	.906	.809	.934	.826

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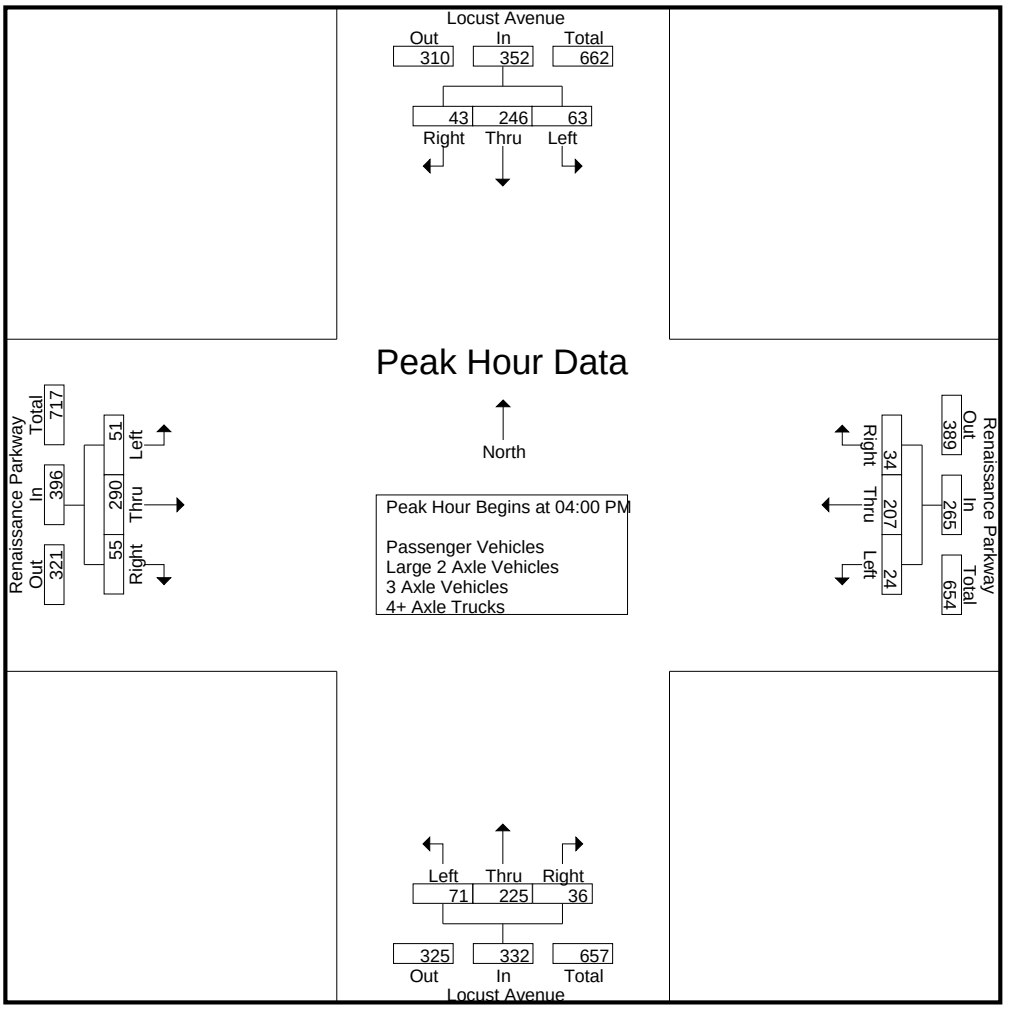
City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:00 PM				05:00 PM			
+0 mins.	14	55	7	76	6	71	9	86	17	**67**	7	**91**	10	75	14	99
+15 mins.	14	44	9	67	8	**77**	**12**	**97**	17	65	8	90	8	94	16	118
+30 mins.	**21**	**97**	**24**	**142**	**14**	71	6	91	**22**	54	**13**	89	4	91	10	105
+45 mins.	14	50	3	67	14	45	8	67	15	39	8	62	**12**	**106**	**18**	**136**
Total Volume	63	246	43	352	42	264	35	341	71	225	36	332	34	366	58	458
% App. Total	17.9	69.9	12.2		12.3	77.4	10.3		21.4	67.8	10.8		7.4	79.9	12.7	
PHF	.750	.634	.448	.620	.750	.857	.729	.879	.807	.840	.692	.912	.708	.863	.806	.842

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Passenger Vehicles

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	14	51	6	71	6	59	9	74	10	62	7	79	17	60	15	92	316
04:15 PM	14	41	7	62	5	40	5	50	10	60	8	78	12	79	11	102	292
04:30 PM	21	92	22	135	9	59	12	80	18	48	13	79	12	69	11	92	386
04:45 PM	14	46	3	63	3	47	6	56	9	35	8	52	7	80	9	96	267
Total	63	230	38	331	23	205	32	260	47	205	36	288	48	288	46	382	1261
05:00 PM	9	35	7	51	5	70	9	84	9	40	9	58	10	74	11	95	288
05:15 PM	13	37	7	57	8	76	12	96	12	38	9	59	8	94	12	114	326
05:30 PM	15	35	5	55	13	71	6	90	7	41	10	58	4	91	10	105	308
05:45 PM	11	29	6	46	14	43	8	65	11	29	11	51	12	104	18	134	296
Total	48	136	25	209	40	260	35	335	39	148	39	226	34	363	51	448	1218
Grand Total	111	366	63	540	63	465	67	595	86	353	75	514	82	651	97	830	2479
Apprch %	20.6	67.8	11.7		10.6	78.2	11.3		16.7	68.7	14.6		9.9	78.4	11.7		
Total %	4.5	14.8	2.5	21.8	2.5	18.8	2.7	24	3.5	14.2	3	20.7	3.3	26.3	3.9	33.5	

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	14	51	6	71	6	**59**	9	74	10	**62**	7	**79**	**17**	60	**15**	92	316
04:15 PM	14	41	7	62	5	40	5	50	10	60	8	78	12	79	11	**102**	292
04:30 PM	**21**	**92**	**22**	**135**	**9**	59	**12**	**80**	**18**	48	**13**	79	12	69	11	92	**386**
04:45 PM	14	46	3	63	3	47	6	56	9	35	8	52	7	**80**	9	96	267
Total Volume	63	230	38	331	23	205	32	260	47	205	36	288	48	288	46	382	1261
% App. Total	19	69.5	11.5		8.8	78.8	12.3		16.3	71.2	12.5		12.6	75.4	12		
PHF	.750	.625	.432	.613	.639	.869	.667	.813	.653	.827	.692	.911	.706	.900	.767	.936	.817

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Thu PM
Site Code : 10824406
Start Date : 5/9/2024
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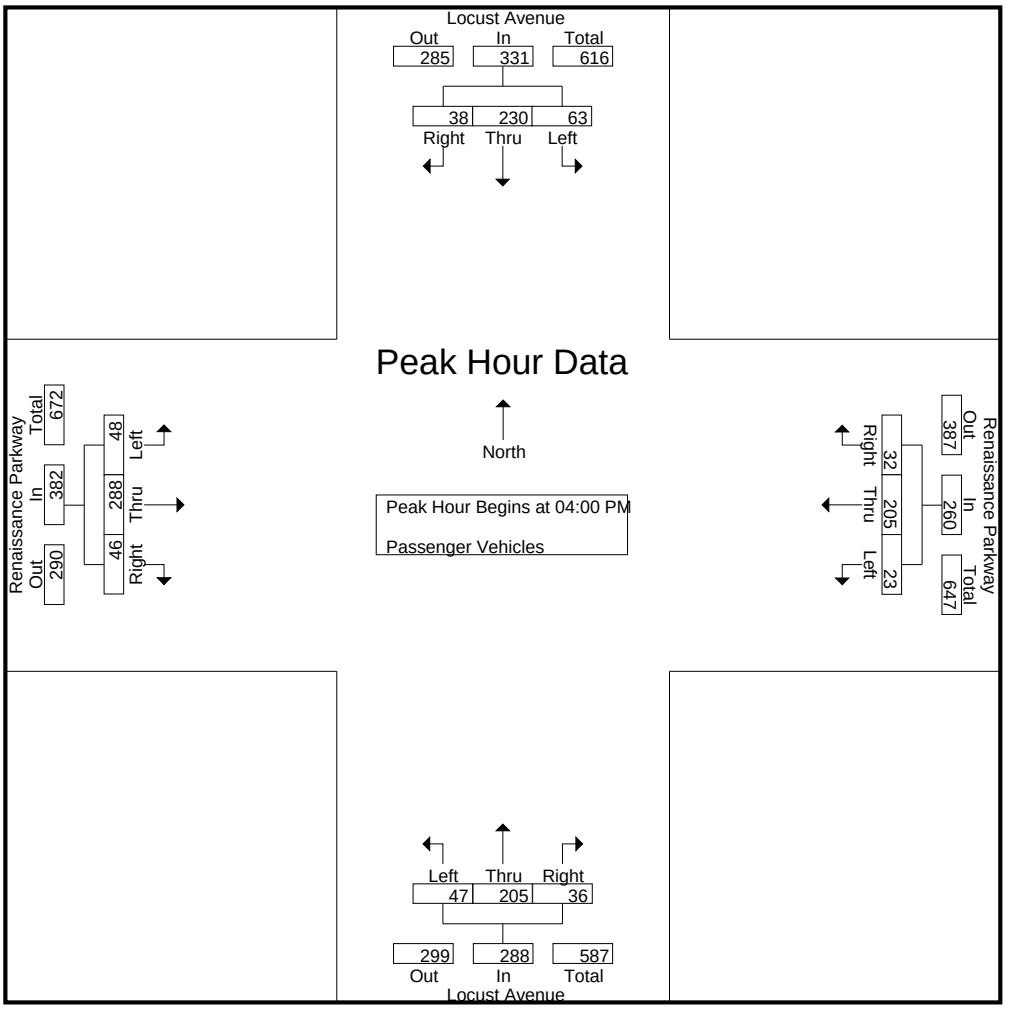

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	14	51	6	71	6	**59**	9	74	10	**62**	7	**79**	**17**	60	**15**	92
+15 mins.	14	41	7	62	5	40	5	50	10	60	8	78	12	79	11	**102**
+30 mins.	**21**	**92**	**22**	**135**	**9**	59	**12**	**80**	**18**	48	**13**	79	12	69	11	92
+45 mins.	14	46	3	63	3	47	6	56	9	35	8	52	7	**80**	9	96
Total Volume	63	230	38	331	23	205	32	260	47	205	36	288	48	288	46	382
% App. Total	19	69.5	11.5		8.8	78.8	12.3		16.3	71.2	12.5		12.6	75.4	12	
PHF	.750	.625	.432	.613	.639	.869	.667	.813	.653	.827	.692	.911	.706	.900	.767	.936

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	1	3	0	0	0	0	1	0	0	1	1	1	0	2	6
04:15 PM	0	1	2	3	0	0	0	0	1	1	0	2	0	1	0	1	6
04:30 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2	3
Total	0	5	3	8	0	0	0	0	2	5	0	7	1	2	2	5	20
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	2	3
05:15 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	1	1	3
05:30 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
05:45 PM	0	0	0	0	0	2	0	2	0	1	0	1	0	1	0	1	4
Total	0	0	0	0	1	3	0	4	1	2	1	4	0	2	2	4	12
Grand Total	0	5	3	8	1	3	0	4	3	7	1	11	1	4	4	9	32
Apprch %	0	62.5	37.5		25	75	0		27.3	63.6	9.1		11.1	44.4	44.4		
Total %	0	15.6	9.4	25	3.1	9.4	0	12.5	9.4	21.9	3.1	34.4	3.1	12.5	12.5	28.1	

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**2**	1	**3**	0	0	0	0	**1**	0	0	1	**1**	**1**	0	**2**	**6**
04:15 PM	0	1	**2**	3	0	0	0	0	1	1	0	2	0	1	0	1	6
04:30 PM	0	2	0	2	0	0	0	0	0	**3**	0	**3**	0	0	0	0	5
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	**2**	2	3
Total Volume	0	5	3	8	0	0	0	0	2	5	0	7	1	2	2	5	20
% App. Total	0	62.5	37.5		0	0	0		28.6	71.4	0		20	40	40		
PHF	.000	.625	.375	.667	.000	.000	.000	.000	.500	.417	.000	.583	.250	.500	.250	.625	.833

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Thu PM
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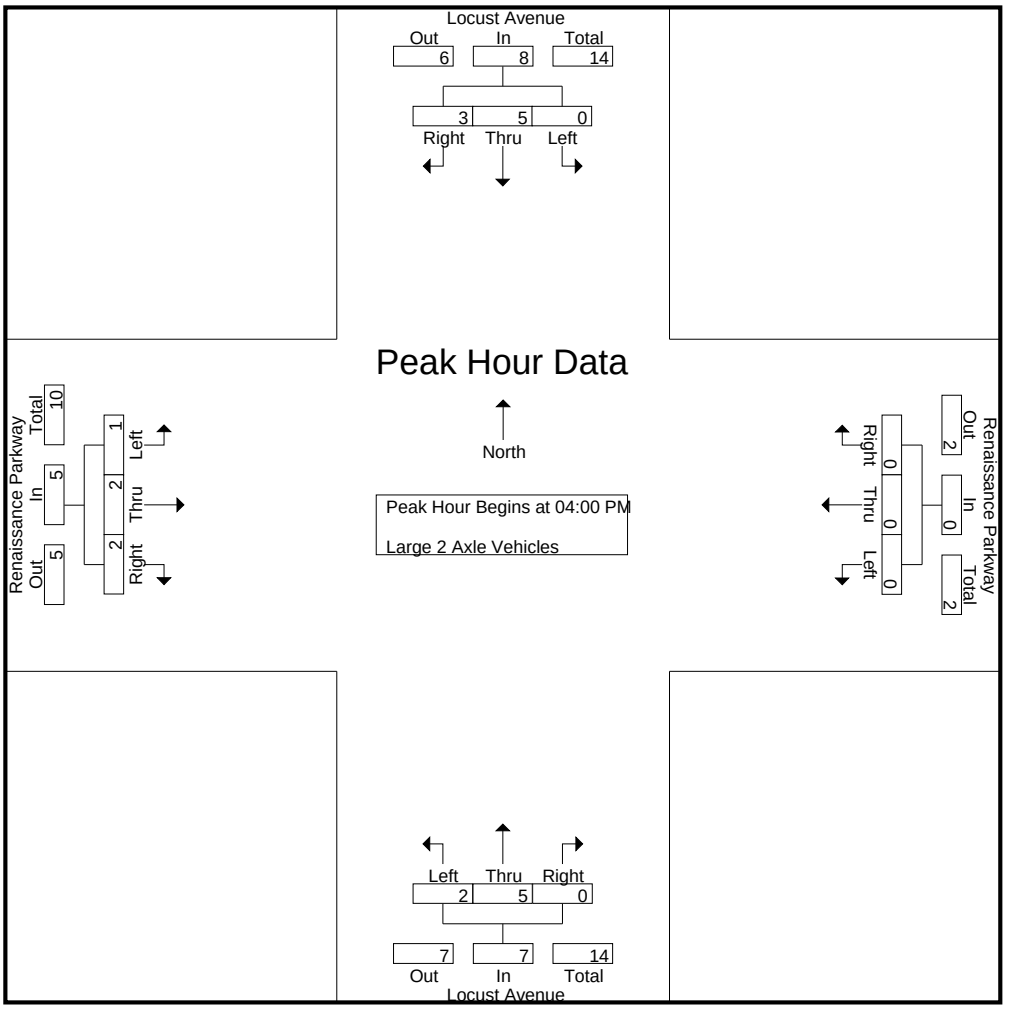

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**2**	1	**3**	0	0	0	0	**1**	0	0	1	**1**	**1**	0	**2**
+15 mins.	0	1	**2**	3	0	0	0	0	1	1	0	2	0	1	0	1
+30 mins.	0	2	0	2	0	0	0	0	0	**3**	0	**3**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	**2**	2
Total Volume	0	5	3	8	0	0	0	0	2	5	0	7	1	2	2	5
% App. Total	0	62.5	37.5		0	0	0		28.6	71.4	0		20	40	40	
PHF	.000	.625	.375	.667	.000	.000	.000	.000	.500	.417	.000	.583	.250	.500	.250	.625

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	1	1	4
04:15 PM	0	1	0	1	0	0	0	0	3	0	0	3	0	0	2	2	6
04:30 PM	0	1	2	3	0	0	0	0	1	1	0	2	1	0	0	1	6
04:45 PM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
Total	0	5	2	7	0	0	0	0	5	2	0	7	1	0	3	4	18
05:00 PM	0	0	0	0	0	1	0	1	2	1	0	3	0	0	1	1	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
05:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	1	1	2	0	1	0	1	2	3	0	5	0	0	3	3	11
Grand Total	0	6	3	9	0	1	0	1	7	5	0	12	1	0	6	7	29
Apprch %	0	66.7	33.3		0	100	0		58.3	41.7	0		14.3	0	85.7		
Total %	0	20.7	10.3	31	0	3.4	0	3.4	24.1	17.2	0	41.4	3.4	0	20.7	24.1	

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**2**	0	2	0	0	0	0	0	**1**	0	1	0	0	1	1	4
04:15 PM	0	1	0	1	0	0	0	0	**3**	0	0	**3**	0	0	**2**	**2**	**6**
04:30 PM	0	1	**2**	**3**	0	0	0	0	1	1	0	2	**1**	0	0	1	6
04:45 PM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
Total Volume	0	5	2	7	0	0	0	0	5	2	0	7	1	0	3	4	18
% App. Total	0	71.4	28.6		0	0	0		71.4	28.6	0		25	0	75		
PHF	.000	.625	.250	.583	.000	.000	.000	.000	.417	.500	.000	.583	.250	.000	.375	.500	.750

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Thu PM
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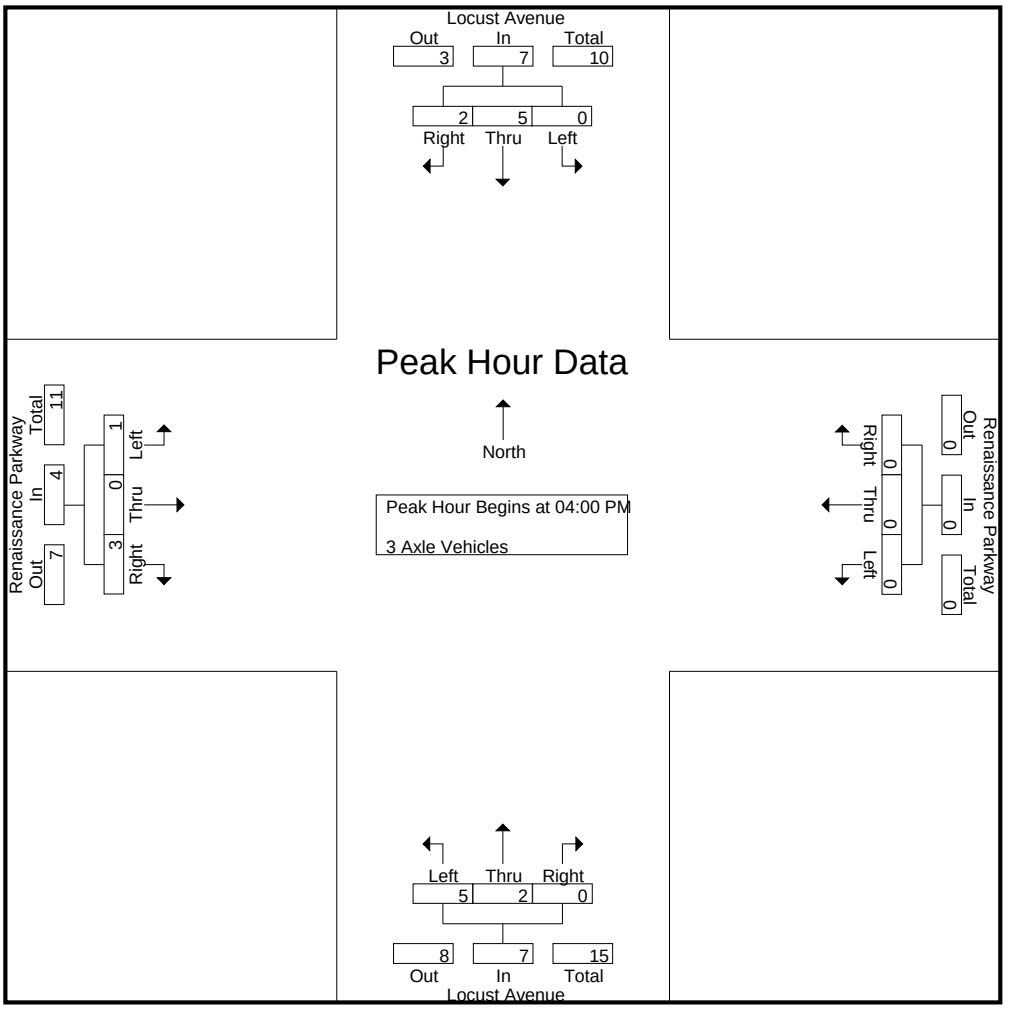

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**2**	0	2	0	0	0	0	0	**1**	0	1	0	0	1	1
+15 mins.	0	1	0	1	0	0	0	0	**3**	0	0	**3**	0	0	**2**	**2**
+30 mins.	0	1	**2**	**3**	0	0	0	0	1	1	0	2	**1**	0	0	1
+45 mins.	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0
Total Volume	0	5	2	7	0	0	0	0	5	2	0	7	1	0	3	4
% App. Total	0	71.4	28.6		0	0	0		71.4	28.6	0		25	0	75	
PHF	.000	.625	.250	.583	.000	.000	.000	.000	.417	.500	.000	.583	.250	.000	.375	.500

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Thu PM
Site Code : 10824406
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Groups Printed- 4+ Axle Trucks

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	1	6	4	0	10	0	0	1	1	12
04:15 PM	0	1	0	1	1	0	1	2	3	4	0	7	0	0	1	1	11
04:30 PM	0	2	0	2	0	2	0	2	3	2	0	5	1	0	0	1	10
04:45 PM	0	3	0	3	0	0	0	0	5	3	0	8	0	0	2	2	13
Total	0	6	0	6	1	2	2	5	17	13	0	30	1	0	4	5	46
05:00 PM	0	0	0	0	1	0	0	1	5	3	0	8	0	0	1	1	10
05:15 PM	0	2	2	4	0	0	0	0	3	0	0	3	0	0	1	1	8
05:30 PM	0	0	0	0	0	0	0	0	4	2	0	6	0	0	0	0	6
05:45 PM	0	2	0	2	0	0	0	0	2	1	0	3	0	1	0	1	6
Total	0	4	2	6	1	0	0	1	14	6	0	20	0	1	2	3	30
Grand Total	0	10	2	12	2	2	2	6	31	19	0	50	1	1	6	8	76
Apprch %	0	83.3	16.7		33.3	33.3	33.3		62	38	0		12.5	12.5	75		
Total %	0	13.2	2.6	15.8	2.6	2.6	2.6	7.9	40.8	25	0	65.8	1.3	1.3	7.9	10.5	

	Locust Avenue Southbound				Renaissance Parkway Westbound				Locust Avenue Northbound				Renaissance Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	**1**	1	**6**	**4**	0	**10**	0	0	1	1	12
04:15 PM	0	1	0	1	**1**	0	1	**2**	3	4	0	7	0	0	1	1	11
04:30 PM	0	2	0	2	0	**2**	0	2	3	2	0	5	**1**	0	0	1	10
04:45 PM	0	**3**	0	**3**	0	0	0	0	5	3	0	8	0	0	**2**	**2**	**13**
Total Volume	0	6	0	6	1	2	2	5	17	13	0	30	1	0	4	5	46
% App. Total	0	100	0		20	40	40		56.7	43.3	0		20	0	80		
PHF	.000	.500	.000	.500	.250	.250	.500	.625	.708	.813	.000	.750	.250	.000	.500	.625	.885

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Thu PM
Site Code : 10824406
Start Date : 5/9/2024
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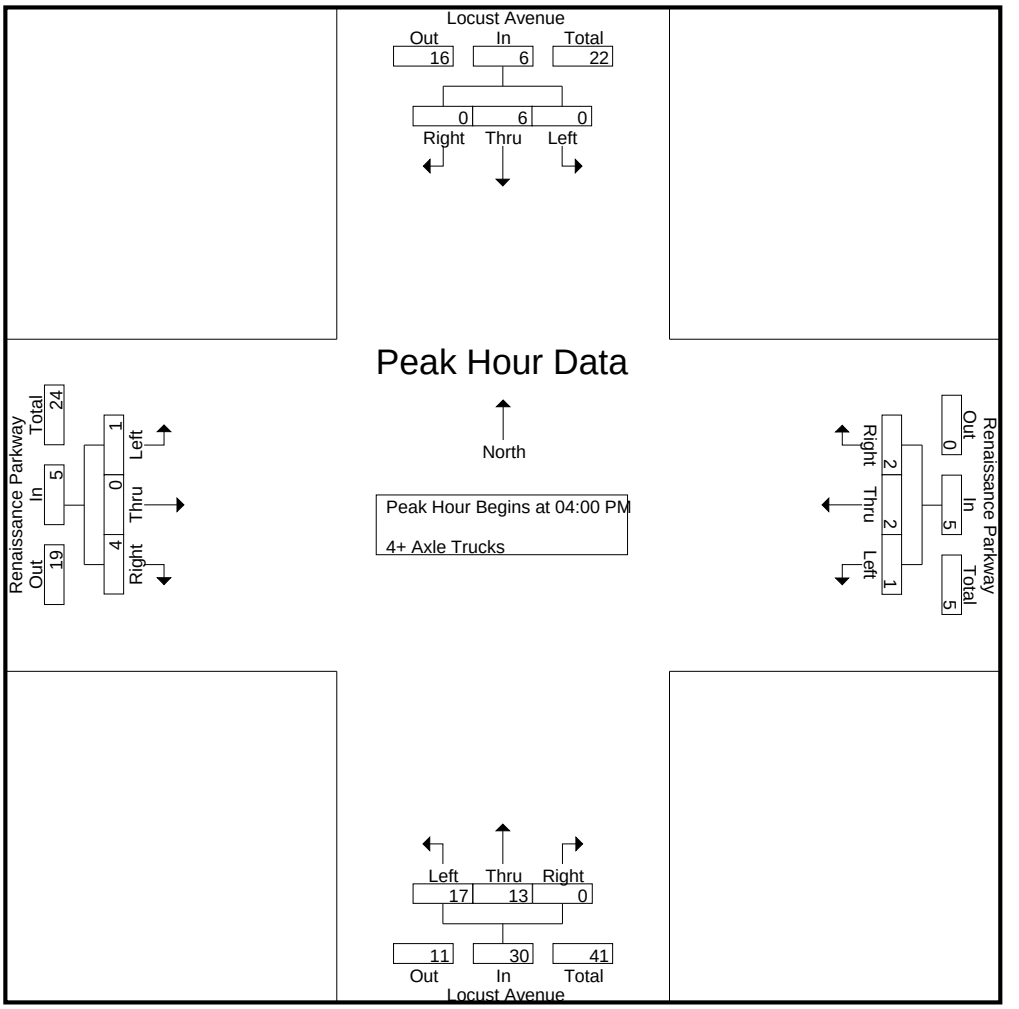

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	**1**	1	**6**	**4**	0	**10**	0	0	1	1
+15 mins.	0	1	0	1	**1**	0	1	**2**	3	4	0	7	0	0	1	1
+30 mins.	0	2	0	2	0	**2**	0	2	3	2	0	5	**1**	0	0	1
+45 mins.	0	**3**	0	**3**	0	0	0	0	5	3	0	8	0	0	**2**	**2**
Total Volume	0	6	0	6	1	2	2	5	17	13	0	30	1	0	4	5
% App. Total	0	100	0		20	40	40		56.7	43.3	0		20	0	80	
PHF	.000	.500	.000	.500	.250	.250	.500	.625	.708	.813	.000	.750	.250	.000	.500	.625

Location: Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway

Date: 5/7/2024
Day: Tuesday

PEDESTRIANS

	North Leg Locust Avenue	East Leg Renaissance Parkway	South Leg Locust Avenue	West Leg Renaissance Parkway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	1	0	1
7:15 AM	0	0	1	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	1	1	2
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	3	1	4

	North Leg Locust Avenue	East Leg Renaissance Parkway	South Leg Locust Avenue	West Leg Renaissance Parkway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	1	0	0	1
4:30 PM	1	0	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	1	0	2	0	3
5:15 PM	0	0	0	0	0
5:30 PM	0	1	0	0	1
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	3	2	2	0	7

Location: Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway

Date: 5/7/2024
Day: Tuesday

BICYCLES

	Southbound Locust Avenue			Westbound Renaissance Parkway			Northbound Locust Avenue			Eastbound Renaissance Parkway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

	Southbound Locust Avenue			Westbound Renaissance Parkway			Northbound Locust Avenue			Eastbound Renaissance Parkway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	1	0	0	0	0	0	2	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
TOTAL VOLUMES:	0	1	0	0	1	0	0	1	0	0	3	0	6

Location: Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway

Date: 5/8/2024
Day: Wednesday

PEDESTRIANS

	North Leg Locust Avenue	East Leg Renaissance Parkway	South Leg Locust Avenue	West Leg Renaissance Parkway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	1	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	1	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	2	1	0	3

	North Leg Locust Avenue	East Leg Renaissance Parkway	South Leg Locust Avenue	West Leg Renaissance Parkway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	1	0	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	1	0	0	2

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Location: Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway

Date: 5/8/2024
Day: Wednesday

BICYCLES

	Southbound Locust Avenue			Westbound Renaissance Parkway			Northbound Locust Avenue			Eastbound Renaissance Parkway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Locust Avenue			Westbound Renaissance Parkway			Northbound Locust Avenue			Eastbound Renaissance Parkway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1	0	0	0	0	0	1	0	3

Location: Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway

Date: 5/9/2024
Day: Thursday

PEDESTRIANS

	North Leg Locust Avenue	East Leg Renaissance Parkway	South Leg Locust Avenue	West Leg Renaissance Parkway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	1	1
7:45 AM	0	0	0	1	1
8:00 AM	0	0	1	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	2	3

	North Leg Locust Avenue	East Leg Renaissance Parkway	South Leg Locust Avenue	West Leg Renaissance Parkway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	1	0	2
4:15 PM	0	0	0	0	0
4:30 PM	1	0	1	1	3
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	1	0	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	1	2	1	6

Location: Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway

Date: 5/9/2024
Day: Thursday

BICYCLES

	Southbound Locust Avenue			Westbound Renaissance Parkway			Northbound Locust Avenue			Eastbound Renaissance Parkway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

	Southbound Locust Avenue			Westbound Renaissance Parkway			Northbound Locust Avenue			Eastbound Renaissance Parkway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	1	0	2

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	41	1	42	14	26	40	6	19	25	107
07:15 AM	44	1	45	22	37	59	6	37	43	147
07:30 AM	69	7	76	38	68	106	6	50	56	238
07:45 AM	96	5	101	36	81	117	8	72	80	298
Total	250	14	264	110	212	322	26	178	204	790
08:00 AM	68	4	72	19	40	59	6	63	69	200
08:15 AM	42	1	43	22	25	47	3	49	52	142
08:30 AM	47	3	50	37	20	57	5	50	55	162
08:45 AM	33	4	37	25	24	49	2	21	23	109
Total	190	12	202	103	109	212	16	183	199	613
Grand Total	440	26	466	213	321	534	42	361	403	1403
Apprch %	94.4	5.6		39.9	60.1		10.4	89.6		
Total %	31.4	1.9	33.2	15.2	22.9	38.1	3	25.7	28.7	
Passenger Vehicles	349	26	375	205	266	471	42	341	383	1229
% Passenger Vehicles	79.3	100	80.5	96.2	82.9	88.2	100	94.5	95	87.6
Large 2 Axle Vehicles	14	0	14	6	12	18	0	7	7	39
% Large 2 Axle Vehicles	3.2	0	3	2.8	3.7	3.4	0	1.9	1.7	2.8
3 Axle Vehicles	5	0	5	0	3	3	0	2	2	10
% 3 Axle Vehicles	1.1	0	1.1	0	0.9	0.6	0	0.6	0.5	0.7
4+ Axle Trucks	72	0	72	2	40	42	0	11	11	125
% 4+ Axle Trucks	16.4	0	15.5	0.9	12.5	7.9	0	3	2.7	8.9

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	44	1	45	22	37	59	6	37	43	147
07:30 AM	69	**7**	76	**38**	68	106	6	50	56	238
07:45 AM	**96**	5	**101**	36	**81**	**117**	**8**	**72**	**80**	**298**
08:00 AM	68	4	72	19	40	59	6	63	69	200
Total Volume	277	17	294	115	226	341	26	222	248	883
% App. Total	94.2	5.8		33.7	66.3		10.5	89.5		
PHF	.721	.607	.728	.757	.698	.729	.813	.771	.775	.741

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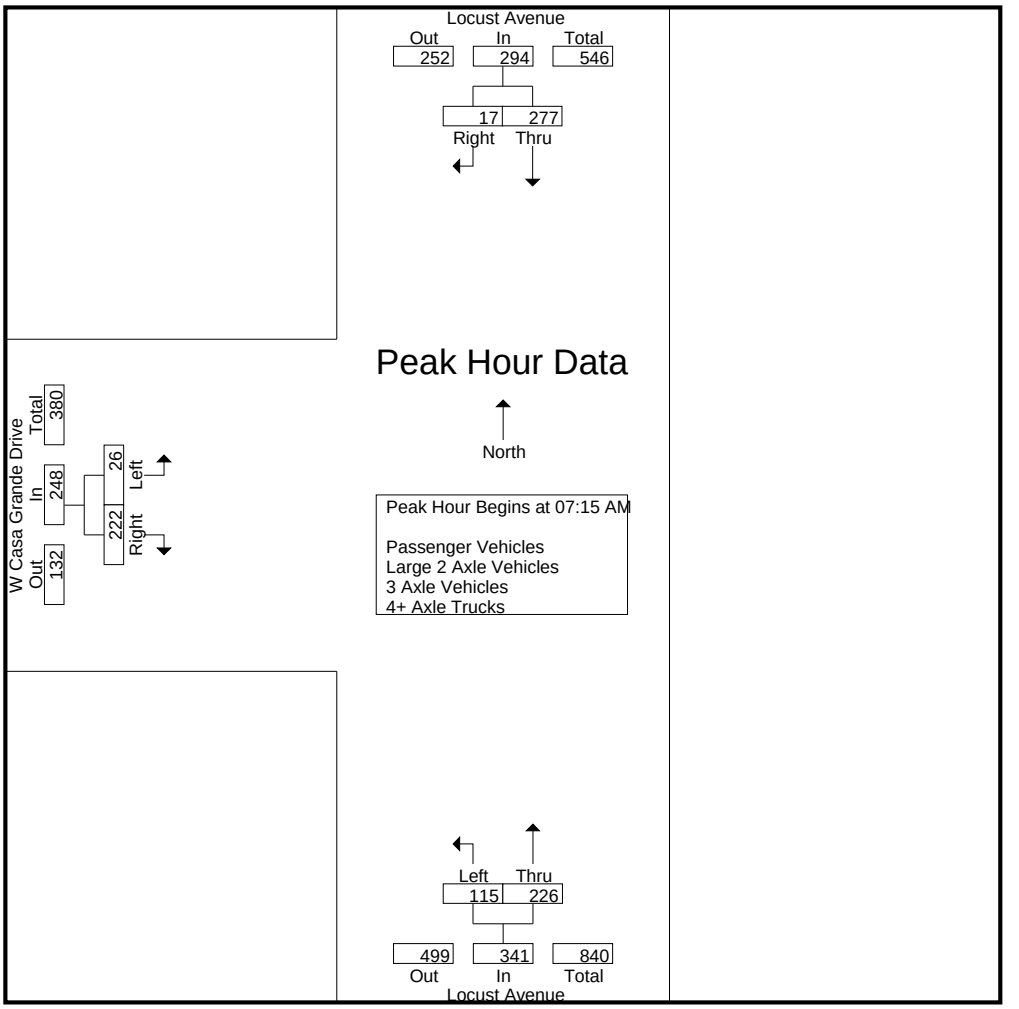
City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:30 AM		
+0 mins.	44	1	45	22	37	59	6	50	56
+15 mins.	69	**7**	76	**38**	68	106	**8**	**72**	**80**
+30 mins.	**96**	5	**101**	36	**81**	**117**	6	63	69
+45 mins.	68	4	72	19	40	59	3	49	52
Total Volume	277	17	294	115	226	341	23	234	257
% App. Total	94.2	5.8		33.7	66.3		8.9	91.1	
PHF	.721	.607	.728	.757	.698	.729	.719	.813	.803

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	31	1	32	14	16	30	6	16	22	84
07:15 AM	29	1	30	22	30	52	6	35	41	123
07:30 AM	59	7	66	35	65	100	6	49	55	221
07:45 AM	82	5	87	35	71	106	8	69	77	270
Total	201	14	215	106	182	288	26	169	195	698
08:00 AM	61	4	65	19	38	57	6	61	67	189
08:15 AM	31	1	32	22	18	40	3	44	47	119
08:30 AM	37	3	40	36	12	48	5	48	53	141
08:45 AM	19	4	23	22	16	38	2	19	21	82
Total	148	12	160	99	84	183	16	172	188	531
Grand Total	349	26	375	205	266	471	42	341	383	1229
Apprch %	93.1	6.9		43.5	56.5		11	89		
Total %	28.4	2.1	30.5	16.7	21.6	38.3	3.4	27.7	31.2	

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	29	1	30	22	30	52	6	35	41	123
07:30 AM	59	**7**	66	**35**	65	100	6	49	55	221
07:45 AM	**82**	5	**87**	35	**71**	**106**	**8**	**69**	**77**	**270**
08:00 AM	61	4	65	19	38	57	6	61	67	189
Total Volume	231	17	248	111	204	315	26	214	240	803
% App. Total	93.1	6.9		35.2	64.8		10.8	89.2		
PHF	.704	.607	.713	.793	.718	.743	.813	.775	.779	.744

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Tue AM
Site Code : 10824406
Start Date : 5/7/2024
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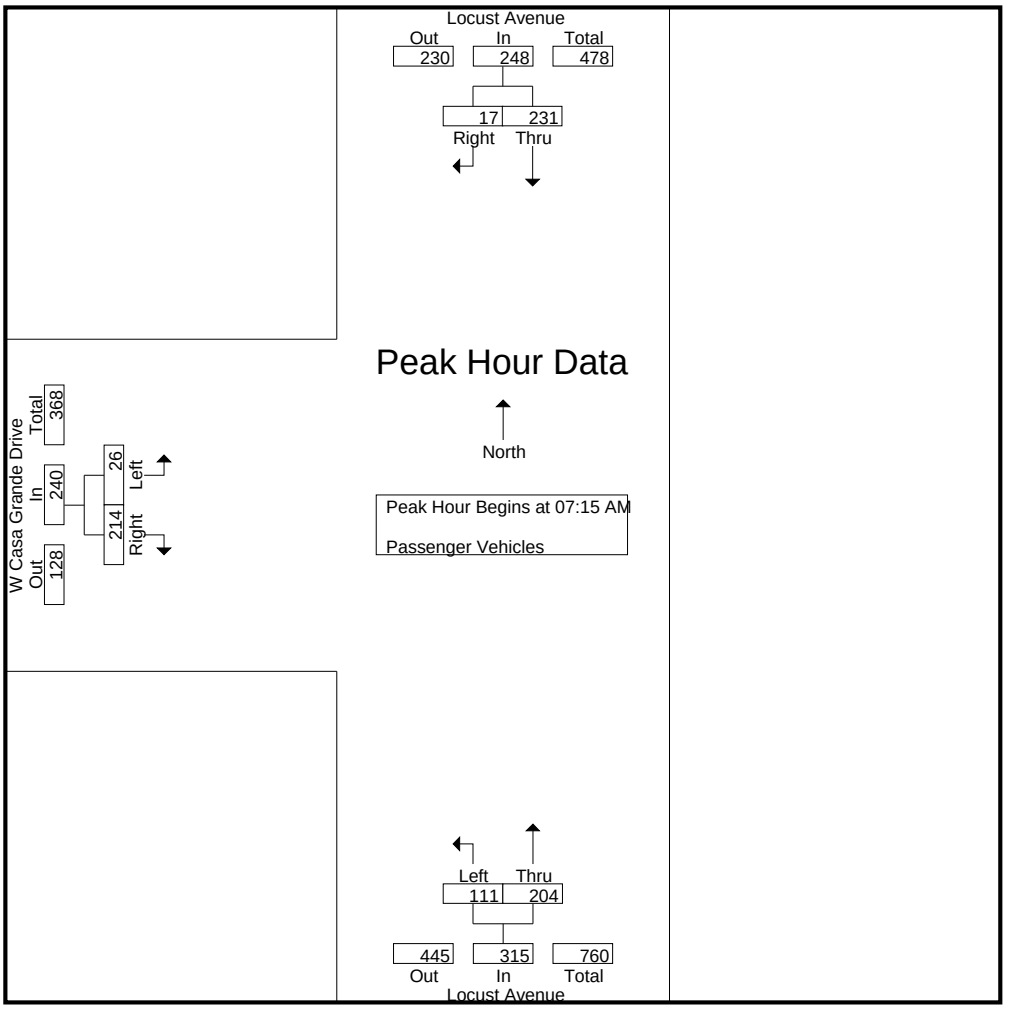

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	29	1	30	22	30	52	6	35	41
+15 mins.	59	**7**	66	**35**	65	100	6	49	55
+30 mins.	**82**	5	**87**	35	**71**	**106**	**8**	**69**	**77**
+45 mins.	61	4	65	19	38	57	6	61	67
Total Volume	231	17	248	111	204	315	26	214	240
% App. Total	93.1	6.9		35.2	64.8		10.8	89.2	
PHF	.704	.607	.713	.793	.718	.743	.813	.775	.779

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Tue AM
Site Code : 10824406
Start Date : 5/7/2024
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Groups Printed- Large 2 Axle Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	1	0	1	0	4	4	0	2	2	7
07:15 AM	5	0	5	0	3	3	0	1	1	9
07:30 AM	1	0	1	3	1	4	0	0	0	5
07:45 AM	3	0	3	1	4	5	0	1	1	9
Total	10	0	10	4	12	16	0	4	4	30
08:00 AM	1	0	1	0	0	0	0	2	2	3
08:15 AM	0	0	0	0	0	0	0	1	1	1
08:30 AM	1	0	1	0	0	0	0	0	0	1
08:45 AM	2	0	2	2	0	2	0	0	0	4
Total	4	0	4	2	0	2	0	3	3	9
Grand Total	14	0	14	6	12	18	0	7	7	39
Apprch %	100	0		33.3	66.7		0	100		
Total %	35.9	0	35.9	15.4	30.8	46.2	0	17.9	17.9	

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**5**	0	**5**	0	3	3	0	1	1	**9**
07:30 AM	1	0	1	**3**	1	4	0	0	0	5
07:45 AM	3	0	3	1	**4**	**5**	0	1	1	9
08:00 AM	1	0	1	0	0	0	0	**2**	**2**	3
Total Volume	10	0	10	4	8	12	0	4	4	26
% App. Total	100	0		33.3	66.7		0	100		
PHF	.500	.000	.500	.333	.500	.600	.000	.500	.500	.722

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Tue AM
Site Code : 10824406
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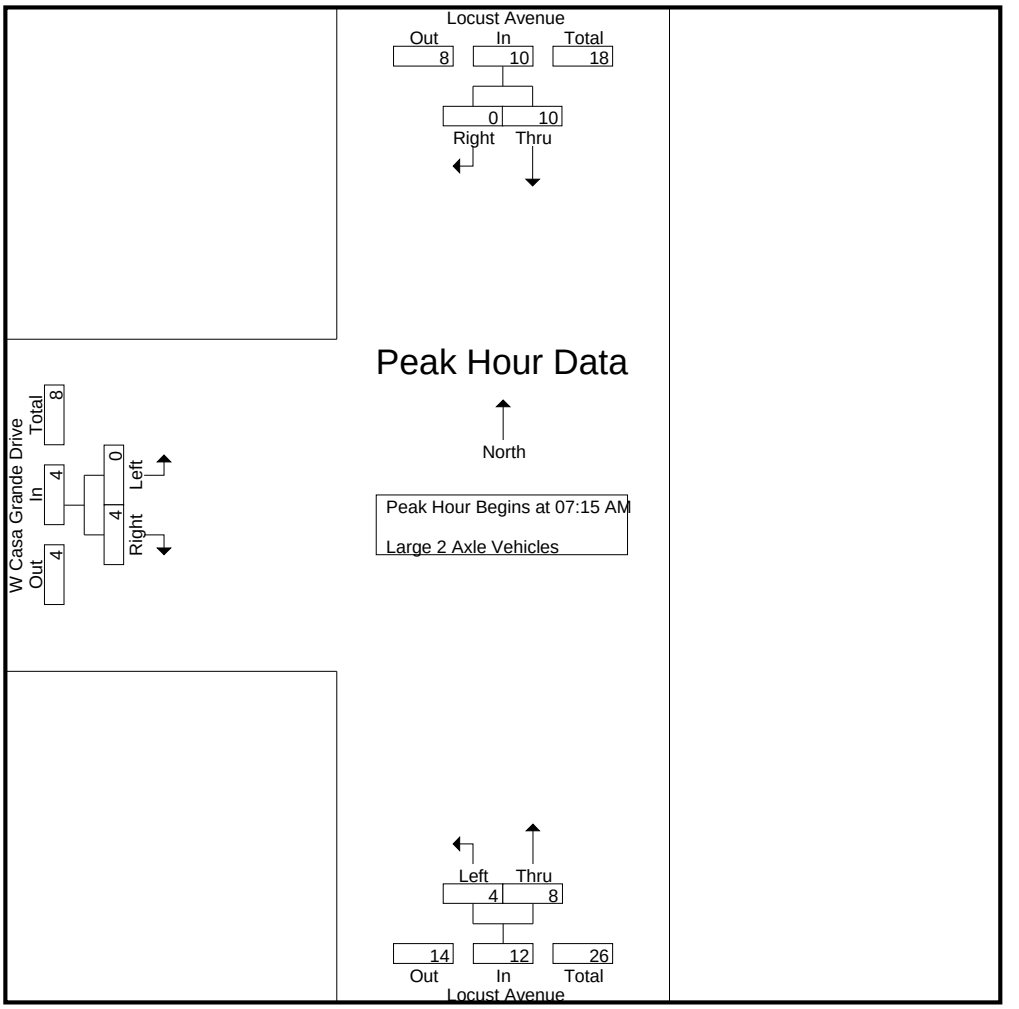

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	**5**	0	**5**	0	3	3	0	1	1
+15 mins.	1	0	1	**3**	1	4	0	0	0
+30 mins.	3	0	3	1	**4**	**5**	0	1	1
+45 mins.	1	0	1	0	0	0	0	**2**	**2**
Total Volume	10	0	10	4	8	12	0	4	4
% App. Total	100	0		33.3	66.7		0	100	
PHF	.500	.000	.500	.333	.500	.600	.000	.500	.500

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	2	0	2	0	1	1	0	1	1	4
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	3	0	3	0	1	1	0	1	1	5
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	1	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	1	1	0	0	0	1
08:45 AM	1	0	1	0	1	1	0	1	1	3
Total	2	0	2	0	2	2	0	1	1	5
Grand Total	5	0	5	0	3	3	0	2	2	10
Apprch %	100	0		0	100		0	100		
Total %	50	0	50	0	30	30	0	20	20	

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	**1**	0	**1**	0	0	0	0	0	0	**1**
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	0	0	0	1
% App. Total	100	0		0	0		0	0		
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250

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City of Rialto
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Weather: Clear

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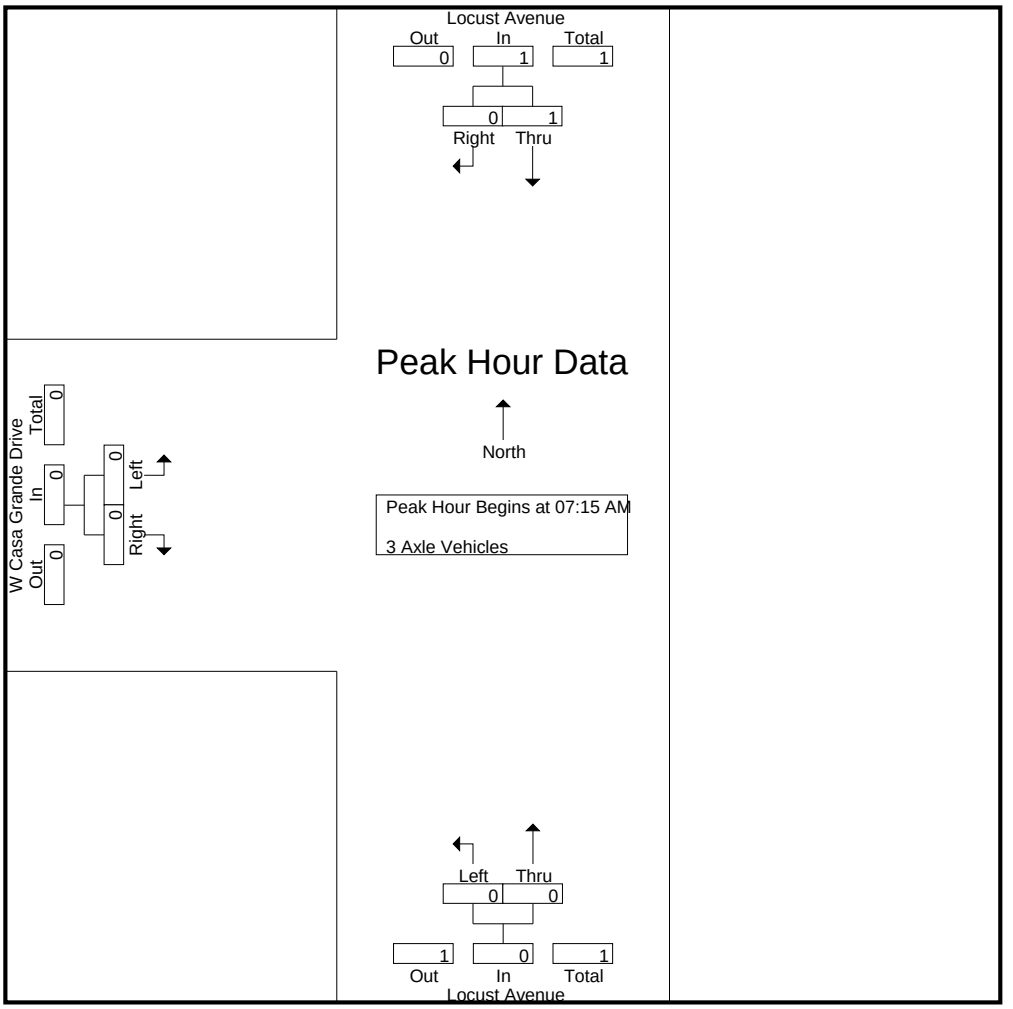

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	**1**	0	**1**	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	0	0	0
% App. Total	100	0		0	0		0	0	
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	7	0	7	0	5	5	0	0	0	12
07:15 AM	10	0	10	0	4	4	0	1	1	15
07:30 AM	8	0	8	0	2	2	0	1	1	11
07:45 AM	11	0	11	0	6	6	0	2	2	19
Total	36	0	36	0	17	17	0	4	4	57
08:00 AM	6	0	6	0	2	2	0	0	0	8
08:15 AM	10	0	10	0	7	7	0	4	4	21
08:30 AM	9	0	9	1	7	8	0	2	2	19
08:45 AM	11	0	11	1	7	8	0	1	1	20
Total	36	0	36	2	23	25	0	7	7	68
Grand Total	72	0	72	2	40	42	0	11	11	125
Apprch %	100	0		4.8	95.2		0	100		
Total %	57.6	0	57.6	1.6	32	33.6	0	8.8	8.8	

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	10	0	10	0	4	4	0	1	1	15
07:30 AM	8	0	8	0	2	2	0	1	1	11
07:45 AM	**11**	0	**11**	0	**6**	**6**	0	**2**	**2**	**19**
08:00 AM	6	0	6	0	2	2	0	0	0	8
Total Volume	35	0	35	0	14	14	0	4	4	53
% App. Total	100	0		0	100		0	100		
PHF	.795	.000	.795	.000	.583	.583	.000	.500	.500	.697

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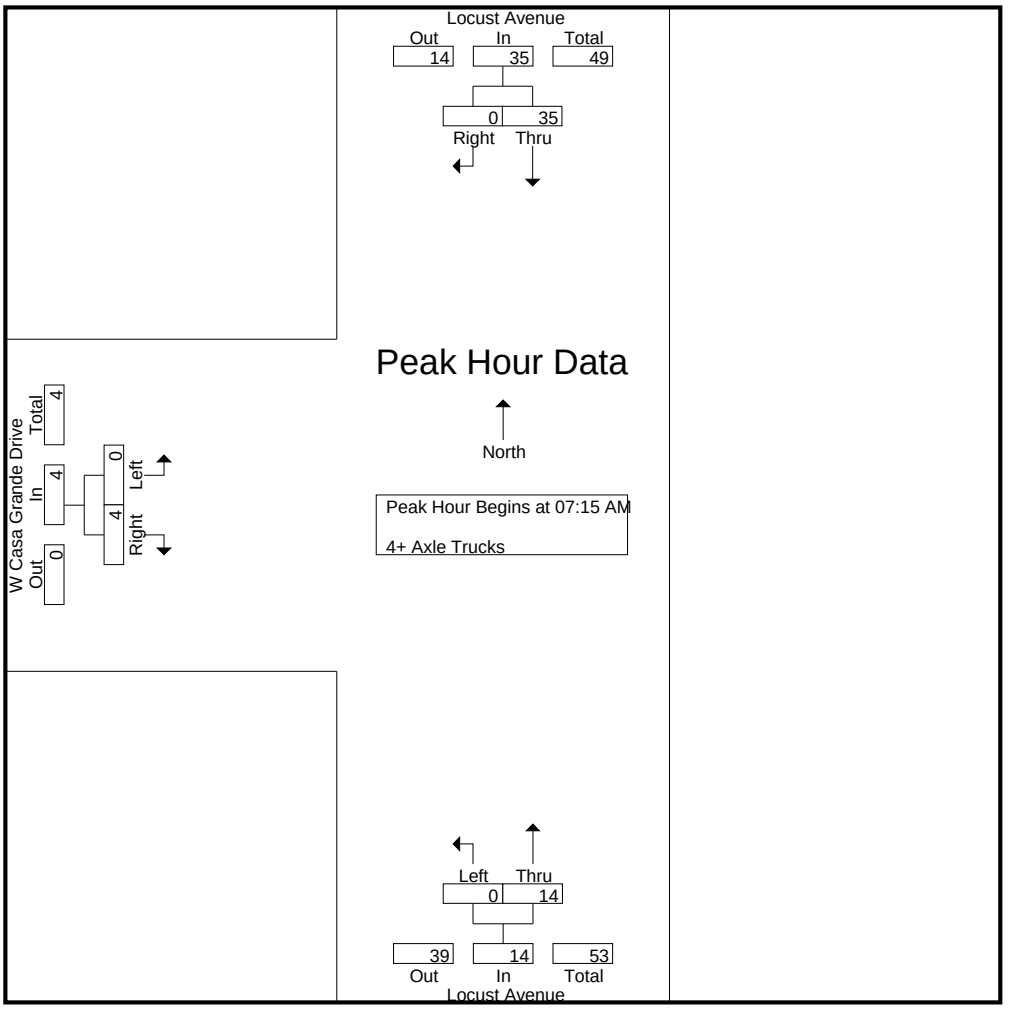

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	10	0	10	0	4	4	0	1	1
+15 mins.	8	0	8	0	2	2	0	1	1
+30 mins.	**11**	0	**11**	0	**6**	**6**	0	**2**	**2**
+45 mins.	6	0	6	0	2	2	0	0	0
Total Volume	35	0	35	0	14	14	0	4	4
% App. Total	100	0		0	100		0	100	
PHF	.795	.000	.795	.000	.583	.583	.000	.500	.500

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	39	31	70	86	51	137	6	32	38	245
04:15 PM	47	36	83	76	40	116	12	60	72	271
04:30 PM	47	6	53	37	59	96	46	150	196	345
04:45 PM	39	7	46	28	44	72	9	40	49	167
Total	172	80	252	227	194	421	73	282	355	1028
05:00 PM	34	5	39	35	48	83	6	31	37	159
05:15 PM	29	7	36	39	39	78	7	33	40	154
05:30 PM	28	5	33	26	35	61	3	30	33	127
05:45 PM	22	5	27	28	37	65	1	24	25	117
Total	113	22	135	128	159	287	17	118	135	557
Grand Total	285	102	387	355	353	708	90	400	490	1585
Apprch %	73.6	26.4		50.1	49.9		18.4	81.6		
Total %	18	6.4	24.4	22.4	22.3	44.7	5.7	25.2	30.9	
Passenger Vehicles	241	102	343	349	303	652	86	397	483	1478
% Passenger Vehicles	84.6	100	88.6	98.3	85.8	92.1	95.6	99.2	98.6	93.2
Large 2 Axle Vehicles	4	0	4	6	4	10	0	3	3	17
% Large 2 Axle Vehicles	1.4	0	1	1.7	1.1	1.4	0	0.8	0.6	1.1
3 Axle Vehicles	7	0	7	0	3	3	1	0	1	11
% 3 Axle Vehicles	2.5	0	1.8	0	0.8	0.4	1.1	0	0.2	0.7
4+ Axle Trucks	33	0	33	0	43	43	3	0	3	79
% 4+ Axle Trucks	11.6	0	8.5	0	12.2	6.1	3.3	0	0.6	5

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	39	31	70	**86**	51	**137**	6	32	38	245
04:15 PM	**47**	**36**	**83**	76	40	116	12	60	72	271
04:30 PM	47	6	53	37	**59**	96	**46**	**150**	**196**	**345**
04:45 PM	39	7	46	28	44	72	9	40	49	167
Total Volume	172	80	252	227	194	421	73	282	355	1028
% App. Total	68.3	31.7		53.9	46.1		20.6	79.4		
PHF	.915	.556	.759	.660	.822	.768	.397	.470	.453	.745

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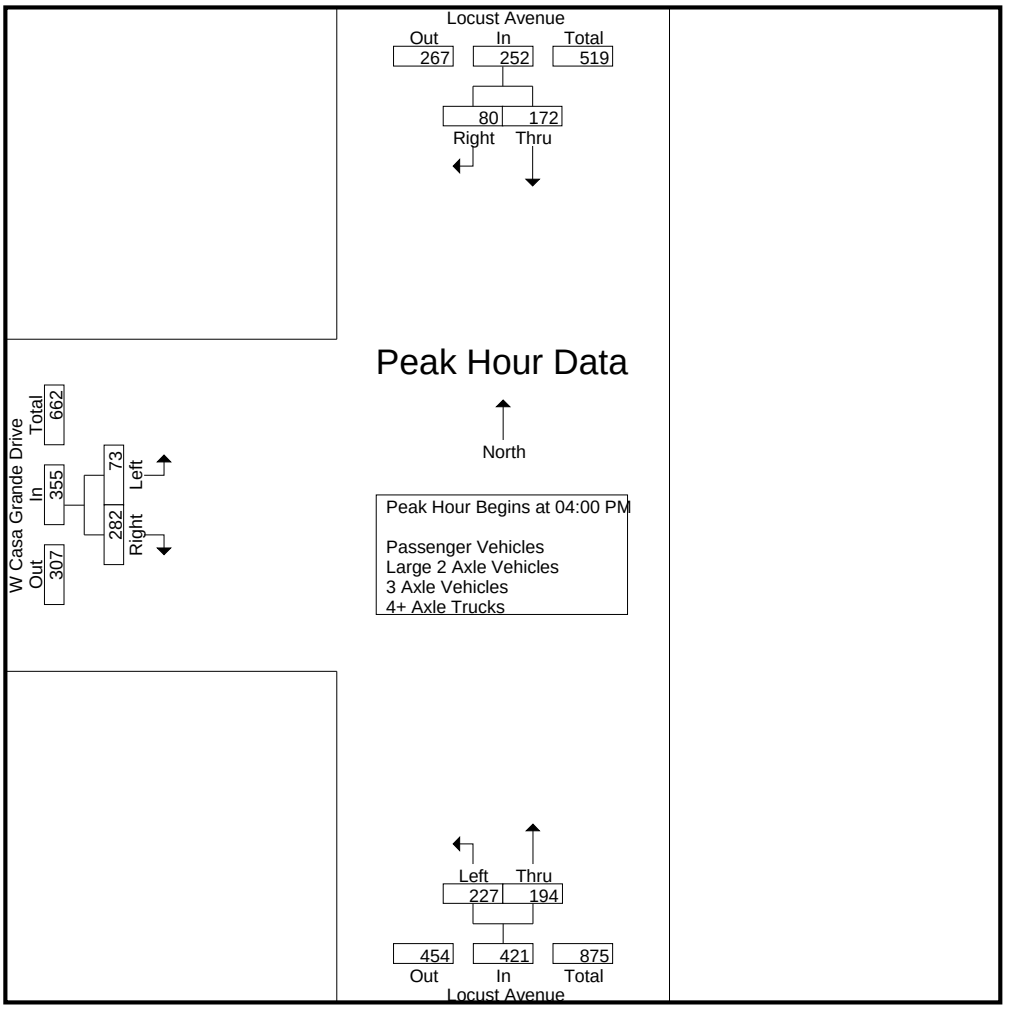

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	39	31	70	**86**	51	**137**	6	32	38
+15 mins.	**47**	**36**	**83**	76	40	116	12	60	72
+30 mins.	47	6	53	37	**59**	96	**46**	**150**	**196**
+45 mins.	39	7	46	28	44	72	9	40	49
Total Volume	172	80	252	227	194	421	73	282	355
% App. Total	68.3	31.7		53.9	46.1		20.6	79.4	
PHF	.915	.556	.759	.660	.822	.768	.397	.470	.453

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Groups Printed- Passenger Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	33	31	64	85	43	128	6	32	38	230
04:15 PM	39	36	75	75	35	110	11	59	70	255
04:30 PM	44	6	50	36	52	88	43	149	192	330
04:45 PM	29	7	36	27	38	65	9	39	48	149
Total	145	80	225	223	168	391	69	279	348	964
05:00 PM	27	5	32	35	42	77	6	31	37	146
05:15 PM	25	7	32	39	35	74	7	33	40	146
05:30 PM	26	5	31	26	31	57	3	30	33	121
05:45 PM	18	5	23	26	27	53	1	24	25	101
Total	96	22	118	126	135	261	17	118	135	514
Grand Total	241	102	343	349	303	652	86	397	483	1478
Apprch %	70.3	29.7		53.5	46.5		17.8	82.2		
Total %	16.3	6.9	23.2	23.6	20.5	44.1	5.8	26.9	32.7	

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	33	31	64	**85**	43	**128**	6	32	38	230
04:15 PM	39	**36**	**75**	75	35	110	11	59	70	255
04:30 PM	**44**	6	50	36	**52**	88	**43**	**149**	**192**	**330**
04:45 PM	29	7	36	27	38	65	9	39	48	149
Total Volume	145	80	225	223	168	391	69	279	348	964
% App. Total	64.4	35.6		57	43		19.8	80.2		
PHF	.824	.556	.750	.656	.808	.764	.401	.468	.453	.730

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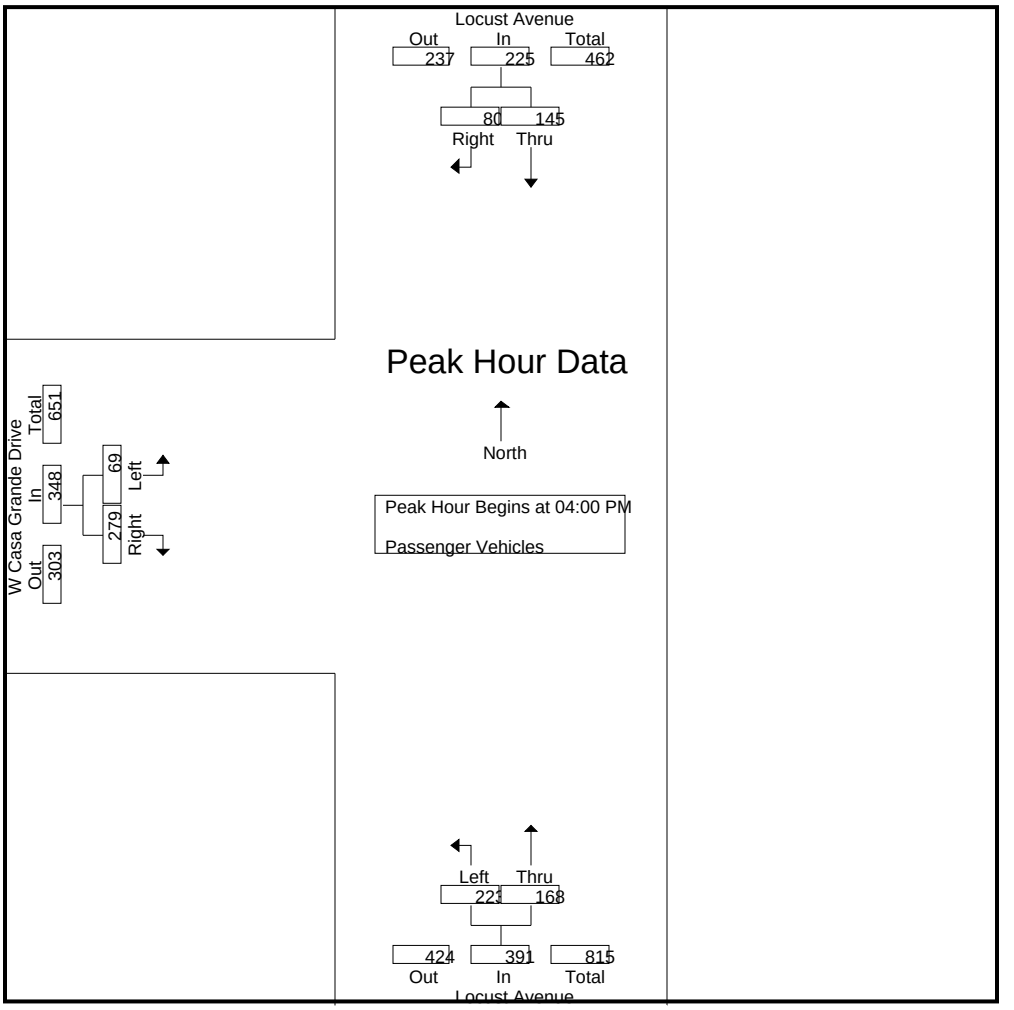

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	33	31	64	**85**	43	**128**	6	32	38
+15 mins.	39	**36**	**75**	75	35	110	11	59	70
+30 mins.	**44**	6	50	36	**52**	88	**43**	**149**	**192**
+45 mins.	29	7	36	27	38	65	9	39	48
Total Volume	145	80	225	223	168	391	69	279	348
% App. Total	64.4	35.6		57	43		19.8	80.2	
PHF	.824	.556	.750	.656	.808	.764	.401	.468	.453

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Groups Printed- Large 2 Axle Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	1	0	1	0	0	0	1
04:15 PM	2	0	2	1	1	2	0	1	1	5
04:30 PM	1	0	1	1	0	1	0	1	1	3
04:45 PM	1	0	1	1	1	2	0	1	1	4
Total	4	0	4	4	2	6	0	3	3	13
05:00 PM	0	0	0	0	1	1	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	1	1	0	0	0	1
05:45 PM	0	0	0	2	0	2	0	0	0	2
Total	0	0	0	2	2	4	0	0	0	4
Grand Total	4	0	4	6	4	10	0	3	3	17
Apprch %	100	0		60	40		0	100		
Total %	23.5	0	23.5	35.3	23.5	58.8	0	17.6	17.6	

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	**1**	0	1	0	0	0	1
04:15 PM	**2**	0	**2**	1	**1**	**2**	0	**1**	**1**	**5**
04:30 PM	1	0	1	1	0	1	0	1	1	3
04:45 PM	1	0	1	1	1	2	0	1	1	4
Total Volume	4	0	4	4	2	6	0	3	3	13
% App. Total	100	0		66.7	33.3		0	100		
PHF	.500	.000	.500	1.00	.500	.750	.000	.750	.750	.650

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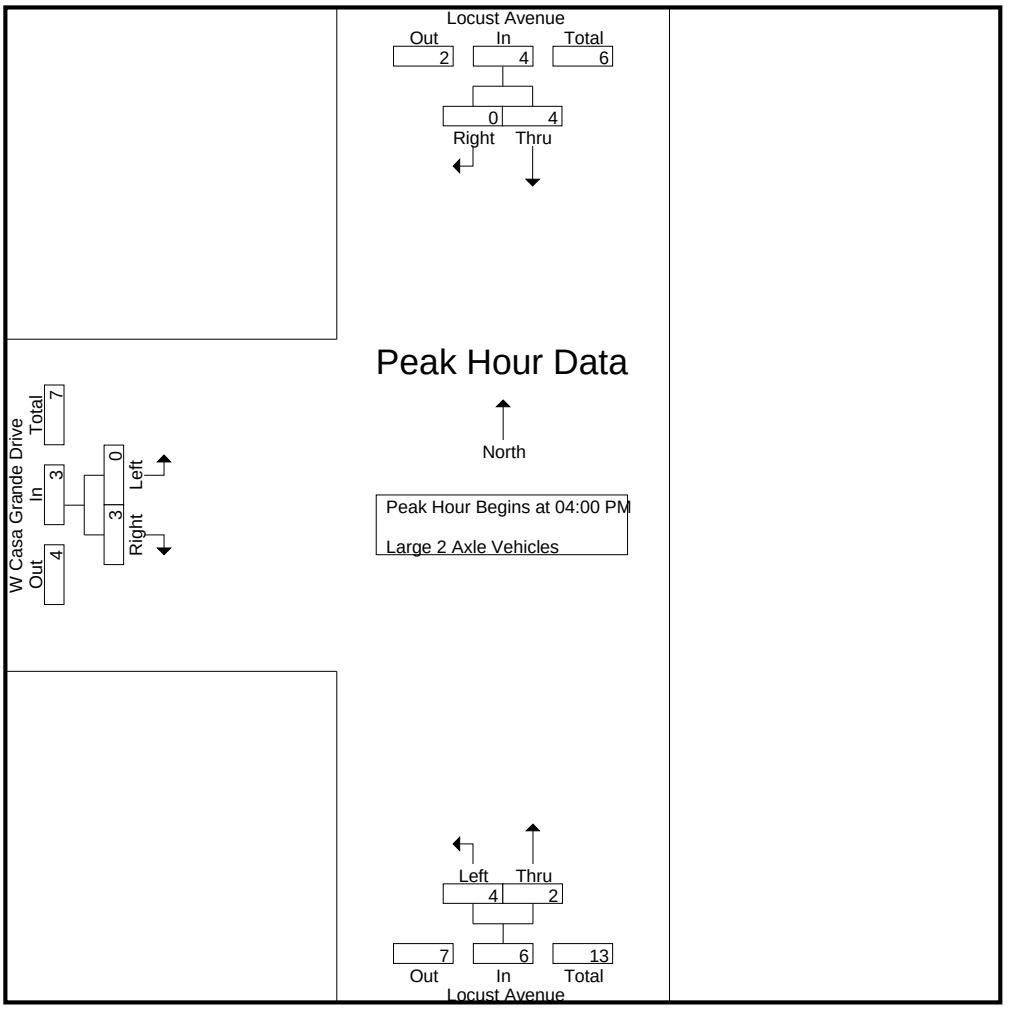

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	**1**	0	1	0	0	0
+15 mins.	**2**	0	**2**	1	**1**	**2**	0	**1**	**1**
+30 mins.	1	0	1	1	0	1	0	1	1
+45 mins.	1	0	1	1	1	2	0	1	1
Total Volume	4	0	4	4	2	6	0	3	3
% App. Total	100	0		66.7	33.3		0	100	
PHF	.500	.000	.500	1.000	.500	.750	.000	.750	.750

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Groups Printed- 3 Axle Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	3	0	3	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	1	0	0	0	1	0	1	2
04:45 PM	1	0	1	0	0	0	0	0	0	1
Total	5	0	5	0	0	0	1	0	1	6
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	1	0	0	0	0	0	0	1
05:30 PM	1	0	1	0	1	1	0	0	0	2
05:45 PM	0	0	0	0	2	2	0	0	0	2
Total	2	0	2	0	3	3	0	0	0	5
Grand Total	7	0	7	0	3	3	1	0	1	11
Apprch %	100	0		0	100		100	0		
Total %	63.6	0	63.6	0	27.3	27.3	9.1	0	9.1	

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**3**	0	**3**	0	0	0	0	0	0	**3**
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	1	0	0	0	**1**	0	**1**	2
04:45 PM	1	0	1	0	0	0	0	0	0	1
Total Volume	5	0	5	0	0	0	1	0	1	6
% App. Total	100	0		0	0		100	0		
PHF	.417	.000	.417	.000	.000	.000	.250	.000	.250	.500

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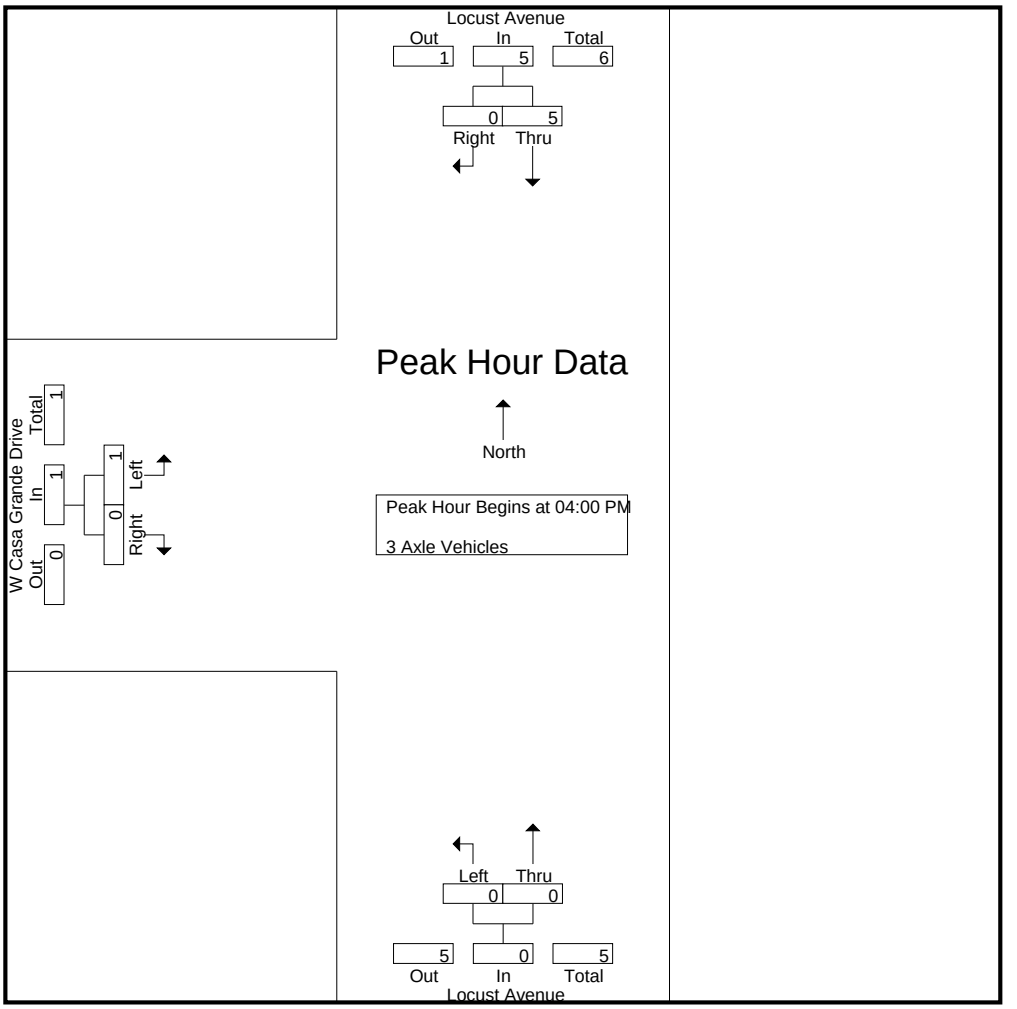

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**3**	0	**3**	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	1	0	1	0	0	0	**1**	0	**1**
+45 mins.	1	0	1	0	0	0	0	0	0
Total Volume	5	0	5	0	0	0	1	0	1
% App. Total	100	0		0	0		100	0	
PHF	.417	.000	.417	.000	.000	.000	.250	.000	.250

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Groups Printed- 4+ Axle Trucks

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	3	0	3	0	8	8	0	0	0	11
04:15 PM	6	0	6	0	4	4	1	0	1	11
04:30 PM	1	0	1	0	7	7	2	0	2	10
04:45 PM	8	0	8	0	5	5	0	0	0	13
Total	18	0	18	0	24	24	3	0	3	45
05:00 PM	7	0	7	0	5	5	0	0	0	12
05:15 PM	3	0	3	0	4	4	0	0	0	7
05:30 PM	1	0	1	0	2	2	0	0	0	3
05:45 PM	4	0	4	0	8	8	0	0	0	12
Total	15	0	15	0	19	19	0	0	0	34
Grand Total	33	0	33	0	43	43	3	0	3	79
Apprch %	100	0		0	100		100	0		
Total %	41.8	0	41.8	0	54.4	54.4	3.8	0	3.8	

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	3	0	3	0	**8**	**8**	0	0	0	11
04:15 PM	6	0	6	0	4	4	1	0	1	11
04:30 PM	1	0	1	0	7	7	**2**	0	**2**	10
04:45 PM	**8**	0	**8**	0	5	5	0	0	0	**13**
Total Volume	18	0	18	0	24	24	3	0	3	45
% App. Total	100	0		0	100		100	0		
PHF	.563	.000	.563	.000	.750	.750	.375	.000	.375	.865

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Tue PM
Site Code : 10824406
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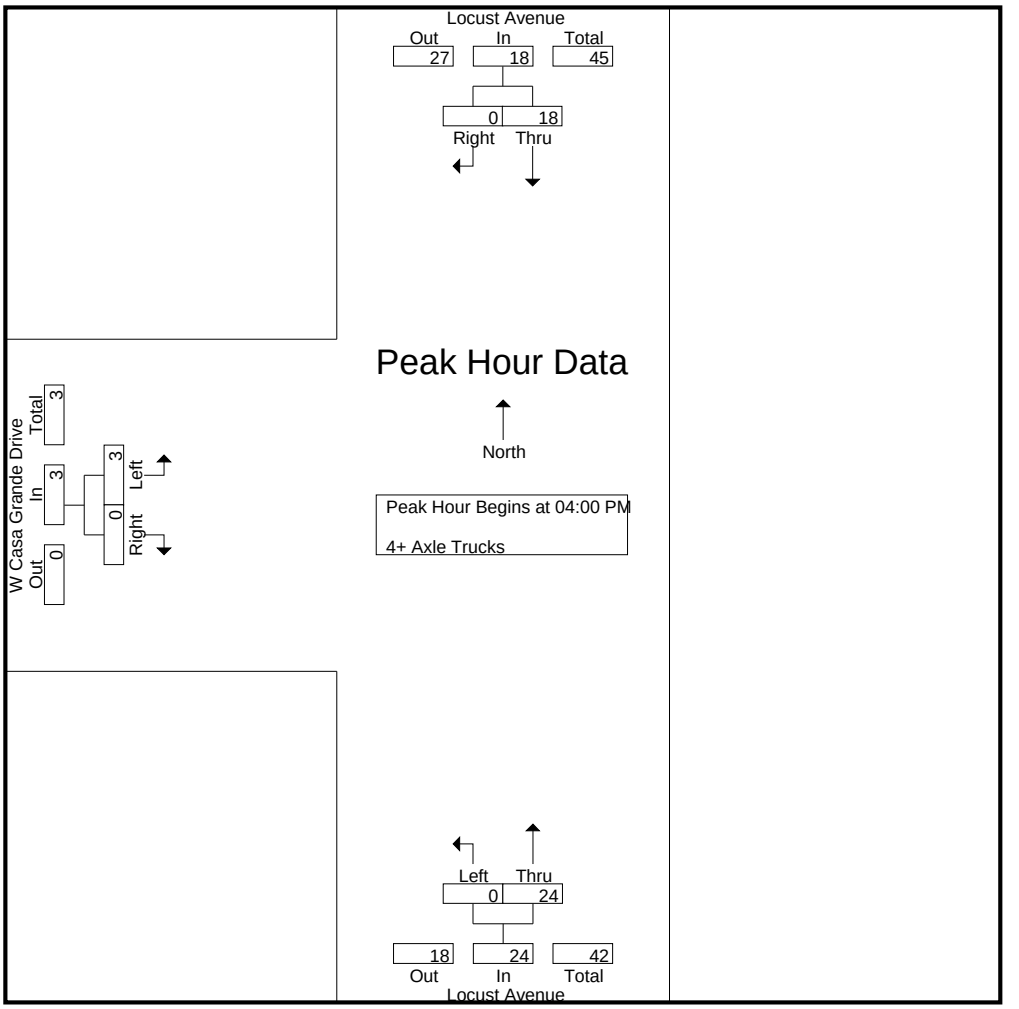

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	3	0	3	0	**8**	**8**	0	0	0
+15 mins.	6	0	6	0	4	4	1	0	1
+30 mins.	1	0	1	0	7	7	**2**	0	**2**
+45 mins.	**8**	0	**8**	0	5	5	0	0	0
Total Volume	18	0	18	0	24	24	3	0	3
% App. Total	100	0		0	100		100	0	
PHF	.563	.000	.563	.000	.750	.750	.375	.000	.375

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	50	1	51	22	28	50	2	24	26	127
07:15 AM	51	3	54	11	40	51	12	30	42	147
07:30 AM	66	4	70	30	59	89	9	51	60	219
07:45 AM	107	6	113	32	98	130	3	61	64	307
Total	274	14	288	95	225	320	26	166	192	800
08:00 AM	78	3	81	21	30	51	3	59	62	194
08:15 AM	44	4	48	19	31	50	3	47	50	148
08:30 AM	51	1	52	40	30	70	3	39	42	164
08:45 AM	31	2	33	21	18	39	2	28	30	102
Total	204	10	214	101	109	210	11	173	184	608
Grand Total	478	24	502	196	334	530	37	339	376	1408
Apprch %	95.2	4.8		37	63		9.8	90.2		
Total %	33.9	1.7	35.7	13.9	23.7	37.6	2.6	24.1	26.7	
Passenger Vehicles	365	22	387	176	264	440	36	318	354	1181
% Passenger Vehicles	76.4	91.7	77.1	89.8	79	83	97.3	93.8	94.1	83.9
Large 2 Axle Vehicles	21	1	22	5	11	16	0	5	5	43
% Large 2 Axle Vehicles	4.4	4.2	4.4	2.6	3.3	3	0	1.5	1.3	3.1
3 Axle Vehicles	11	0	11	0	17	17	0	0	0	28
% 3 Axle Vehicles	2.3	0	2.2	0	5.1	3.2	0	0	0	2
4+ Axle Trucks	81	1	82	15	42	57	1	16	17	156
% 4+ Axle Trucks	16.9	4.2	16.3	7.7	12.6	10.8	2.7	4.7	4.5	11.1

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	66	4	70	30	59	89	**9**	51	60	219
07:45 AM	**107**	**6**	**113**	**32**	**98**	**130**	3	**61**	**64**	**307**
08:00 AM	78	3	81	21	30	51	3	59	62	194
08:15 AM	44	4	48	19	31	50	3	47	50	148
Total Volume	295	17	312	102	218	320	18	218	236	868
% App. Total	94.6	5.4		31.9	68.1		7.6	92.4		
PHF	.689	.708	.690	.797	.556	.615	.500	.893	.922	.707

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City of Rialto
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File Name : 05_RLT_Loc_CG Wed AM
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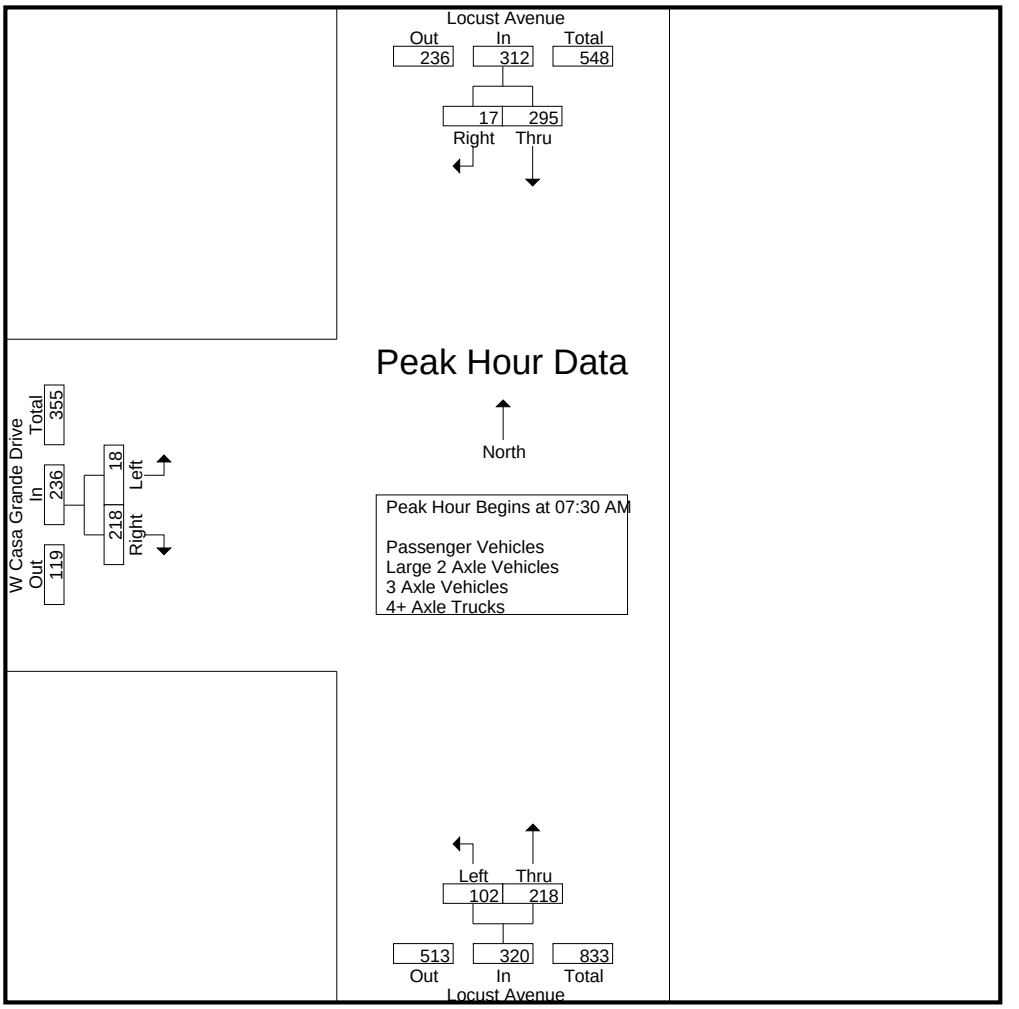

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:30 AM		
+0 mins.	51	3	54	11	40	51	**9**	51	60
+15 mins.	66	4	70	30	59	89	3	**61**	**64**
+30 mins.	**107**	**6**	**113**	**32**	**98**	**130**	3	59	62
+45 mins.	78	3	81	21	30	51	3	47	50
Total Volume	302	16	318	94	227	321	18	218	236
% App. Total	95	5		29.3	70.7		7.6	92.4	
PHF	.706	.667	.704	.734	.579	.617	.500	.893	.922

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City of Rialto
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Weather: Clear

File Name : 05_RLT_Loc_CG Wed AM
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Groups Printed- Passenger Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	35	1	36	16	21	37	2	23	25	98
07:15 AM	34	3	37	10	30	40	12	27	39	116
07:30 AM	52	4	56	27	50	77	9	48	57	190
07:45 AM	93	6	99	31	85	116	3	57	60	275
Total	214	14	228	84	186	270	26	155	181	679
08:00 AM	61	2	63	18	25	43	2	58	60	166
08:15 AM	32	3	35	18	17	35	3	43	46	116
08:30 AM	37	1	38	36	26	62	3	37	40	140
08:45 AM	21	2	23	20	10	30	2	25	27	80
Total	151	8	159	92	78	170	10	163	173	502
Grand Total	365	22	387	176	264	440	36	318	354	1181
Apprch %	94.3	5.7		40	60		10.2	89.8		
Total %	30.9	1.9	32.8	14.9	22.4	37.3	3	26.9	30	

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	52	4	56	27	50	77	**9**	48	57	190
07:45 AM	**93**	**6**	**99**	**31**	**85**	**116**	3	57	**60**	**275**
08:00 AM	61	2	63	18	25	43	2	**58**	60	166
08:15 AM	32	3	35	18	17	35	3	43	46	116
Total Volume	238	15	253	94	177	271	17	206	223	747
% App. Total	94.1	5.9		34.7	65.3		7.6	92.4		
PHF	.640	.625	.639	.758	.521	.584	.472	.888	.929	.679

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City of Rialto
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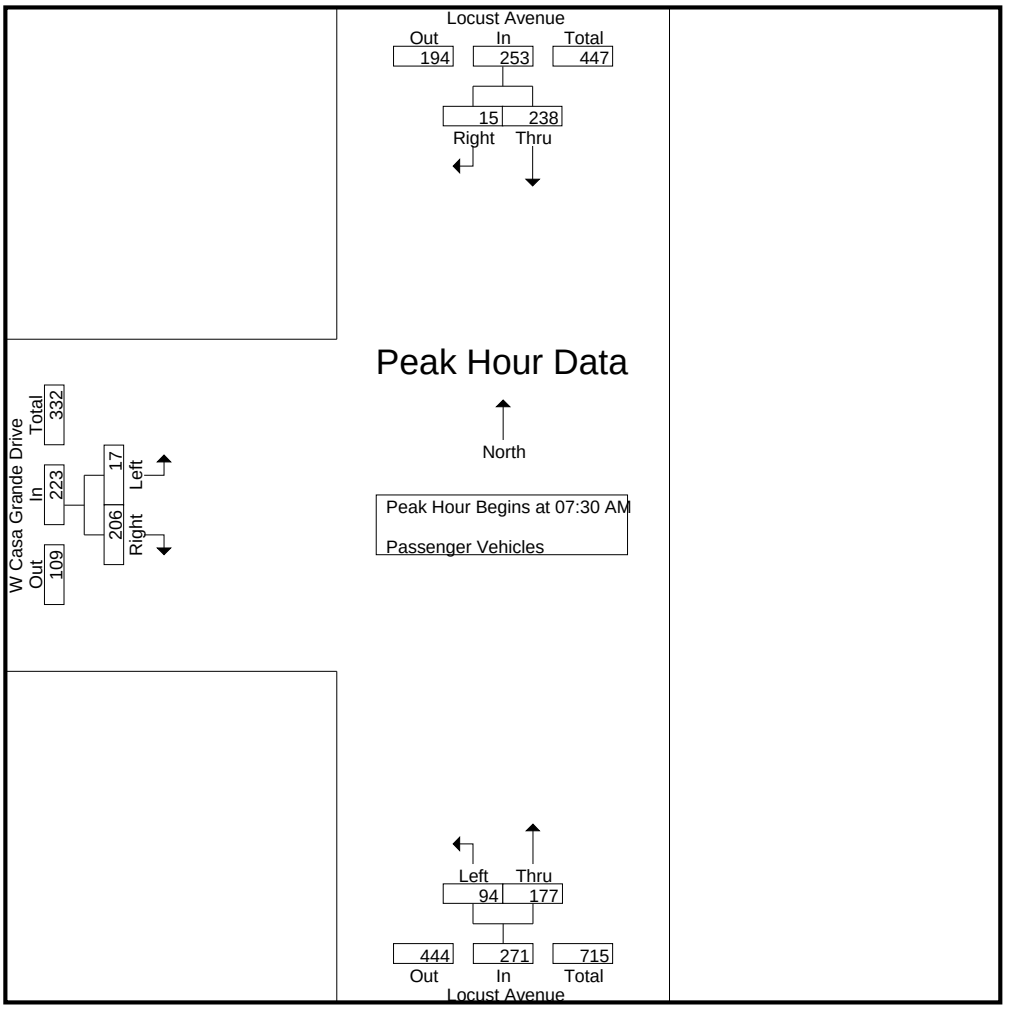

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	52	4	56	27	50	77	**9**	48	57
+15 mins.	**93**	**6**	**99**	**31**	**85**	**116**	3	57	**60**
+30 mins.	61	2	63	18	25	43	2	**58**	60
+45 mins.	32	3	35	18	17	35	3	43	46
Total Volume	238	15	253	94	177	271	17	206	223
% App. Total	94.1	5.9		34.7	65.3		7.6	92.4	
PHF	.640	.625	.639	.758	.521	.584	.472	.888	.929

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City of Rialto
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Weather: Clear

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Groups Printed- Large 2 Axle Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	2	0	2	1	3	4	0	0	0	6
07:15 AM	5	0	5	1	2	3	0	0	0	8
07:30 AM	3	0	3	1	1	2	0	1	1	6
07:45 AM	5	0	5	1	4	5	0	3	3	13
Total	15	0	15	4	10	14	0	4	4	33
08:00 AM	3	0	3	0	0	0	0	0	0	3
08:15 AM	0	1	1	0	0	0	0	0	0	1
08:30 AM	2	0	2	1	1	2	0	1	1	5
08:45 AM	1	0	1	0	0	0	0	0	0	1
Total	6	1	7	1	1	2	0	1	1	10
Grand Total	21	1	22	5	11	16	0	5	5	43
Apprch %	95.5	4.5		31.2	68.8		0	100		
Total %	48.8	2.3	51.2	11.6	25.6	37.2	0	11.6	11.6	

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	3	0	3	**1**	1	2	0	1	1	6
07:45 AM	**5**	0	**5**	1	**4**	**5**	0	**3**	**3**	**13**
08:00 AM	3	0	3	0	0	0	0	0	0	3
08:15 AM	0	**1**	1	0	0	0	0	0	0	1
Total Volume	11	1	12	2	5	7	0	4	4	23
% App. Total	91.7	8.3		28.6	71.4		0	100		
PHF	.550	.250	.600	.500	.313	.350	.000	.333	.333	.442

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City of Rialto
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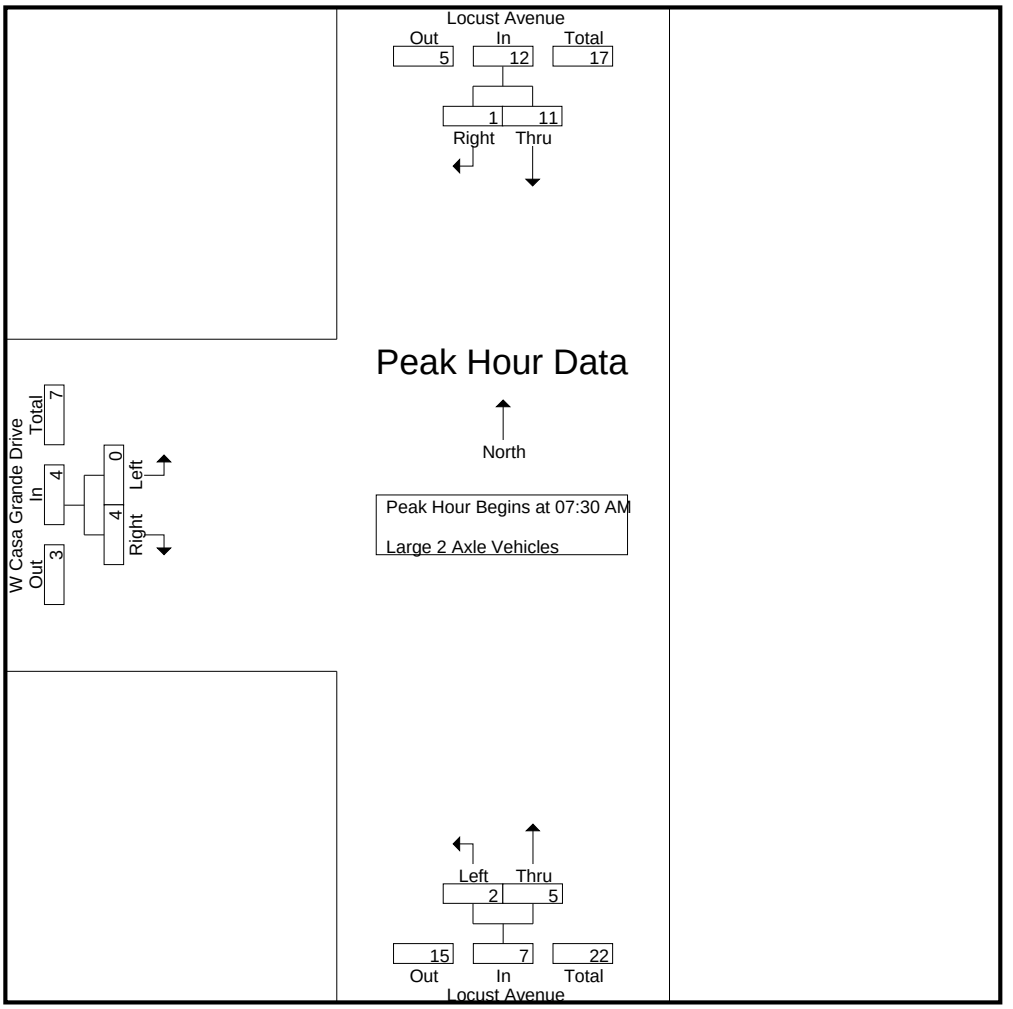

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	3	0	3	**1**	1	2	0	1	1
+15 mins.	**5**	0	**5**	1	**4**	**5**	0	**3**	**3**
+30 mins.	3	0	3	0	0	0	0	0	0
+45 mins.	0	**1**	1	0	0	0	0	0	0
Total Volume	11	1	12	2	5	7	0	4	4
% App. Total	91.7	8.3		28.6	71.4		0	100	
PHF	.550	.250	.600	.500	.313	.350	.000	.333	.333

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City of Rialto
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Weather: Clear

File Name : 05_RLT_Loc_CG Wed AM
Site Code : 10824406
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Groups Printed- 3 Axle Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	3	0	3	0	1	1	0	0	0	4
07:15 AM	4	0	4	0	1	1	0	0	0	5
07:30 AM	1	0	1	0	4	4	0	0	0	5
07:45 AM	1	0	1	0	3	3	0	0	0	4
Total	9	0	9	0	9	9	0	0	0	18
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	1	0	6	6	0	0	0	7
08:30 AM	1	0	1	0	1	1	0	0	0	2
08:45 AM	0	0	0	0	1	1	0	0	0	1
Total	2	0	2	0	8	8	0	0	0	10
Grand Total	11	0	11	0	17	17	0	0	0	28
Apprch %	100	0		0	100		0	0		
Total %	39.3	0	39.3	0	60.7	60.7	0	0	0	

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**1**	0	**1**	0	4	4	0	0	0	5
07:45 AM	1	0	1	0	3	3	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	1	0	**6**	**6**	0	0	0	**7**
Total Volume	3	0	3	0	13	13	0	0	0	16
% App. Total	100	0		0	100		0	0		
PHF	.750	.000	.750	.000	.542	.542	.000	.000	.000	.571

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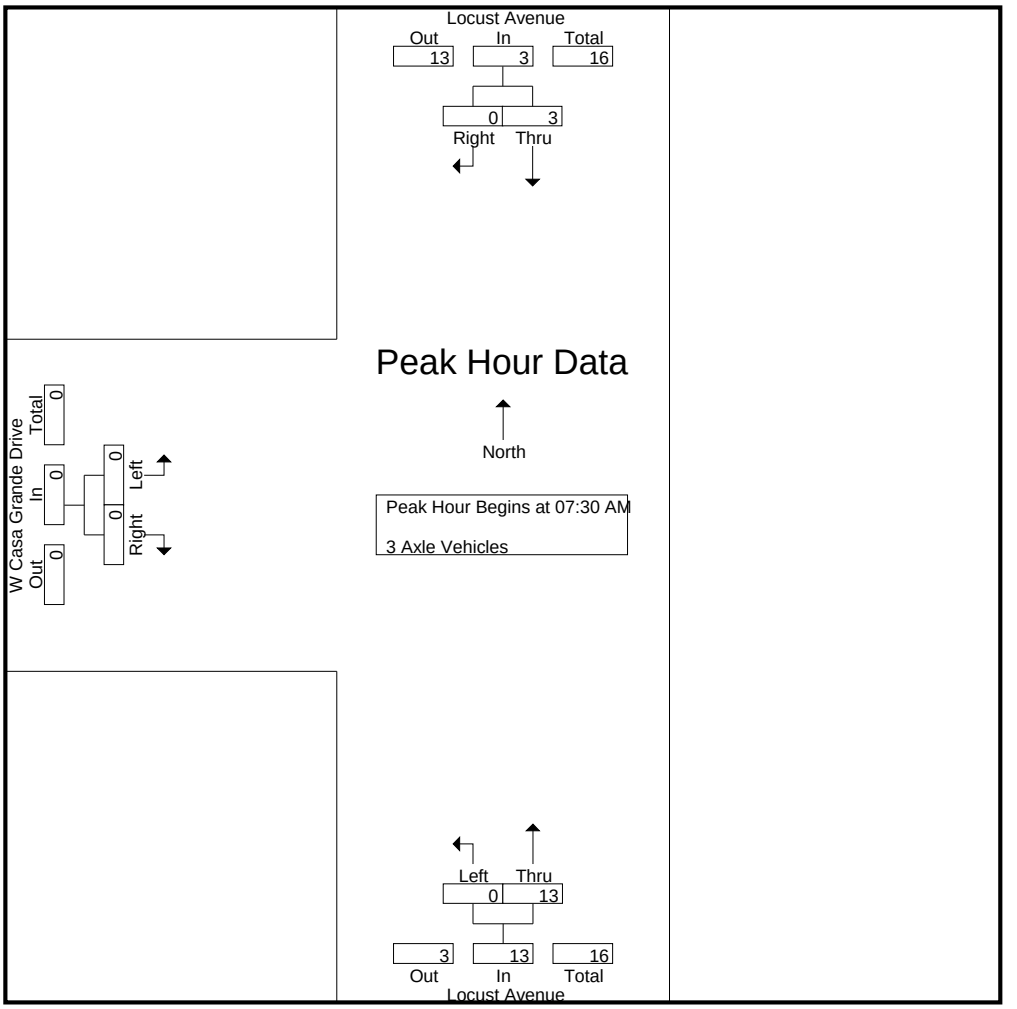

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**1**	0	**1**	0	4	4	0	0	0
+15 mins.	1	0	1	0	3	3	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	1	0	**6**	**6**	0	0	0
Total Volume	3	0	3	0	13	13	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.750	.000	.750	.000	.542	.542	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	10	0	10	5	3	8	0	1	1	19
07:15 AM	8	0	8	0	7	7	0	3	3	18
07:30 AM	10	0	10	2	4	6	0	2	2	18
07:45 AM	8	0	8	0	6	6	0	1	1	15
Total	36	0	36	7	20	27	0	7	7	70
08:00 AM	14	1	15	3	5	8	1	1	2	25
08:15 AM	11	0	11	1	8	9	0	4	4	24
08:30 AM	11	0	11	3	2	5	0	1	1	17
08:45 AM	9	0	9	1	7	8	0	3	3	20
Total	45	1	46	8	22	30	1	9	10	86
Grand Total	81	1	82	15	42	57	1	16	17	156
Apprch %	98.8	1.2		26.3	73.7		5.9	94.1		
Total %	51.9	0.6	52.6	9.6	26.9	36.5	0.6	10.3	10.9	

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	10	0	10	2	4	6	0	2	2	18
07:45 AM	8	0	8	0	6	6	0	1	1	15
08:00 AM	**14**	**1**	**15**	**3**	5	8	**1**	1	2	**25**
08:15 AM	11	0	11	1	**8**	**9**	0	**4**	**4**	24
Total Volume	43	1	44	6	23	29	1	8	9	82
% App. Total	97.7	2.3		20.7	79.3		11.1	88.9		
PHF	.768	.250	.733	.500	.719	.806	.250	.500	.563	.820

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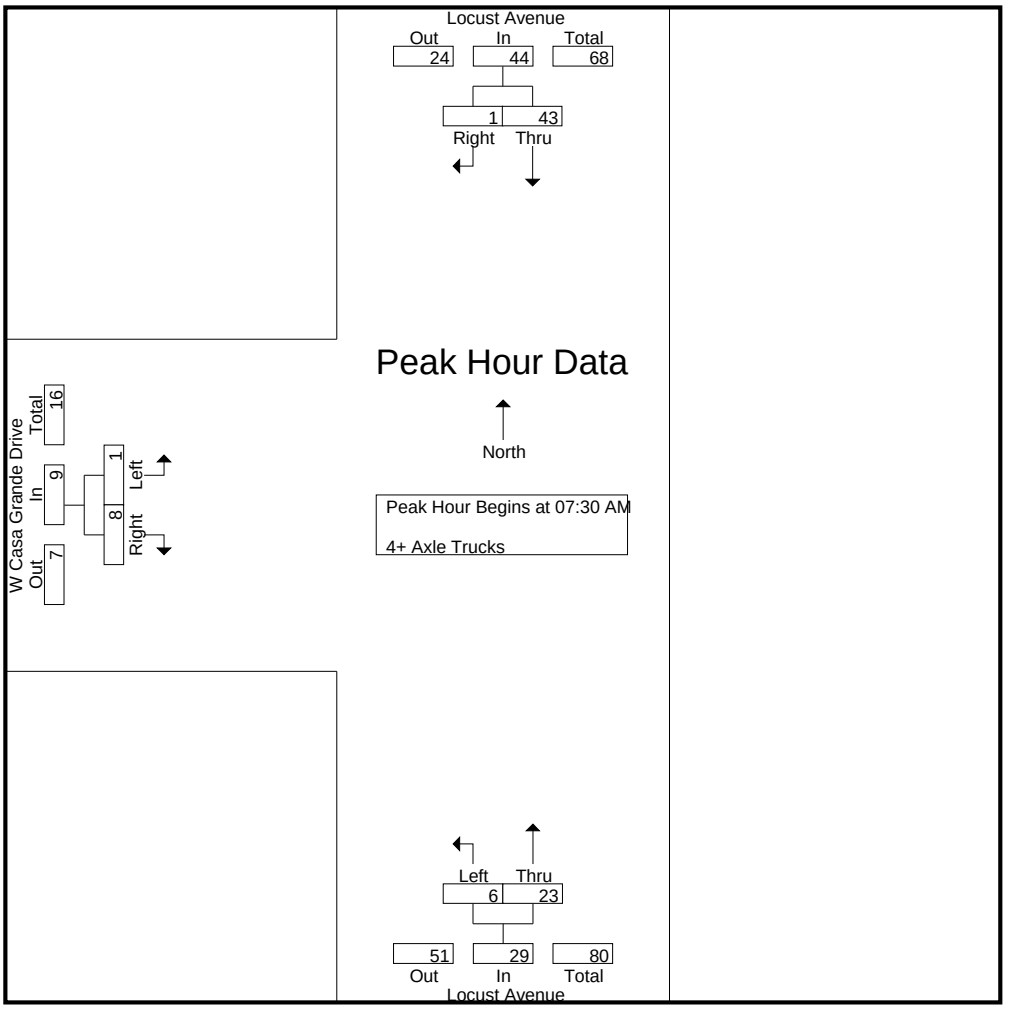

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	10	0	10	2	4	6	0	2	2
+15 mins.	8	0	8	0	6	6	0	1	1
+30 mins.	**14**	**1**	**15**	**3**	5	8	**1**	1	2
+45 mins.	11	0	11	1	**8**	**9**	0	**4**	**4**
Total Volume	43	1	44	6	23	29	1	8	9
% App. Total	97.7	2.3		20.7	79.3		11.1	88.9	
PHF	.768	.250	.733	.500	.719	.806	.250	.500	.563

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City of Rialto
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	30	34	64	87	55	142	3	32	35	241
04:15 PM	27	44	71	77	46	123	12	64	76	270
04:30 PM	33	7	40	34	61	95	47	150	197	332
04:45 PM	46	6	52	31	44	75	6	35	41	168
Total	136	91	227	229	206	435	68	281	349	1011
05:00 PM	39	5	44	40	43	83	10	18	28	155
05:15 PM	32	6	38	35	45	80	5	35	40	158
05:30 PM	37	3	40	27	40	67	4	32	36	143
05:45 PM	29	8	37	32	45	77	4	29	33	147
Total	137	22	159	134	173	307	23	114	137	603
Grand Total	273	113	386	363	379	742	91	395	486	1614
Apprch %	70.7	29.3		48.9	51.1		18.7	81.3		
Total %	16.9	7	23.9	22.5	23.5	46	5.6	24.5	30.1	
Passenger Vehicles	232	111	343	359	334	693	88	391	479	1515
% Passenger Vehicles	85	98.2	88.9	98.9	88.1	93.4	96.7	99	98.6	93.9
Large 2 Axle Vehicles	9	2	11	3	6	9	1	3	4	24
% Large 2 Axle Vehicles	3.3	1.8	2.8	0.8	1.6	1.2	1.1	0.8	0.8	1.5
3 Axle Vehicles	3	0	3	1	4	5	0	1	1	9
% 3 Axle Vehicles	1.1	0	0.8	0.3	1.1	0.7	0	0.3	0.2	0.6
4+ Axle Trucks	29	0	29	0	35	35	2	0	2	66
% 4+ Axle Trucks	10.6	0	7.5	0	9.2	4.7	2.2	0	0.4	4.1

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	30	34	64	**87**	55	**142**	3	32	35	241
04:15 PM	27	**44**	**71**	77	46	123	12	64	76	270
04:30 PM	33	7	40	34	**61**	95	**47**	**150**	**197**	**332**
04:45 PM	**46**	6	52	31	44	75	6	35	41	168
Total Volume	136	91	227	229	206	435	68	281	349	1011
% App. Total	59.9	40.1		52.6	47.4		19.5	80.5		
PHF	.739	.517	.799	.658	.844	.766	.362	.468	.443	.761

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Wed PM
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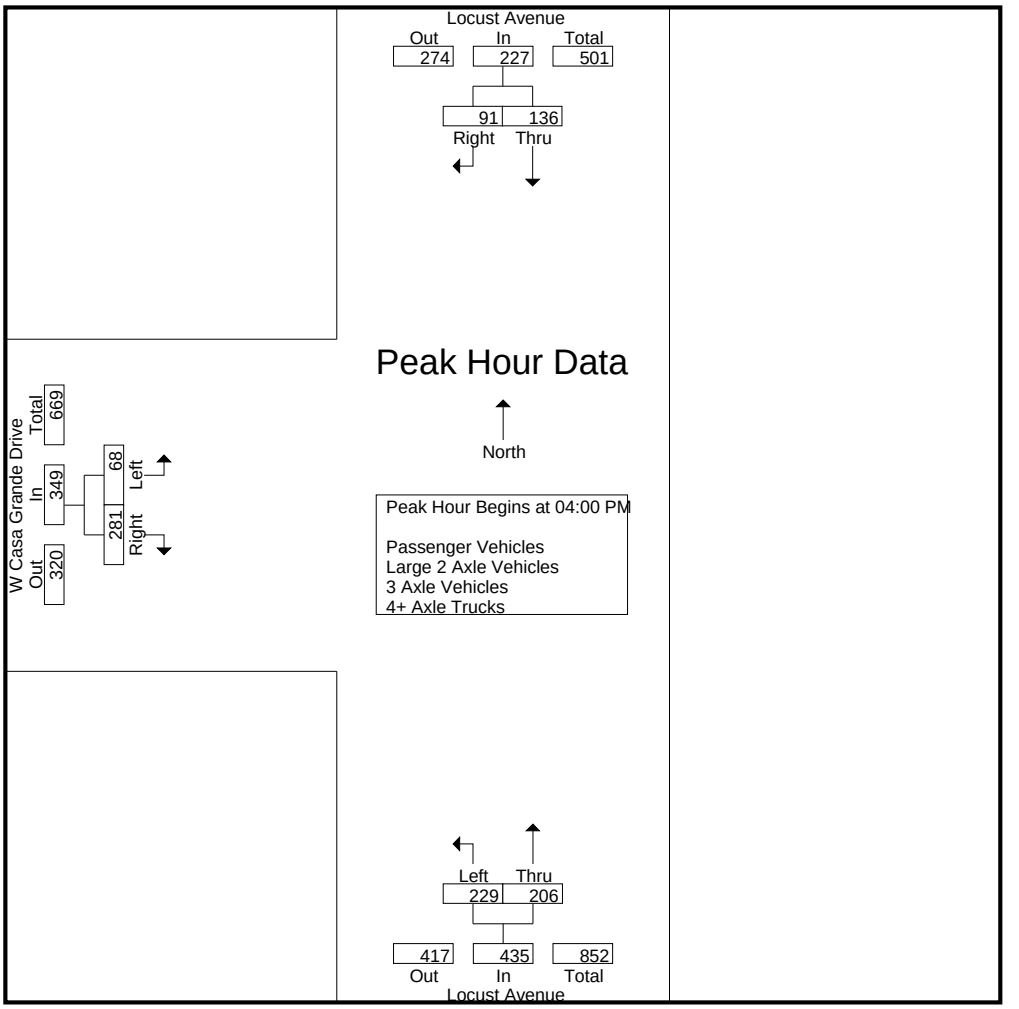

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	30	34	64	**87**	55	**142**	3	32	35
+15 mins.	27	**44**	**71**	77	46	123	12	64	76
+30 mins.	33	7	40	34	**61**	95	**47**	**150**	**197**
+45 mins.	**46**	6	52	31	44	75	6	35	41
Total Volume	136	91	227	229	206	435	68	281	349
% App. Total	59.9	40.1		52.6	47.4		19.5	80.5	
PHF	.739	.517	.799	.658	.844	.766	.362	.468	.443

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City of Rialto
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Groups Printed- Passenger Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	20	34	54	87	47	134	3	31	34	222
04:15 PM	19	43	62	76	38	114	11	63	74	250
04:30 PM	28	7	35	34	56	90	45	149	194	319
04:45 PM	44	6	50	30	39	69	6	35	41	160
Total	111	90	201	227	180	407	65	278	343	951
05:00 PM	34	5	39	39	38	77	10	18	28	144
05:15 PM	27	6	33	35	42	77	5	34	39	149
05:30 PM	35	3	38	27	33	60	4	32	36	134
05:45 PM	25	7	32	31	41	72	4	29	33	137
Total	121	21	142	132	154	286	23	113	136	564
Grand Total	232	111	343	359	334	693	88	391	479	1515
Apprch %	67.6	32.4		51.8	48.2		18.4	81.6		
Total %	15.3	7.3	22.6	23.7	22	45.7	5.8	25.8	31.6	

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	20	34	54	**87**	47	**134**	3	31	34	222
04:15 PM	19	**43**	**62**	76	38	114	11	63	74	250
04:30 PM	28	7	35	34	**56**	90	**45**	**149**	**194**	**319**
04:45 PM	**44**	6	50	30	39	69	6	35	41	160
Total Volume	111	90	201	227	180	407	65	278	343	951
% App. Total	55.2	44.8		55.8	44.2		19	81		
PHF	.631	.523	.810	.652	.804	.759	.361	.466	.442	.745

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City of Rialto
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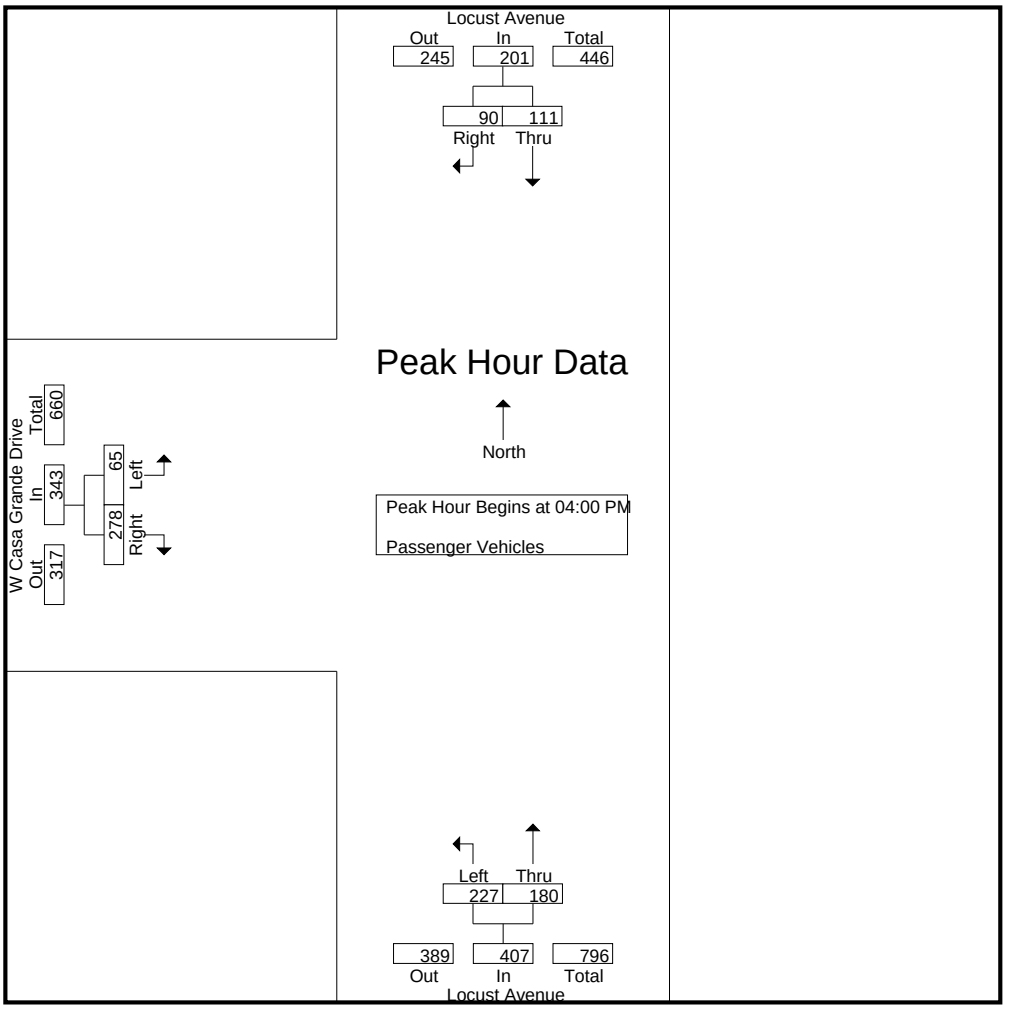

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	20	34	54	**87**	47	**134**	3	31	34
+15 mins.	19	**43**	**62**	76	38	114	11	63	74
+30 mins.	28	7	35	34	**56**	90	**45**	**149**	**194**
+45 mins.	**44**	6	50	30	39	69	6	35	41
Total Volume	111	90	201	227	180	407	65	278	343
% App. Total	55.2	44.8		55.8	44.2		19	81	
PHF	.631	.523	.810	.652	.804	.759	.361	.466	.442

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City of Rialto
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Weather: Clear

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Groups Printed- Large 2 Axle Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	1	0	1	0	1	1	0	1	1	3
04:15 PM	1	1	2	1	2	3	1	1	2	7
04:30 PM	2	0	2	0	0	0	0	1	1	3
04:45 PM	1	0	1	1	1	2	0	0	0	3
Total	5	1	6	2	4	6	1	3	4	16
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	2	0	2	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	1	1	0	0	0	1
05:45 PM	2	1	3	1	1	2	0	0	0	5
Total	4	1	5	1	2	3	0	0	0	8
Grand Total	9	2	11	3	6	9	1	3	4	24
Apprch %	81.8	18.2		33.3	66.7		25	75		
Total %	37.5	8.3	45.8	12.5	25	37.5	4.2	12.5	16.7	

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	1	0	1	0	1	1	0	**1**	1	3
04:15 PM	1	**1**	**2**	**1**	**2**	**3**	**1**	1	**2**	**7**
04:30 PM	**2**	0	2	0	0	0	0	1	1	3
04:45 PM	1	0	1	1	1	2	0	0	0	3
Total Volume	5	1	6	2	4	6	1	3	4	16
% App. Total	83.3	16.7		33.3	66.7		25	75		
PHF	.625	.250	.750	.500	.500	.500	.250	.750	.500	.571

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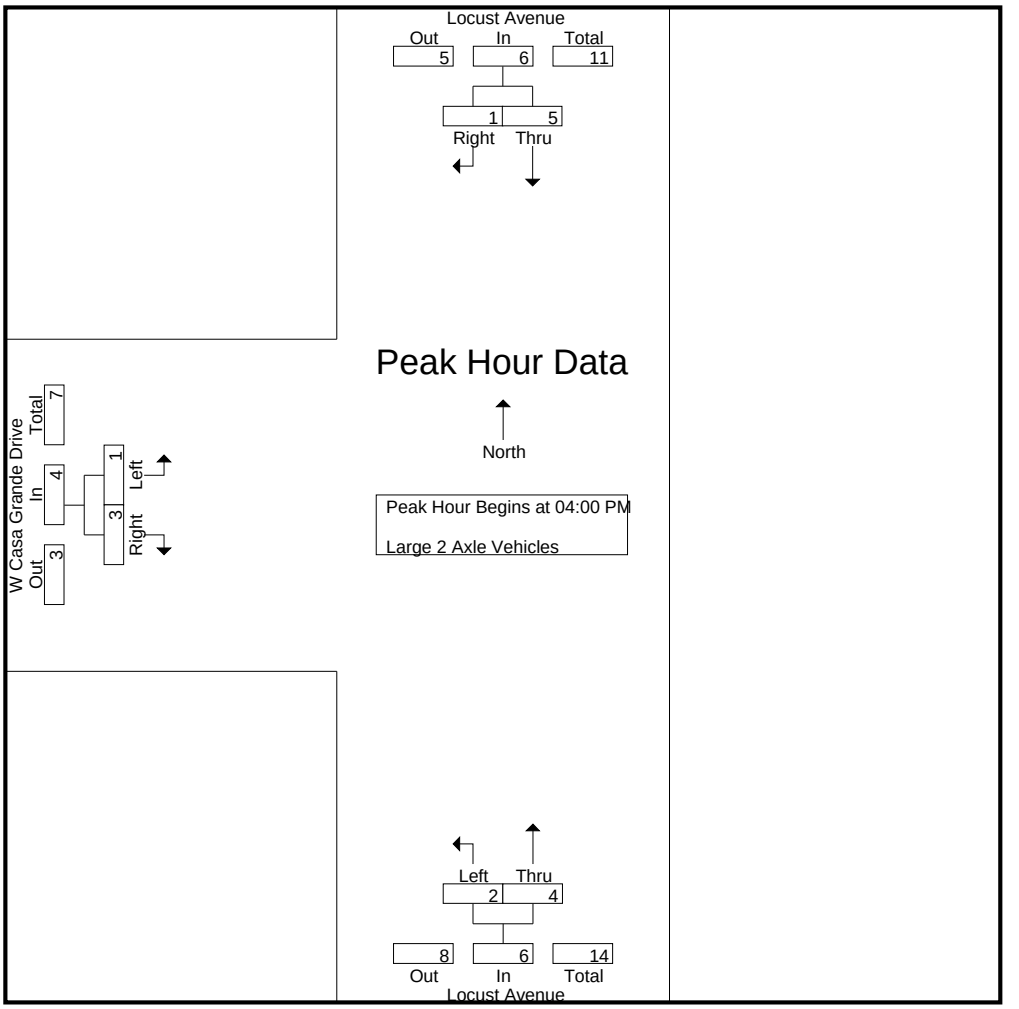

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	1	0	1	0	1	1	0	**1**	1
+15 mins.	1	**1**	**2**	**1**	**2**	**3**	**1**	1	**2**
+30 mins.	**2**	0	2	0	0	0	0	1	1
+45 mins.	1	0	1	1	1	2	0	0	0
Total Volume	5	1	6	2	4	6	1	3	4
% App. Total	83.3	16.7		33.3	66.7		25	75	
PHF	.625	.250	.750	.500	.500	.500	.250	.750	.500

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Groups Printed- 3 Axle Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	2	2	0	0	0	2
04:15 PM	0	0	0	0	1	1	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	3	0	0	0	3
05:00 PM	3	0	3	1	0	1	0	0	0	4
05:15 PM	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	1	1	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	3	0	3	1	1	2	0	1	1	6
Grand Total	3	0	3	1	4	5	0	1	1	9
Apprch %	100	0		20	80		0	100		
Total %	33.3	0	33.3	11.1	44.4	55.6	0	11.1	11.1	

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	**2**	**2**	0	0	0	**2**
04:15 PM	0	0	0	0	1	1	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	3	3	0	0	0	3
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.375	.375	.000	.000	.000	.375

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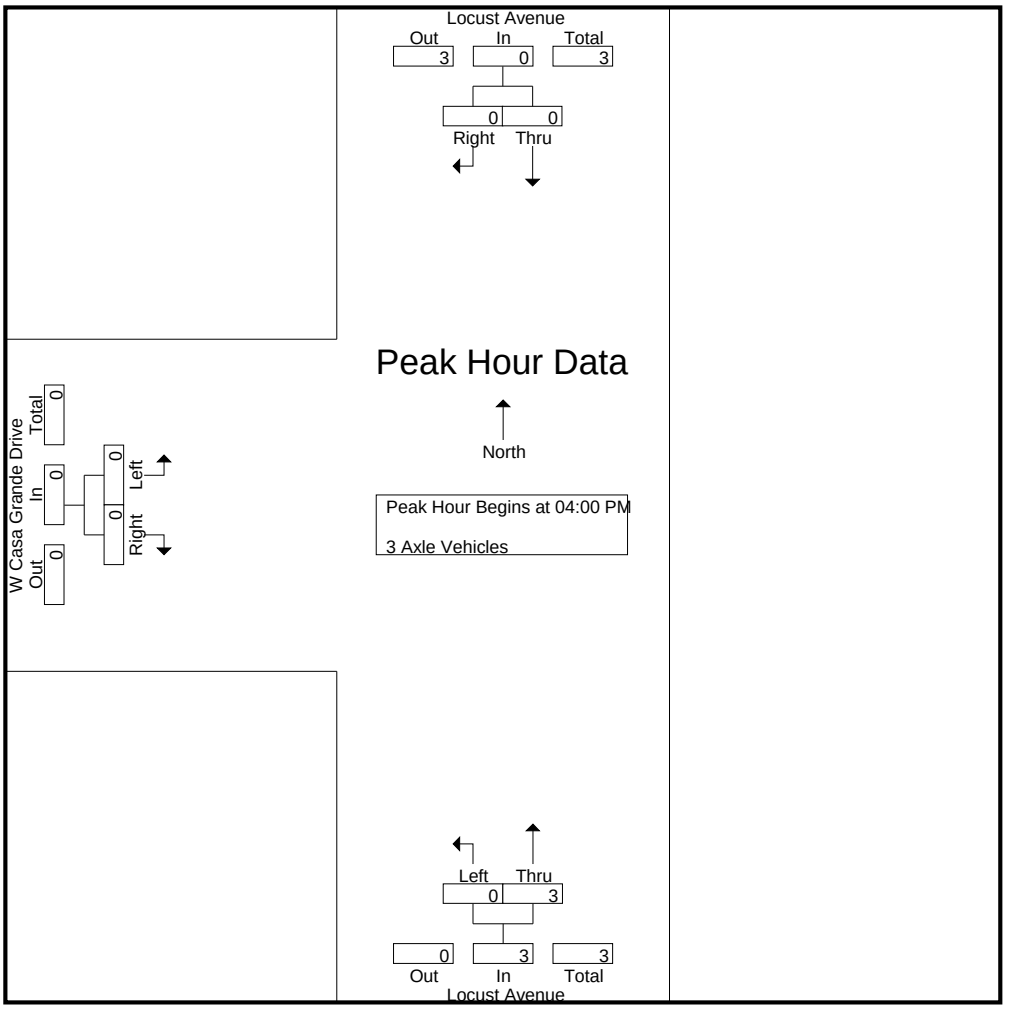

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	**2**	**2**	0	0	0
+15 mins.	0	0	0	0	1	1	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	3	3	0	0	0
% App. Total	0	0		0	100		0	0	
PHF	.000	.000	.000	.000	.375	.375	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	9	0	9	0	5	5	0	0	0	14
04:15 PM	7	0	7	0	5	5	0	0	0	12
04:30 PM	3	0	3	0	5	5	2	0	2	10
04:45 PM	1	0	1	0	4	4	0	0	0	5
Total	20	0	20	0	19	19	2	0	2	41
05:00 PM	2	0	2	0	5	5	0	0	0	7
05:15 PM	3	0	3	0	3	3	0	0	0	6
05:30 PM	2	0	2	0	5	5	0	0	0	7
05:45 PM	2	0	2	0	3	3	0	0	0	5
Total	9	0	9	0	16	16	0	0	0	25
Grand Total	29	0	29	0	35	35	2	0	2	66
Apprch %	100	0		0	100		100	0		
Total %	43.9	0	43.9	0	53	53	3	0	3	

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**9**	0	**9**	0	**5**	**5**	0	0	0	**14**
04:15 PM	7	0	7	0	5	5	0	0	0	12
04:30 PM	3	0	3	0	5	5	**2**	0	**2**	10
04:45 PM	1	0	1	0	4	4	0	0	0	5
Total Volume	20	0	20	0	19	19	2	0	2	41
% App. Total	100	0		0	100		100	0		
PHF	.556	.000	.556	.000	.950	.950	.250	.000	.250	.732

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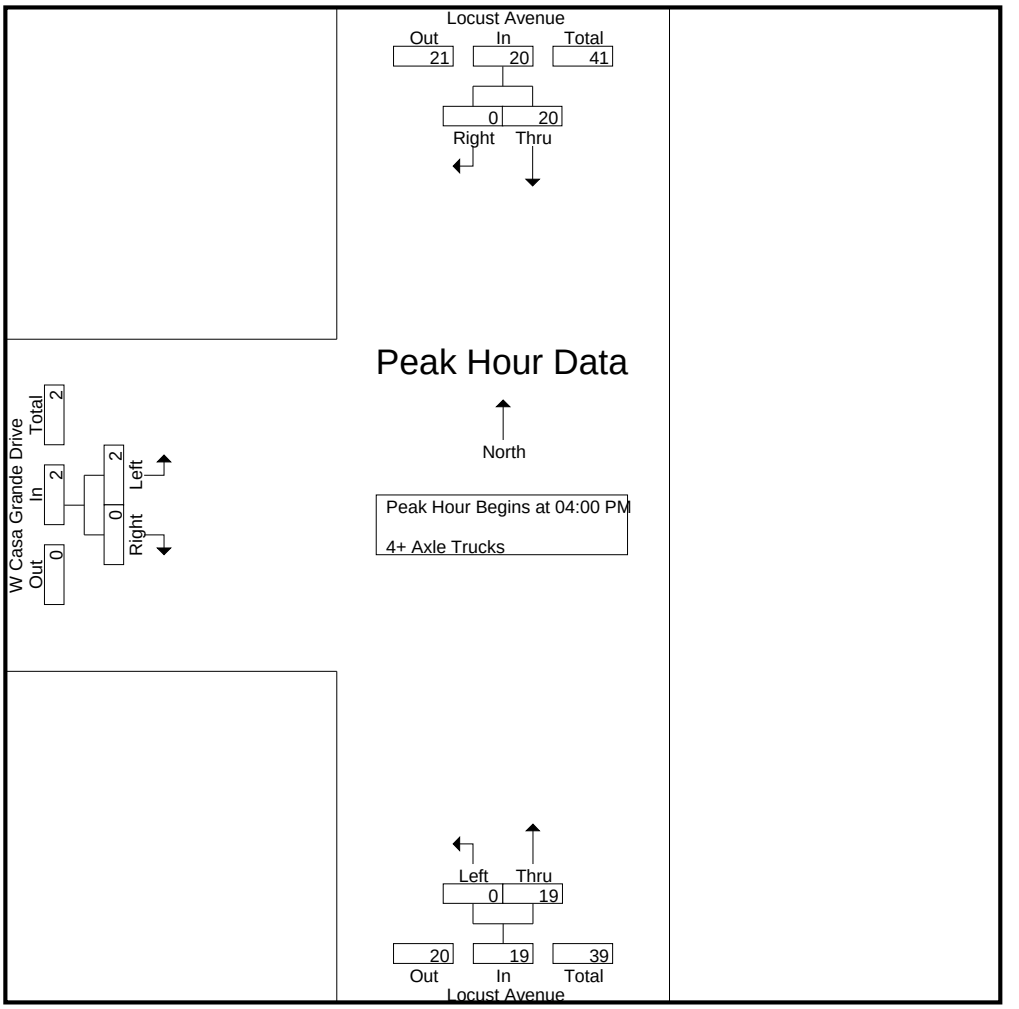

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**9**	0	**9**	0	**5**	**5**	0	0	0
+15 mins.	7	0	7	0	5	5	0	0	0
+30 mins.	3	0	3	0	5	5	**2**	0	**2**
+45 mins.	1	0	1	0	4	4	0	0	0
Total Volume	20	0	20	0	19	19	2	0	2
% App. Total	100	0		0	100		100	0	
PHF	.556	.000	.556	.000	.950	.950	.250	.000	.250

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City of Rialto
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	49	2	51	4	28	32	6	29	35	118
07:15 AM	42	3	45	18	30	48	9	36	45	138
07:30 AM	85	2	87	33	78	111	11	36	47	245
07:45 AM	95	2	97	35	88	123	5	57	62	282
Total	271	9	280	90	224	314	31	158	189	783
08:00 AM	67	4	71	17	26	43	8	62	70	184
08:15 AM	44	7	51	25	29	54	1	45	46	151
08:30 AM	45	2	47	32	40	72	4	46	50	169
08:45 AM	28	2	30	22	22	44	2	31	33	107
Total	184	15	199	96	117	213	15	184	199	611
Grand Total	455	24	479	186	341	527	46	342	388	1394
Apprch %	95	5		35.3	64.7		11.9	88.1		
Total %	32.6	1.7	34.4	13.3	24.5	37.8	3.3	24.5	27.8	
Passenger Vehicles	369	23	392	174	285	459	46	327	373	1224
% Passenger Vehicles	81.1	95.8	81.8	93.5	83.6	87.1	100	95.6	96.1	87.8
Large 2 Axle Vehicles	16	1	17	6	16	22	0	9	9	48
% Large 2 Axle Vehicles	3.5	4.2	3.5	3.2	4.7	4.2	0	2.6	2.3	3.4
3 Axle Vehicles	8	0	8	0	2	2	0	0	0	10
% 3 Axle Vehicles	1.8	0	1.7	0	0.6	0.4	0	0	0	0.7
4+ Axle Trucks	62	0	62	6	38	44	0	6	6	112
% 4+ Axle Trucks	13.6	0	12.9	3.2	11.1	8.3	0	1.8	1.5	8

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	85	2	87	33	78	111	**11**	36	47	245
07:45 AM	**95**	2	**97**	**35**	**88**	**123**	5	57	62	**282**
08:00 AM	67	4	71	17	26	43	8	**62**	**70**	184
08:15 AM	44	**7**	51	25	29	54	1	45	46	151
Total Volume	291	15	306	110	221	331	25	200	225	862
% App. Total	95.1	4.9		33.2	66.8		11.1	88.9		
PHF	.766	.536	.789	.786	.628	.673	.568	.806	.804	.764

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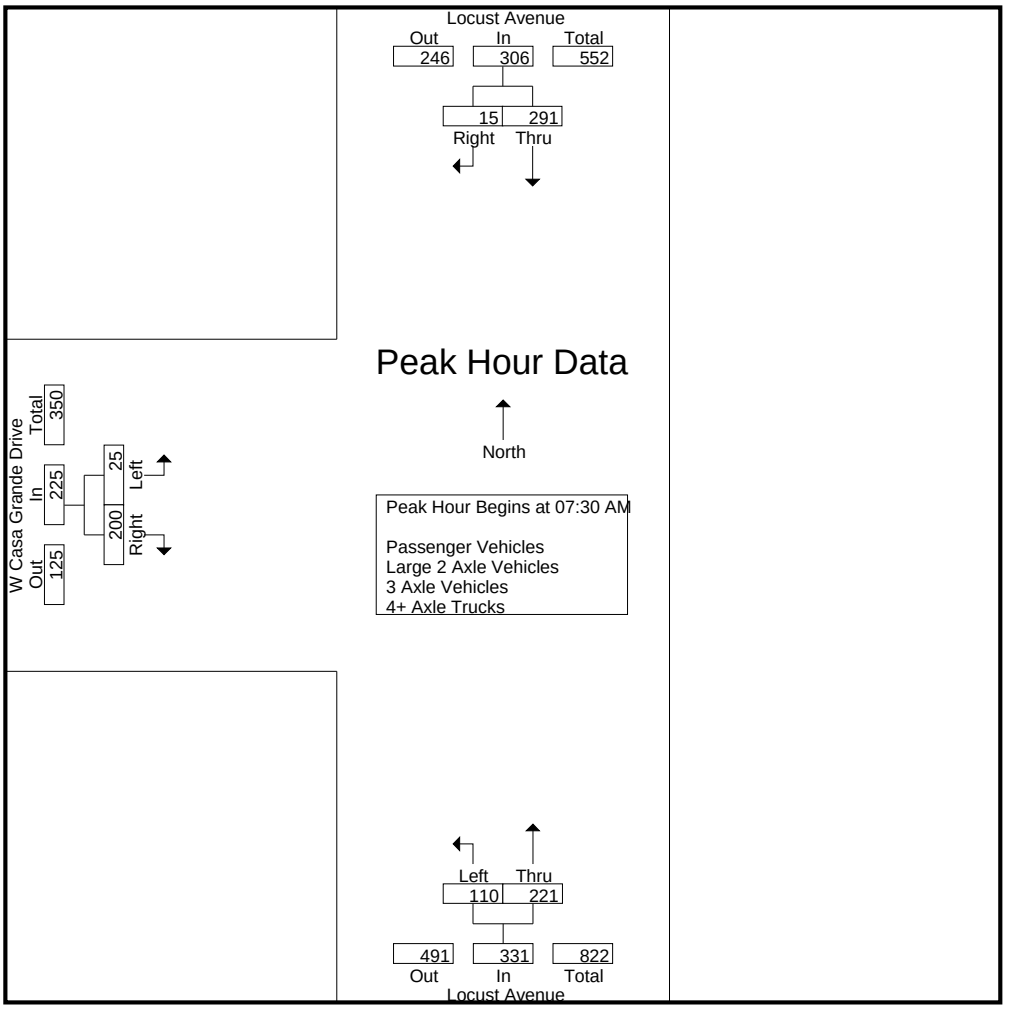

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:45 AM		
+0 mins.	85	2	87	33	78	111	5	57	62
+15 mins.	**95**	2	**97**	**35**	**88**	**123**	**8**	**62**	**70**
+30 mins.	67	4	71	17	26	43	1	45	46
+45 mins.	44	**7**	51	25	29	54	4	46	50
Total Volume	291	15	306	110	221	331	18	210	228
% App. Total	95.1	4.9		33.2	66.8		7.9	92.1	
PHF	.766	.536	.789	.786	.628	.673	.563	.847	.814

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

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Groups Printed- Passenger Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	40	2	42	3	16	19	6	25	31	92
07:15 AM	34	3	37	17	24	41	9	34	43	121
07:30 AM	65	2	67	31	71	102	11	36	47	216
07:45 AM	84	2	86	32	81	113	5	56	61	260
Total	223	9	232	83	192	275	31	151	182	689
08:00 AM	56	4	60	16	23	39	8	58	66	165
08:15 AM	35	6	41	25	25	50	1	44	45	136
08:30 AM	35	2	37	31	33	64	4	45	49	150
08:45 AM	20	2	22	19	12	31	2	29	31	84
Total	146	14	160	91	93	184	15	176	191	535
Grand Total	369	23	392	174	285	459	46	327	373	1224
Apprch %	94.1	5.9		37.9	62.1		12.3	87.7		
Total %	30.1	1.9	32	14.2	23.3	37.5	3.8	26.7	30.5	

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	65	2	67	31	71	102	**11**	36	47	216
07:45 AM	**84**	2	**86**	**32**	**81**	**113**	5	56	61	**260**
08:00 AM	56	4	60	16	23	39	8	**58**	**66**	165
08:15 AM	35	**6**	41	25	25	50	1	44	45	136
Total Volume	240	14	254	104	200	304	25	194	219	777
% App. Total	94.5	5.5		34.2	65.8		11.4	88.6		
PHF	.714	.583	.738	.813	.617	.673	.568	.836	.830	.747

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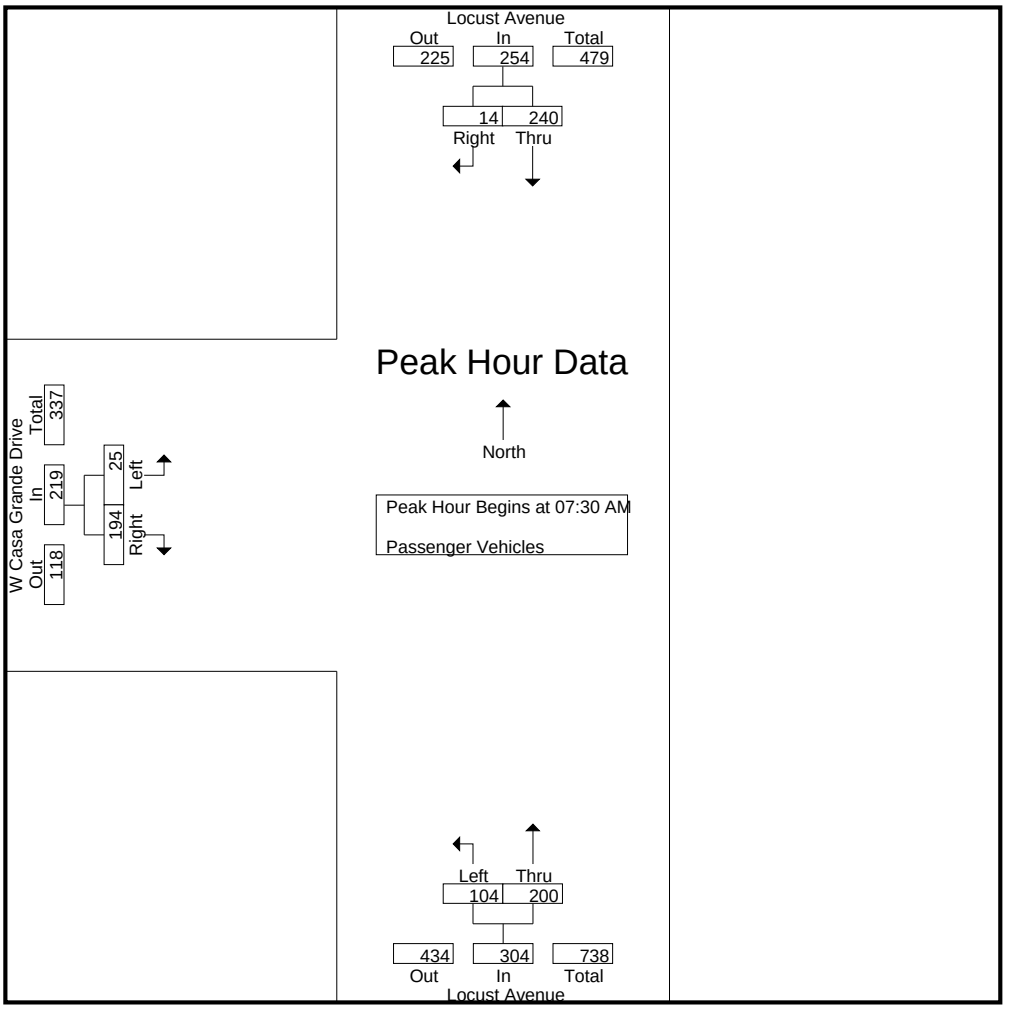

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	65	2	67	31	71	102	**11**	36	47
+15 mins.	**84**	2	**86**	**32**	**81**	**113**	5	56	61
+30 mins.	56	4	60	16	23	39	8	**58**	**66**
+45 mins.	35	**6**	41	25	25	50	1	44	45
Total Volume	240	14	254	104	200	304	25	194	219
% App. Total	94.5	5.5		34.2	65.8		11.4	88.6	
PHF	.714	.583	.738	.813	.617	.673	.568	.836	.830

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Groups Printed- Large 2 Axle Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	1	0	1	0	4	4	0	4	4	9
07:15 AM	5	0	5	1	2	3	0	0	0	8
07:30 AM	4	0	4	1	1	2	0	0	0	6
07:45 AM	1	0	1	2	4	6	0	0	0	7
Total	11	0	11	4	11	15	0	4	4	30
08:00 AM	2	0	2	0	1	1	0	3	3	6
08:15 AM	2	1	3	0	2	2	0	0	0	5
08:30 AM	1	0	1	1	1	2	0	1	1	4
08:45 AM	0	0	0	1	1	2	0	1	1	3
Total	5	1	6	2	5	7	0	5	5	18
Grand Total	16	1	17	6	16	22	0	9	9	48
Apprch %	94.1	5.9		27.3	72.7		0	100		
Total %	33.3	2.1	35.4	12.5	33.3	45.8	0	18.8	18.8	

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**4**	0	**4**	1	1	2	0	0	0	6
07:45 AM	1	0	1	**2**	**4**	**6**	0	0	0	**7**
08:00 AM	2	0	2	0	1	1	0	**3**	**3**	6
08:15 AM	2	**1**	3	0	2	2	0	0	0	5
Total Volume	9	1	10	3	8	11	0	3	3	24
% App. Total	90	10		27.3	72.7		0	100		
PHF	.563	.250	.625	.375	.500	.458	.000	.250	.250	.857

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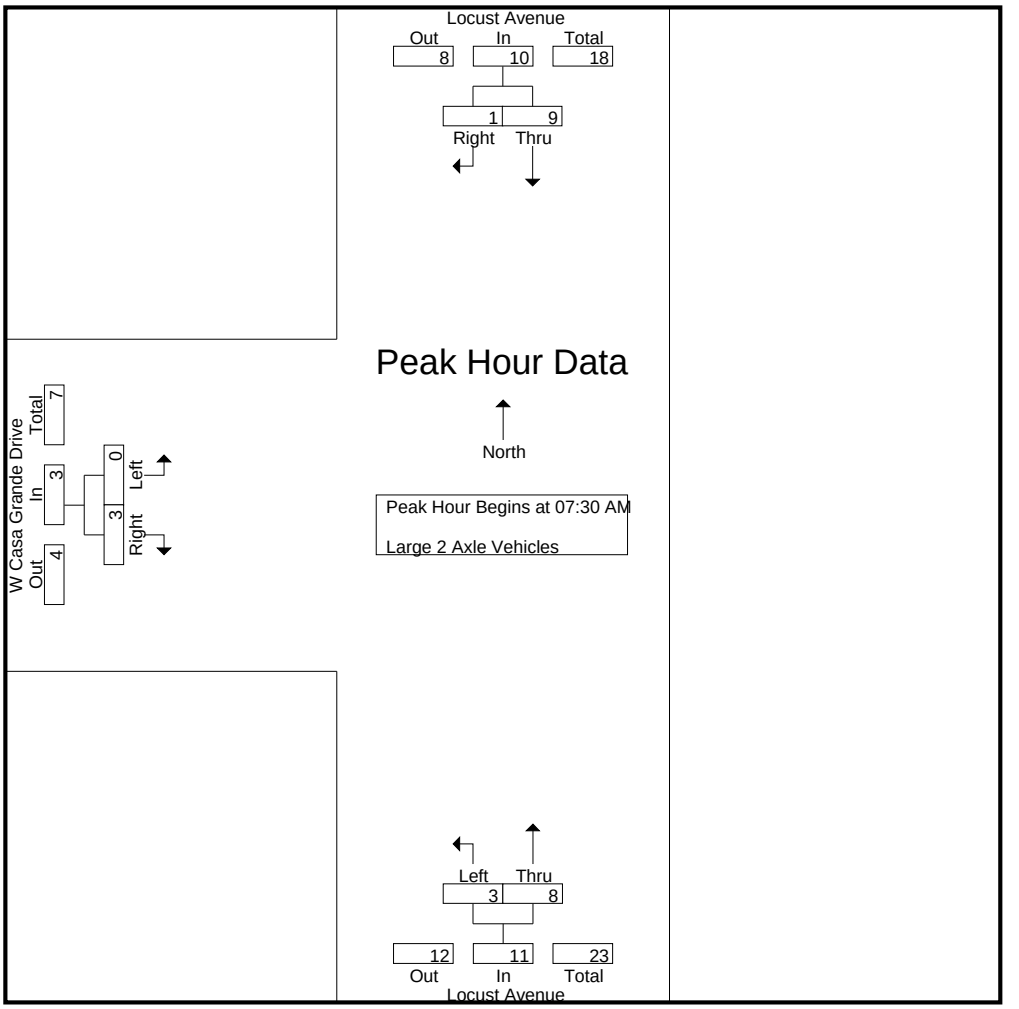

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**4**	0	**4**	1	1	2	0	0	0
+15 mins.	1	0	1	**2**	**4**	**6**	0	0	0
+30 mins.	2	0	2	0	1	1	0	**3**	**3**
+45 mins.	2	**1**	3	0	2	2	0	0	0
Total Volume	9	1	10	3	8	11	0	3	3
% App. Total	90	10		27.3	72.7		0	100	
PHF	.563	.250	.625	.375	.500	.458	.000	.250	.250

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Groups Printed- 3 Axle Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	2	0	2	0	0	0	0	0	0	2
07:15 AM	1	0	1	0	0	0	0	0	0	1
07:30 AM	2	0	2	0	0	0	0	0	0	2
07:45 AM	1	0	1	0	0	0	0	0	0	1
Total	6	0	6	0	0	0	0	0	0	6
08:00 AM	0	0	0	0	1	1	0	0	0	1
08:15 AM	1	0	1	0	0	0	0	0	0	1
08:30 AM	1	0	1	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	1	1	0	0	0	1
Total	2	0	2	0	2	2	0	0	0	4
Grand Total	8	0	8	0	2	2	0	0	0	10
Apprch %	100	0		0	100		0	0		
Total %	80	0	80	0	20	20	0	0	0	

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**2**	0	**2**	0	0	0	0	0	0	**2**
07:45 AM	1	0	1	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	**1**	**1**	0	0	0	1
08:15 AM	1	0	1	0	0	0	0	0	0	1
Total Volume	4	0	4	0	1	1	0	0	0	5
% App. Total	100	0		0	100		0	0		
PHF	.500	.000	.500	.000	.250	.250	.000	.000	.000	.625

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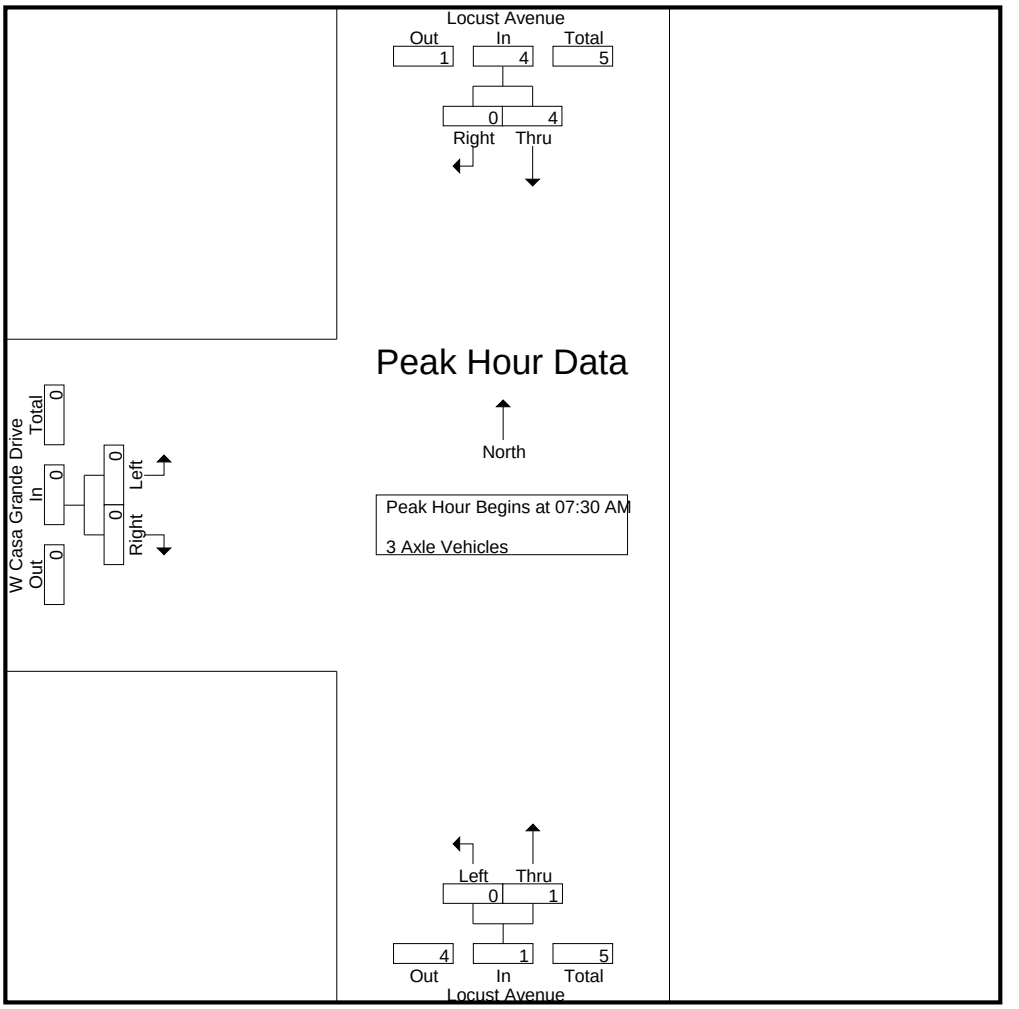

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**2**	0	**2**	0	0	0	0	0	0
+15 mins.	1	0	1	0	0	0	0	0	0
+30 mins.	0	0	0	0	**1**	**1**	0	0	0
+45 mins.	1	0	1	0	0	0	0	0	0
Total Volume	4	0	4	0	1	1	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.500	.000	.500	.000	.250	.250	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	6	0	6	1	8	9	0	0	0	15
07:15 AM	2	0	2	0	4	4	0	2	2	8
07:30 AM	14	0	14	1	6	7	0	0	0	21
07:45 AM	9	0	9	1	3	4	0	1	1	14
Total	31	0	31	3	21	24	0	3	3	58
08:00 AM	9	0	9	1	1	2	0	1	1	12
08:15 AM	6	0	6	0	2	2	0	1	1	9
08:30 AM	8	0	8	0	6	6	0	0	0	14
08:45 AM	8	0	8	2	8	10	0	1	1	19
Total	31	0	31	3	17	20	0	3	3	54
Grand Total	62	0	62	6	38	44	0	6	6	112
Apprch %	100	0		13.6	86.4		0	100		
Total %	55.4	0	55.4	5.4	33.9	39.3	0	5.4	5.4	

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**14**	0	**14**	**1**	**6**	**7**	0	0	0	**21**
07:45 AM	9	0	9	1	3	4	0	**1**	**1**	14
08:00 AM	9	0	9	1	1	2	0	1	1	12
08:15 AM	6	0	6	0	2	2	0	1	1	9
Total Volume	38	0	38	3	12	15	0	3	3	56
% App. Total	100	0		20	80		0	100		
PHF	.679	.000	.679	.750	.500	.536	.000	.750	.750	.667

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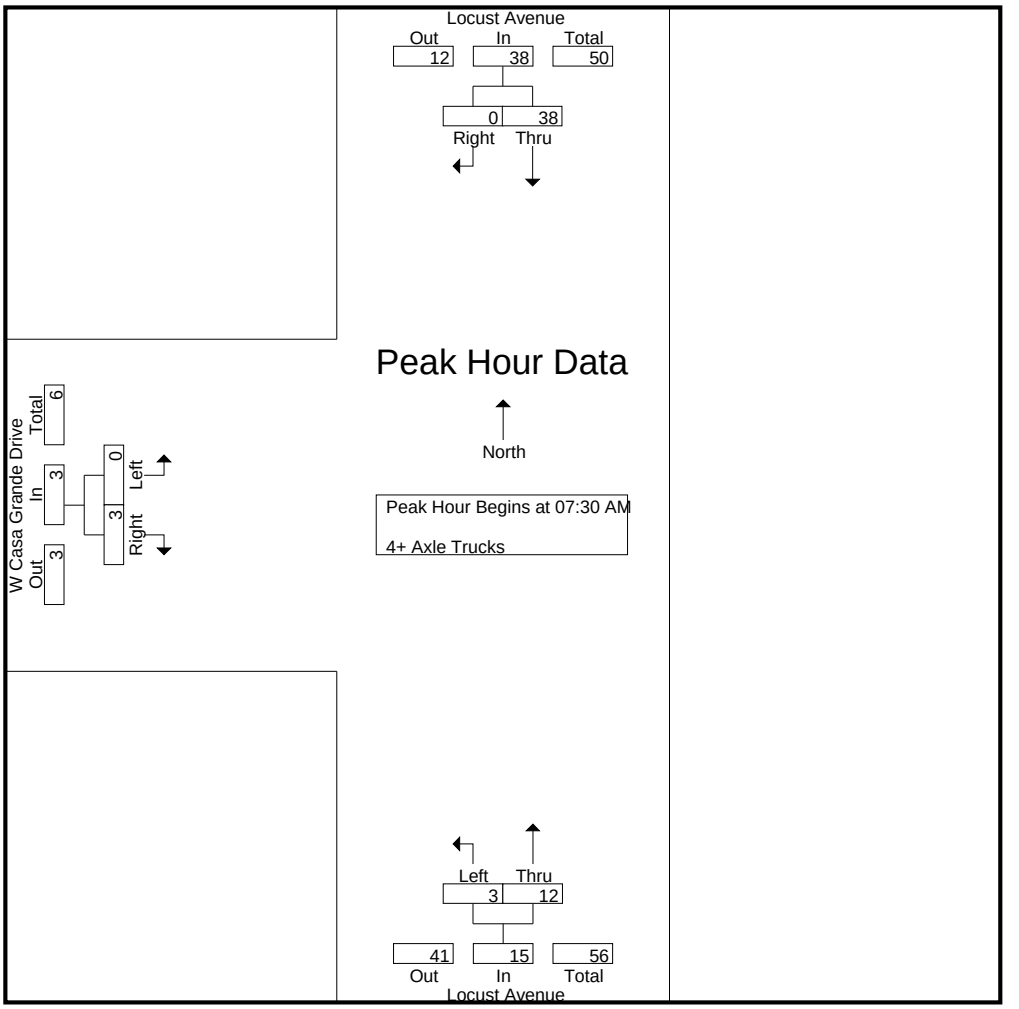

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**14**	0	**14**	**1**	**6**	**7**	0	0	0
+15 mins.	9	0	9	1	3	4	0	**1**	**1**
+30 mins.	9	0	9	1	1	2	0	1	1
+45 mins.	6	0	6	0	2	2	0	1	1
Total Volume	38	0	38	3	12	15	0	3	3
% App. Total	100	0		20	80		0	100	
PHF	.679	.000	.679	.750	.500	.536	.000	.750	.750

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	42	24	66	77	56	133	4	23	27	226
04:15 PM	32	45	77	81	47	128	7	68	75	280
04:30 PM	33	9	42	42	56	98	49	136	185	325
04:45 PM	27	6	33	40	28	68	5	37	42	143
Total	134	84	218	240	187	427	65	264	329	974
05:00 PM	51	8	59	39	51	90	8	26	34	183
05:15 PM	39	6	45	32	45	77	5	21	26	148
05:30 PM	32	6	38	27	20	47	7	36	43	128
05:45 PM	33	8	41	26	42	68	4	32	36	145
Total	155	28	183	124	158	282	24	115	139	604
Grand Total	289	112	401	364	345	709	89	379	468	1578
Apprch %	72.1	27.9		51.3	48.7		19	81		
Total %	18.3	7.1	25.4	23.1	21.9	44.9	5.6	24	29.7	
Passenger Vehicles	257	112	369	361	319	680	87	378	465	1514
% Passenger Vehicles	88.9	100	92	99.2	92.5	95.9	97.8	99.7	99.4	95.9
Large 2 Axle Vehicles	5	0	5	3	4	7	0	1	1	13
% Large 2 Axle Vehicles	1.7	0	1.2	0.8	1.2	1	0	0.3	0.2	0.8
3 Axle Vehicles	5	0	5	0	4	4	0	0	0	9
% 3 Axle Vehicles	1.7	0	1.2	0	1.2	0.6	0	0	0	0.6
4+ Axle Trucks	22	0	22	0	18	18	2	0	2	42
% 4+ Axle Trucks	7.6	0	5.5	0	5.2	2.5	2.2	0	0.4	2.7

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**42**	24	66	77	**56**	**133**	4	23	27	226
04:15 PM	32	**45**	**77**	**81**	47	128	7	68	75	280
04:30 PM	33	9	42	42	56	98	**49**	**136**	**185**	**325**
04:45 PM	27	6	33	40	28	68	5	37	42	143
Total Volume	134	84	218	240	187	427	65	264	329	974
% App. Total	61.5	38.5		56.2	43.8		19.8	80.2		
PHF	.798	.467	.708	.741	.835	.803	.332	.485	.445	.749

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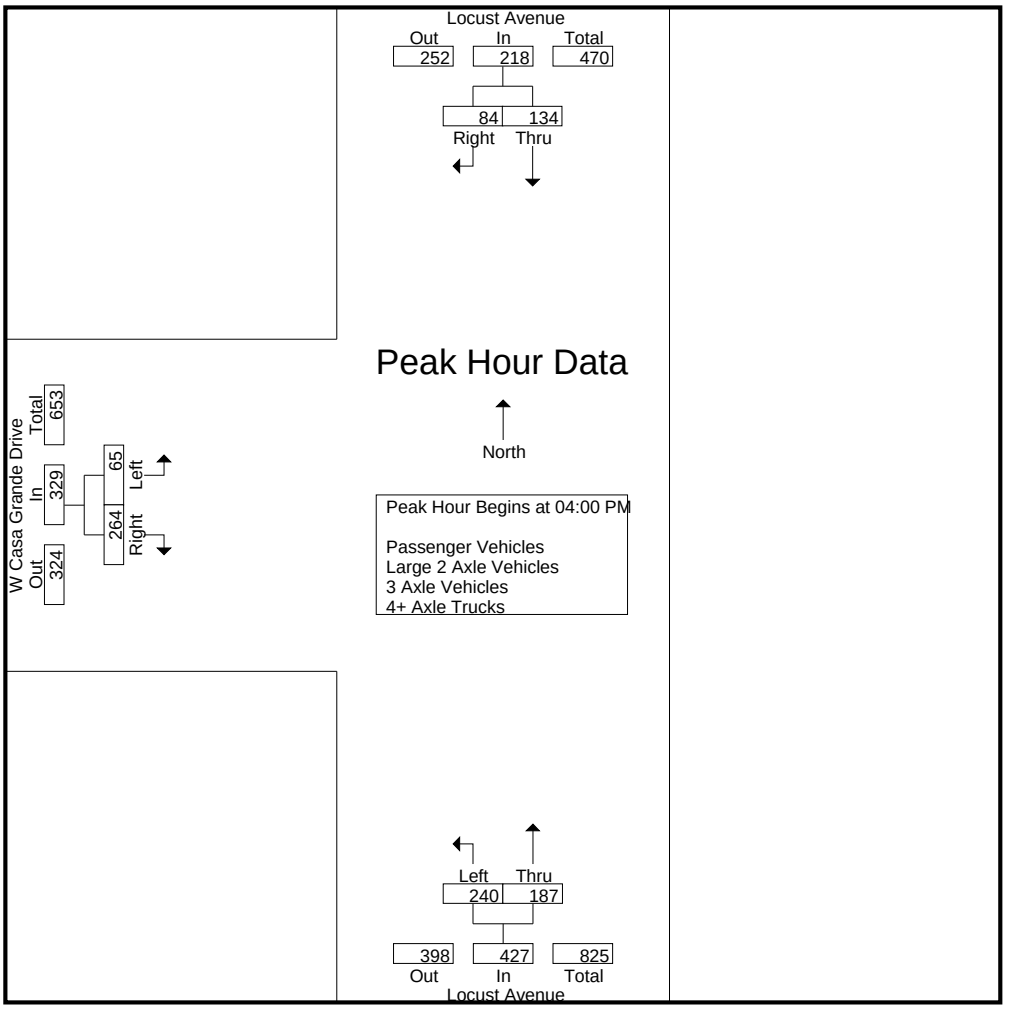

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:15 PM		
+0 mins.	**42**	24	66	77	**56**	**133**	7	68	75
+15 mins.	32	**45**	**77**	**81**	47	128	**49**	**136**	**185**
+30 mins.	33	9	42	42	56	98	5	37	42
+45 mins.	27	6	33	40	28	68	8	26	34
Total Volume	134	84	218	240	187	427	69	267	336
% App. Total	61.5	38.5		56.2	43.8		20.5	79.5	
PHF	.798	.467	.708	.741	.835	.803	.352	.491	.454

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Groups Printed- Passenger Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	37	24	61	76	49	125	4	22	26	212
04:15 PM	30	45	75	81	40	121	7	68	75	271
04:30 PM	30	9	39	42	53	95	47	136	183	317
04:45 PM	24	6	30	39	26	65	5	37	42	137
Total	121	84	205	238	168	406	63	263	326	937
05:00 PM	45	8	53	39	46	85	8	26	34	172
05:15 PM	34	6	40	32	44	76	5	21	26	142
05:30 PM	29	6	35	27	20	47	7	36	43	125
05:45 PM	28	8	36	25	41	66	4	32	36	138
Total	136	28	164	123	151	274	24	115	139	577
Grand Total	257	112	369	361	319	680	87	378	465	1514
Apprch %	69.6	30.4		53.1	46.9		18.7	81.3		
Total %	17	7.4	24.4	23.8	21.1	44.9	5.7	25	30.7	

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**37**	24	61	76	49	**125**	4	22	26	212
04:15 PM	30	**45**	**75**	**81**	40	121	7	68	75	271
04:30 PM	30	9	39	42	**53**	95	**47**	**136**	**183**	**317**
04:45 PM	24	6	30	39	26	65	5	37	42	137
Total Volume	121	84	205	238	168	406	63	263	326	937
% App. Total	59	41		58.6	41.4		19.3	80.7		
PHF	.818	.467	.683	.735	.792	.812	.335	.483	.445	.739

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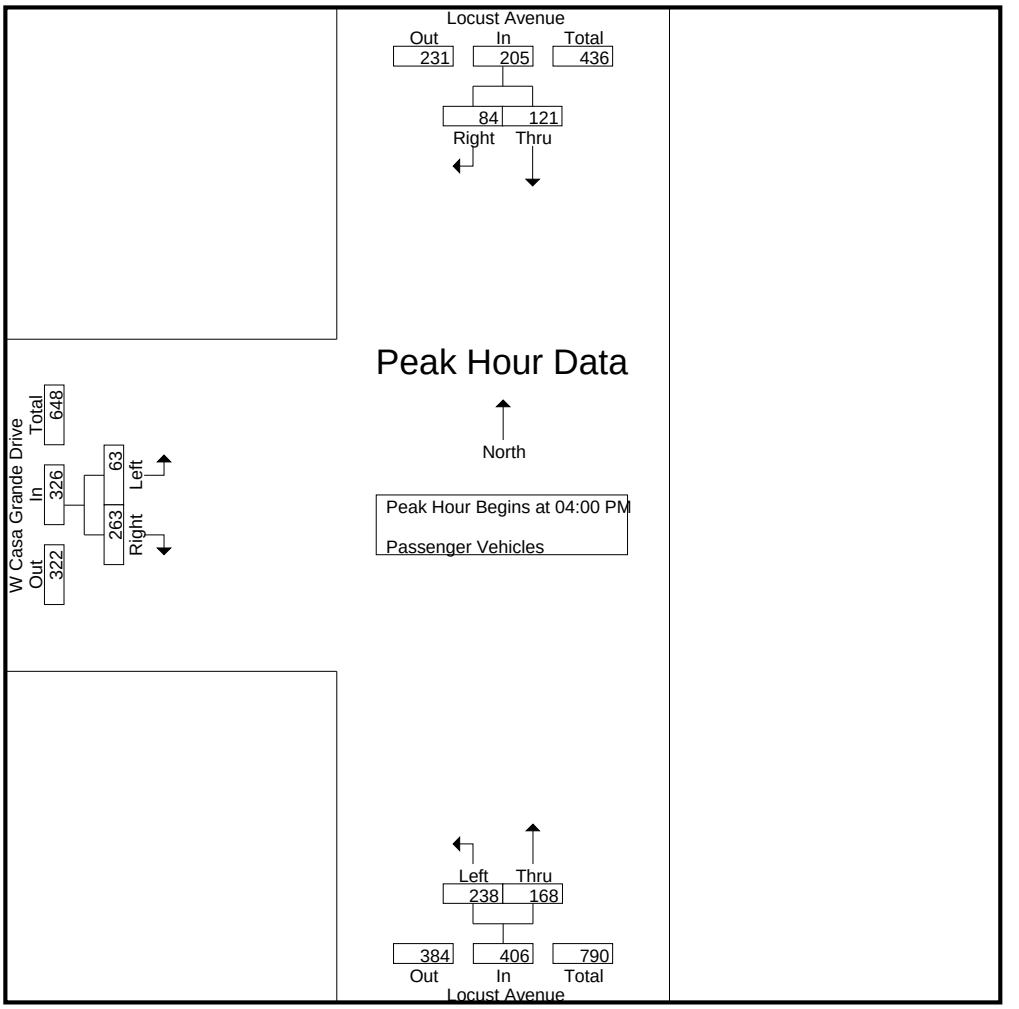

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**37**	24	61	76	49	**125**	4	22	26
+15 mins.	30	**45**	**75**	**81**	40	121	7	68	75
+30 mins.	30	9	39	42	**53**	95	**47**	**136**	**183**
+45 mins.	24	6	30	39	26	65	5	37	42
Total Volume	121	84	205	238	168	406	63	263	326
% App. Total	59	41		58.6	41.4		19.3	80.7	
PHF	.818	.467	.683	.735	.792	.812	.335	.483	.445

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	1	0	1	1	2	3	0	1	1	5
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	1	0	0	0	0	0	0	1
04:45 PM	1	0	1	1	0	1	0	0	0	2
Total	3	0	3	2	2	4	0	1	1	8
05:00 PM	1	0	1	0	2	2	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	1	1	0	1	0	0	0	2
Total	2	0	2	1	2	3	0	0	0	5
Grand Total	5	0	5	3	4	7	0	1	1	13
Apprch %	100	0		42.9	57.1		0	100		
Total %	38.5	0	38.5	23.1	30.8	53.8	0	7.7	7.7	

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**1**	0	**1**	**1**	**2**	**3**	0	**1**	**1**	**5**
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	1	0	0	0	0	0	0	1
04:45 PM	1	0	1	1	0	1	0	0	0	2
Total Volume	3	0	3	2	2	4	0	1	1	8
% App. Total	100	0		50	50		0	100		
PHF	.750	.000	.750	.500	.250	.333	.000	.250	.250	.400

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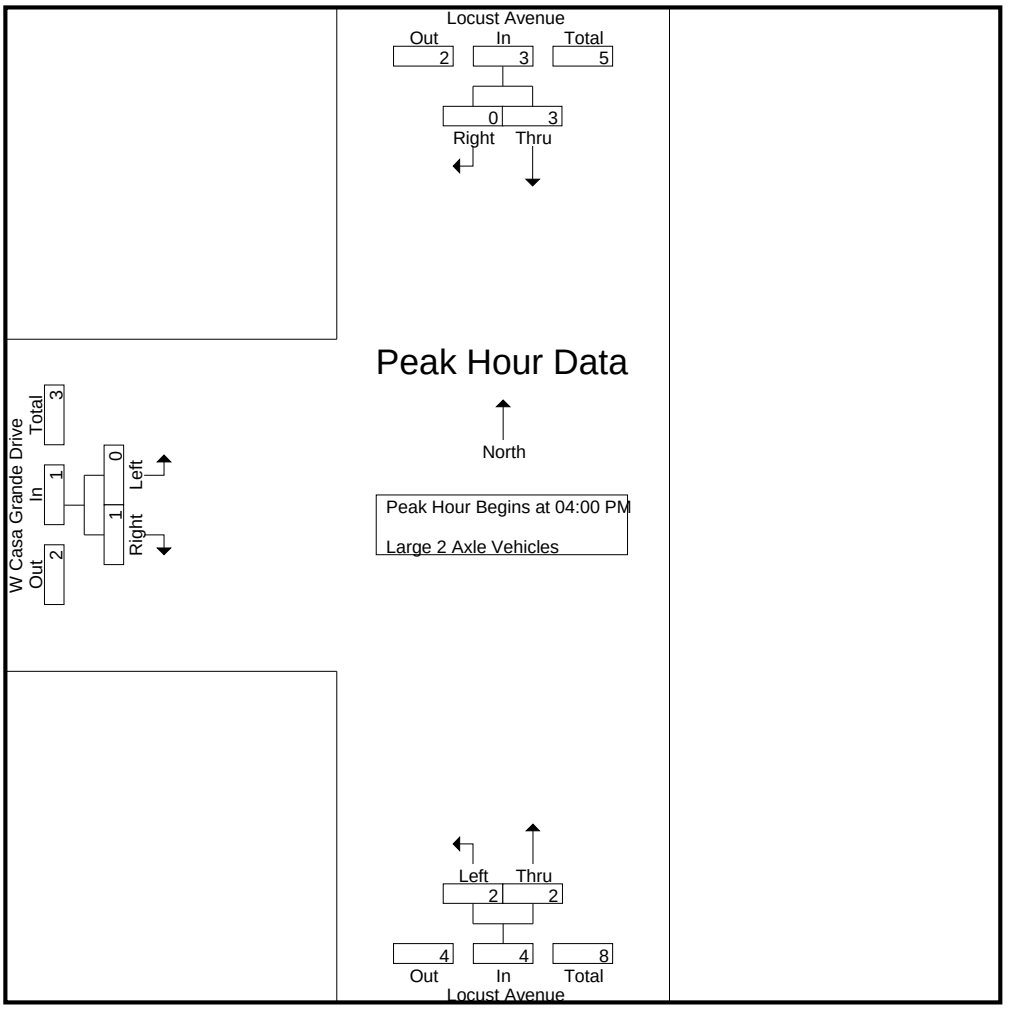
City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**1**	0	**1**	**1**	**2**	**3**	0	**1**	**1**
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	1	0	1	0	0	0	0	0	0
+45 mins.	1	0	1	1	0	1	0	0	0
Total Volume	3	0	3	2	2	4	0	1	1
% App. Total	100	0		50	50		0	100	
PHF	.750	.000	.750	.500	.250	.333	.000	.250	.250

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	1	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	2	0	2	0	2	2	0	0	0	4
04:45 PM	0	0	0	0	1	1	0	0	0	1
Total	2	0	2	0	4	4	0	0	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	1	0	0	0	0	0	0	1
05:30 PM	1	0	1	0	0	0	0	0	0	1
05:45 PM	1	0	1	0	0	0	0	0	0	1
Total	3	0	3	0	0	0	0	0	0	3
Grand Total	5	0	5	0	4	4	0	0	0	9
Apprch %	100	0		0	100		0	0		
Total %	55.6	0	55.6	0	44.4	44.4	0	0	0	

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	1	1	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	**2**	0	**2**	0	**2**	**2**	0	0	0	**4**
04:45 PM	0	0	0	0	1	1	0	0	0	1
Total Volume	2	0	2	0	4	4	0	0	0	6
% App. Total	100	0		0	100		0	0		
PHF	.250	.000	.250	.000	.500	.500	.000	.000	.000	.375

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Thu PM
Site Code : 10824406
Start Date : 5/9/2024
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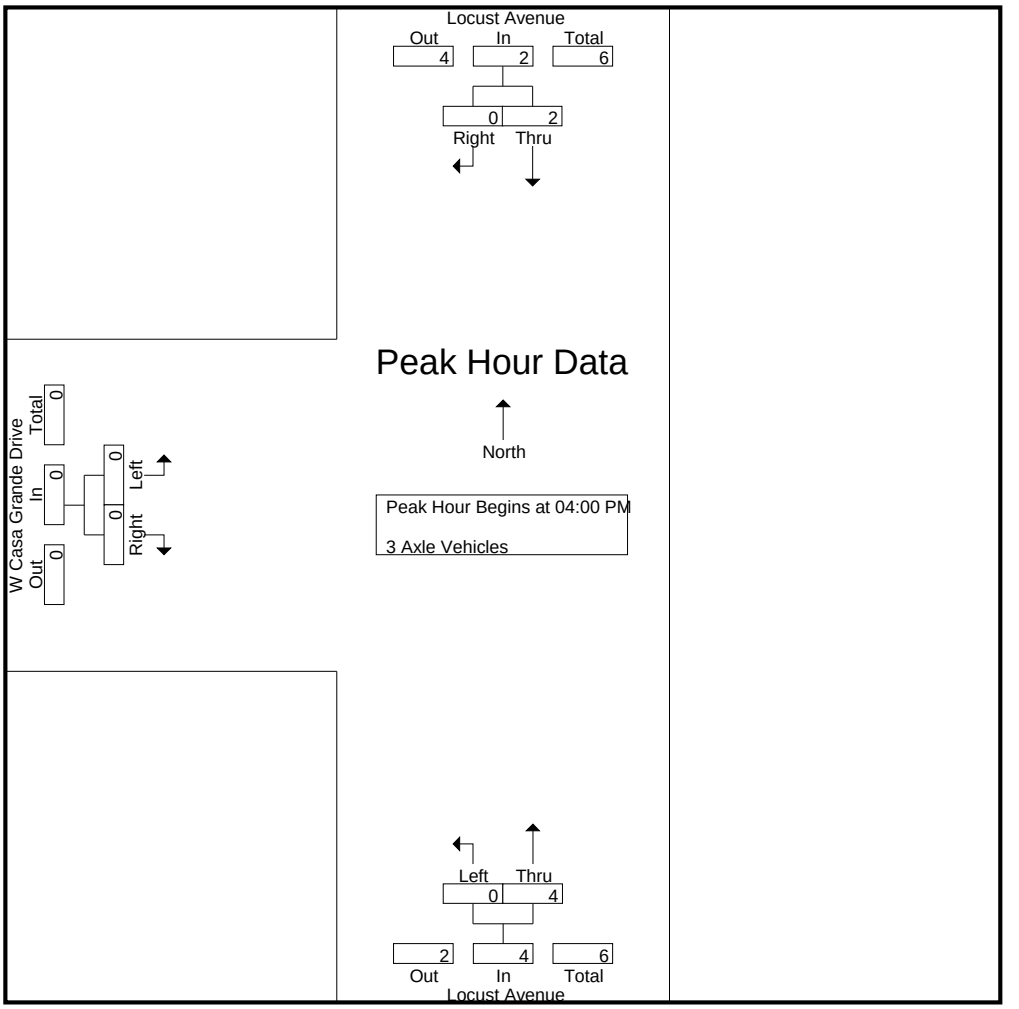

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	1	1	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	**2**	0	**2**	0	**2**	**2**	0	0	0
+45 mins.	0	0	0	0	1	1	0	0	0
Total Volume	2	0	2	0	4	4	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.250	.000	.250	.000	.500	.500	.000	.000	.000

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	4	0	4	0	4	4	0	0	0	8
04:15 PM	2	0	2	0	7	7	0	0	0	9
04:30 PM	0	0	0	0	1	1	2	0	2	3
04:45 PM	2	0	2	0	1	1	0	0	0	3
Total	8	0	8	0	13	13	2	0	2	23
05:00 PM	5	0	5	0	3	3	0	0	0	8
05:15 PM	4	0	4	0	1	1	0	0	0	5
05:30 PM	2	0	2	0	0	0	0	0	0	2
05:45 PM	3	0	3	0	1	1	0	0	0	4
Total	14	0	14	0	5	5	0	0	0	19
Grand Total	22	0	22	0	18	18	2	0	2	42
Apprch %	100	0		0	100		100	0		
Total %	52.4	0	52.4	0	42.9	42.9	4.8	0	4.8	

	Locust Avenue Southbound			Locust Avenue Northbound			W Casa Grande Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**4**	0	**4**	0	4	4	0	0	0	8
04:15 PM	2	0	2	0	**7**	**7**	0	0	0	**9**
04:30 PM	0	0	0	0	1	1	**2**	0	**2**	3
04:45 PM	2	0	2	0	1	1	0	0	0	3
Total Volume	8	0	8	0	13	13	2	0	2	23
% App. Total	100	0		0	100		100	0		
PHF	.500	.000	.500	.000	.464	.464	.250	.000	.250	.639

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Thu PM
Site Code : 10824406
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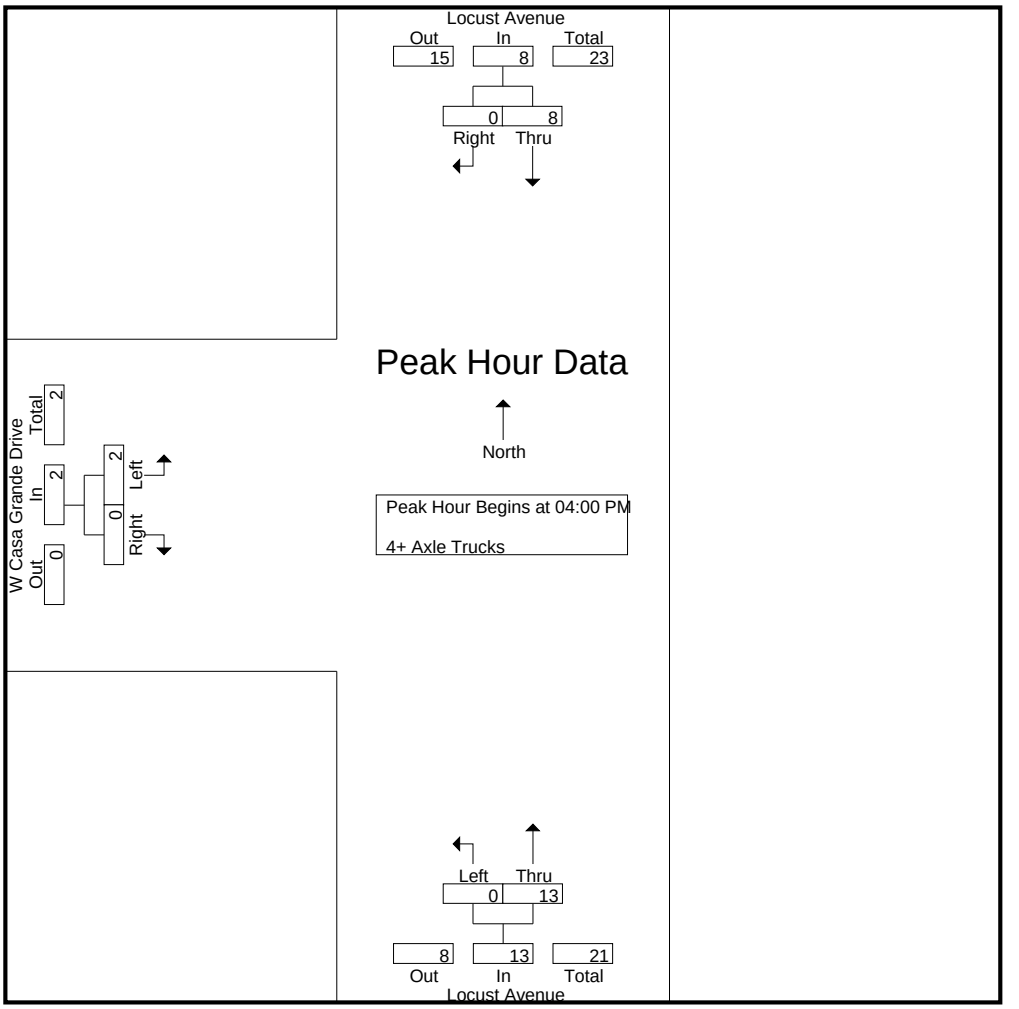

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**4**	0	**4**	0	4	4	0	0	0
+15 mins.	2	0	2	0	**7**	**7**	0	0	0
+30 mins.	0	0	0	0	1	1	**2**	0	**2**
+45 mins.	2	0	2	0	1	1	0	0	0
Total Volume	8	0	8	0	13	13	2	0	2
% App. Total	100	0		0	100		100	0	
PHF	.500	.000	.500	.000	.464	.464	.250	.000	.250

Location: Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive

Date: 5/7/2024
Day: Tuesday

PEDESTRIANS

	North Leg Locust Avenue	East Leg Dead End	South Leg Locust Avenue	West Leg W Casa Grande Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	1	0	1
TOTAL VOLUMES:	0	0	1	0	1

	North Leg Locust Avenue	East Leg Dead End	South Leg Locust Avenue	West Leg W Casa Grande Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	1

Location: Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive

Date: 5/7/2024
Day: Tuesday

BICYCLES

	Southbound Locust Avenue			Westbound Dead End			Northbound Locust Avenue			Eastbound W Casa Grande Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	1	0	0	0	0	0	1

	Southbound Locust Avenue			Westbound Dead End			Northbound Locust Avenue			Eastbound W Casa Grande Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	2	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	0	0	0	2	0	0	0	0	3

Location: Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive

Date: 5/8/2024
Day: Wednesday

PEDESTRIANS

	North Leg Locust Avenue	East Leg Dead End	South Leg Locust Avenue	West Leg W Casa Grande Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	1	2

	North Leg Locust Avenue	East Leg Dead End	South Leg Locust Avenue	West Leg W Casa Grande Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	2	0	0	0	2
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	0	0	0	2

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Location: Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive

Date: 5/8/2024
Day: Wednesday

BICYCLES

	Southbound Locust Avenue			Westbound Dead End			Northbound Locust Avenue			Eastbound W Casa Grande Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Locust Avenue			Westbound Dead End			Northbound Locust Avenue			Eastbound W Casa Grande Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	2	0	0	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	2	0	0	0	1	3

Location: Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive

Date: 5/9/2024
Day: Thursday

PEDESTRIANS

	North Leg Locust Avenue	East Leg Dead End	South Leg Locust Avenue	West Leg W Casa Grande Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	1	0	1
TOTAL VOLUMES:	1	0	1	0	2

	North Leg Locust Avenue	East Leg Dead End	South Leg Locust Avenue	West Leg W Casa Grande Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	1

Location: Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive

Date: 5/9/2024
Day: Thursday

BICYCLES

	Southbound Locust Avenue			Westbound Dead End			Northbound Locust Avenue			Eastbound W Casa Grande Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Locust Avenue			Westbound Dead End			Northbound Locust Avenue			Eastbound W Casa Grande Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	2	0	0	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	0	0	2	0	0	0	1	5

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	10	2	14	35	29	1	65	19	27	29	75	6	19	30	55	209
07:15 AM	2	19	4	25	60	28	3	91	21	38	37	96	4	12	28	44	256
07:30 AM	2	33	4	39	39	47	2	88	26	41	37	104	7	28	33	68	299
07:45 AM	2	40	5	47	36	48	1	85	35	35	30	100	6	26	42	74	306
Total	8	102	15	125	170	152	7	329	101	141	133	375	23	85	133	241	1070
08:00 AM	1	32	5	38	43	47	3	93	35	33	36	104	9	25	40	74	309
08:15 AM	2	32	6	40	28	37	2	67	28	32	44	104	5	35	37	77	288
08:30 AM	0	40	2	42	39	31	1	71	32	46	38	116	5	38	40	83	312
08:45 AM	2	34	2	38	37	48	2	87	28	31	29	88	4	26	39	69	282
Total	5	138	15	158	147	163	8	318	123	142	147	412	23	124	156	303	1191
Grand Total	13	240	30	283	317	315	15	647	224	283	280	787	46	209	289	544	2261
Apprch %	4.6	84.8	10.6		49	48.7	2.3		28.5	36	35.6		8.5	38.4	53.1		
Total %	0.6	10.6	1.3	12.5	14	13.9	0.7	28.6	9.9	12.5	12.4	34.8	2	9.2	12.8	24.1	
Passenger Vehicles	8	92	18	118	250	285	13	548	169	132	216	517	27	191	195	413	1596
% Passenger Vehicles	61.5	38.3	60	41.7	78.9	90.5	86.7	84.7	75.4	46.6	77.1	65.7	58.7	91.4	67.5	75.9	70.6
Large 2 Axle Vehicles	1	13	1	15	11	9	0	20	7	16	8	31	2	4	11	17	83
% Large 2 Axle Vehicles	7.7	5.4	3.3	5.3	3.5	2.9	0	3.1	3.1	5.7	2.9	3.9	4.3	1.9	3.8	3.1	3.7
3 Axle Vehicles	1	18	3	22	7	7	1	15	7	35	7	49	8	2	16	26	112
% 3 Axle Vehicles	7.7	7.5	10	7.8	2.2	2.2	6.7	2.3	3.1	12.4	2.5	6.2	17.4	1	5.5	4.8	5
4+ Axle Trucks	3	117	8	128	49	14	1	64	41	100	49	190	9	12	67	88	470
% 4+ Axle Trucks	23.1	48.8	26.7	45.2	15.5	4.4	6.7	9.9	18.3	35.3	17.5	24.1	19.6	5.7	23.2	16.2	20.8

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**2**	**40**	5	**47**	36	**48**	1	85	**35**	35	30	100	6	26	**42**	74	306
08:00 AM	1	32	5	38	**43**	47	**3**	**93**	35	33	36	104	**9**	25	40	74	309
08:15 AM	2	32	**6**	40	28	37	2	67	28	32	**44**	104	5	35	37	77	288
08:30 AM	0	40	2	42	39	31	1	71	32	**46**	38	**116**	5	**38**	40	**83**	**312**
Total Volume	5	144	18	167	146	163	7	316	130	146	148	424	25	124	159	308	1215
% App. Total	3	86.2	10.8		46.2	51.6	2.2		30.7	34.4	34.9		8.1	40.3	51.6		
PHF	.625	.900	.750	.888	.849	.849	.583	.849	.929	.793	.841	.914	.694	.816	.946	.928	.974

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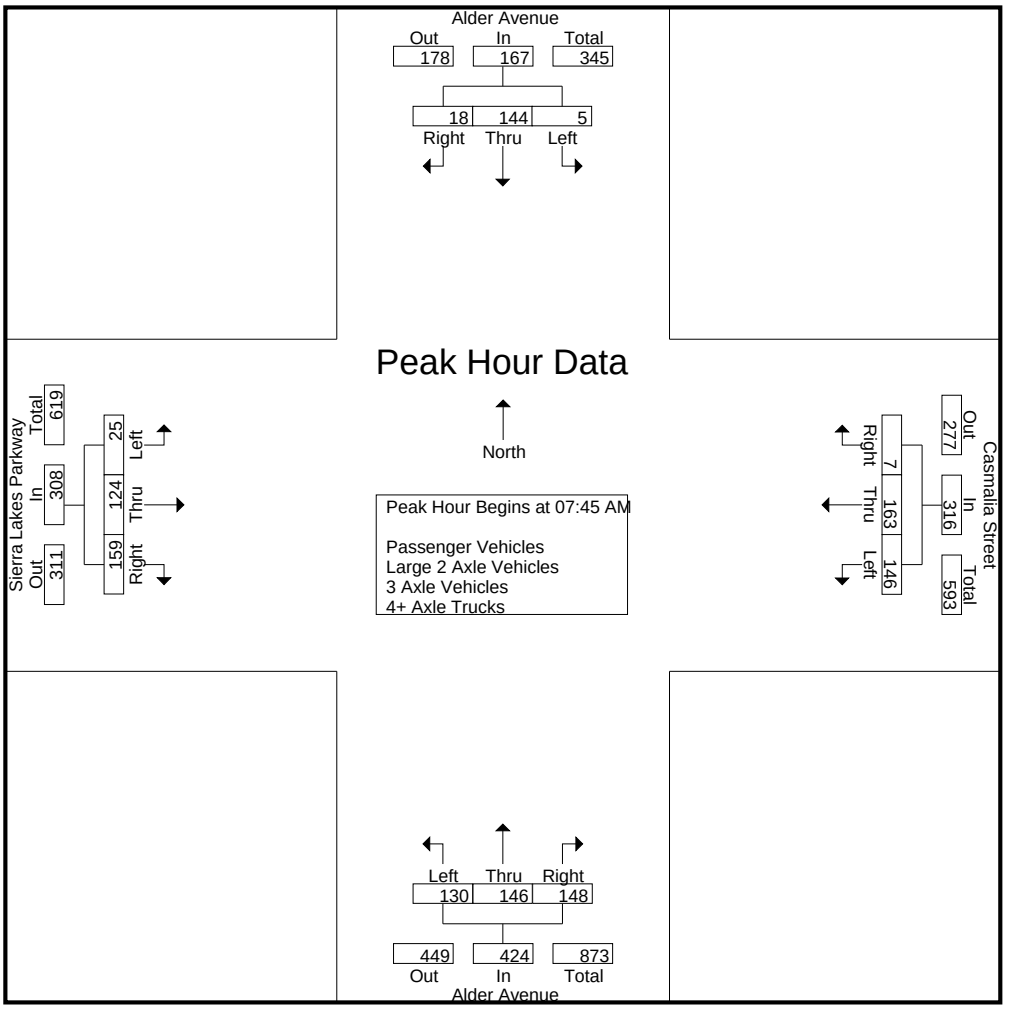
City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:15 AM				07:45 AM				07:45 AM			
+0 mins.	**2**	**40**	5	**47**	**60**	28	**3**	91	**35**	35	30	100	6	26	**42**	74
+15 mins.	1	32	5	38	39	47	2	88	35	33	36	104	**9**	25	40	74
+30 mins.	2	32	**6**	40	36	**48**	1	85	28	32	**44**	104	5	35	37	77
+45 mins.	0	40	2	42	43	47	3	**93**	32	**46**	38	**116**	5	**38**	40	**83**
Total Volume	5	144	18	167	178	170	9	357	130	146	148	424	25	124	159	308
% App. Total	3	86.2	10.8		49.9	47.6	2.5		30.7	34.4	34.9		8.1	40.3	51.6	
PHF	.625	.900	.750	.888	.742	.885	.750	.960	.929	.793	.841	.914	.694	.816	.946	.928

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	2	4	27	26	1	54	14	15	23	52	4	19	25	48	158
07:15 AM	2	7	3	12	52	26	3	81	13	22	33	68	4	10	20	34	195
07:30 AM	1	14	4	19	28	44	2	74	20	18	28	66	4	26	26	56	215
07:45 AM	1	16	2	19	28	45	1	74	27	19	24	70	3	23	25	51	214
Total	4	39	11	54	135	141	7	283	74	74	108	256	15	78	96	189	782
08:00 AM	1	19	2	22	36	42	2	80	29	12	29	70	4	23	25	52	224
08:15 AM	1	10	4	15	22	35	1	58	18	13	30	61	3	33	26	62	196
08:30 AM	0	14	0	14	28	26	1	55	24	16	29	69	3	33	25	61	199
08:45 AM	2	10	1	13	29	41	2	72	24	17	20	61	2	24	23	49	195
Total	4	53	7	64	115	144	6	265	95	58	108	261	12	113	99	224	814
Grand Total	8	92	18	118	250	285	13	548	169	132	216	517	27	191	195	413	1596
Apprch %	6.8	78	15.3		45.6	52	2.4		32.7	25.5	41.8		6.5	46.2	47.2		
Total %	0.5	5.8	1.1	7.4	15.7	17.9	0.8	34.3	10.6	8.3	13.5	32.4	1.7	12	12.2	25.9	

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**1**	16	2	19	28	**45**	1	74	27	**19**	24	**70**	3	23	25	51	214
08:00 AM	1	**19**	2	**22**	**36**	42	**2**	**80**	**29**	12	29	70	**4**	23	25	52	**224**
08:15 AM	1	10	**4**	15	22	35	1	58	18	13	**30**	61	3	**33**	**26**	**62**	196
08:30 AM	0	14	0	14	28	26	1	55	24	16	29	69	3	33	25	61	199
Total Volume	3	59	8	70	114	148	5	267	98	60	112	270	13	112	101	226	833
% App. Total	4.3	84.3	11.4		42.7	55.4	1.9		36.3	22.2	41.5		5.8	49.6	44.7		
PHF	.750	.776	.500	.795	.792	.822	.625	.834	.845	.789	.933	.964	.813	.848	.971	.911	.930

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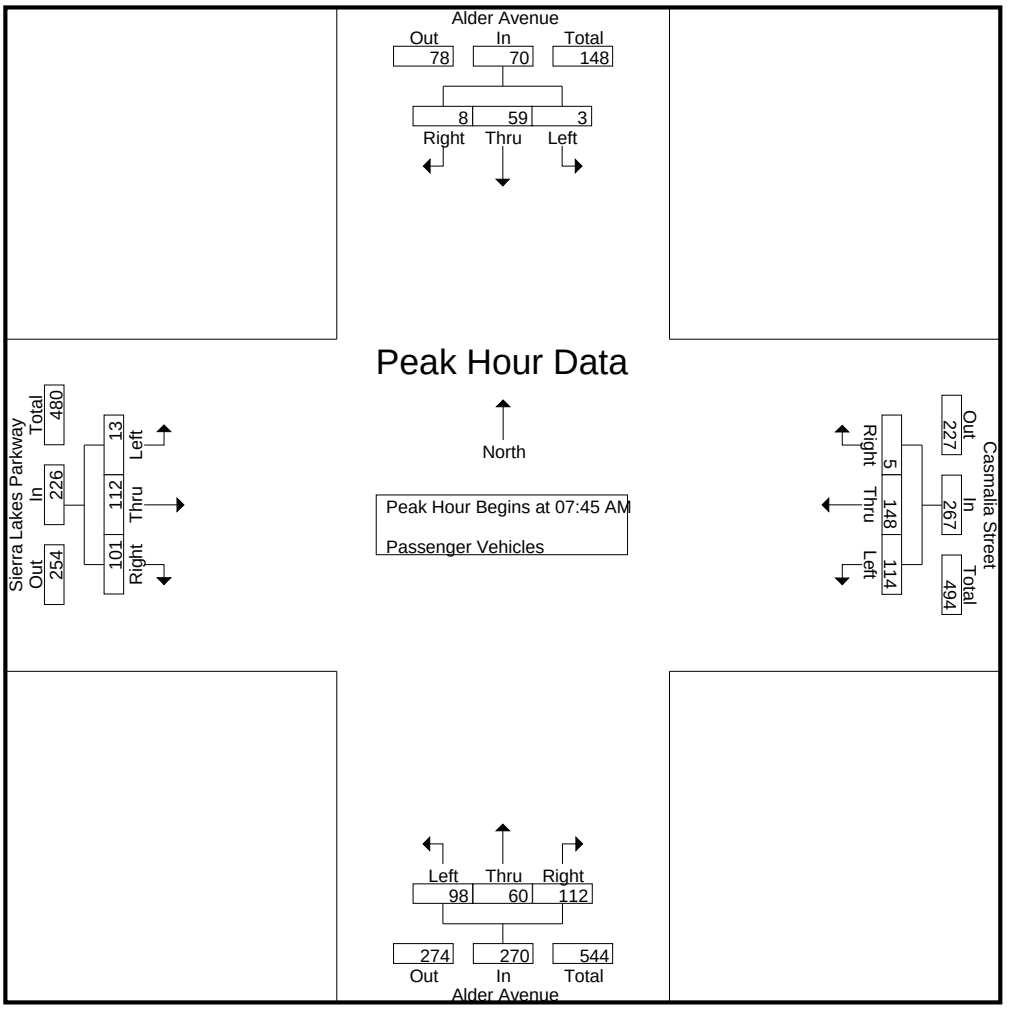
City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	**1**	16	2	19	28	**45**	1	74	27	**19**	24	**70**	3	23	25	51
+15 mins.	1	**19**	2	**22**	**36**	42	**2**	**80**	**29**	12	29	70	**4**	23	25	52
+30 mins.	1	10	**4**	15	22	35	1	58	18	13	**30**	61	3	**33**	**26**	**62**
+45 mins.	0	14	0	14	28	26	1	55	24	16	29	69	3	33	25	61
Total Volume	3	59	8	70	114	148	5	267	98	60	112	270	13	112	101	226
% App. Total	4.3	84.3	11.4		42.7	55.4	1.9		36.3	22.2	41.5		5.8	49.6	44.7	
PHF	.750	.776	.500	.795	.792	.822	.625	.834	.845	.789	.933	.964	.813	.848	.971	.911

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	0	3	3	1	0	4	1	1	0	2	0	0	1	1	10
07:15 AM	0	1	0	1	2	1	0	3	1	4	1	6	0	0	1	1	11
07:30 AM	0	1	0	1	2	1	0	3	0	4	2	6	0	0	1	1	11
07:45 AM	1	2	1	4	0	0	0	0	0	0	1	1	0	2	2	4	9
Total	1	7	1	9	7	3	0	10	2	9	4	15	0	2	5	7	41
08:00 AM	0	1	0	1	1	2	0	3	3	2	0	5	1	0	2	3	12
08:15 AM	0	1	0	1	0	1	0	1	1	0	2	3	0	1	2	3	8
08:30 AM	0	2	0	2	3	2	0	5	0	3	1	4	0	1	0	1	12
08:45 AM	0	2	0	2	0	1	0	1	1	2	1	4	1	0	2	3	10
Total	0	6	0	6	4	6	0	10	5	7	4	16	2	2	6	10	42
Grand Total	1	13	1	15	11	9	0	20	7	16	8	31	2	4	11	17	83
Apprch %	6.7	86.7	6.7		55	45	0		22.6	51.6	25.8		11.8	23.5	64.7		
Total %	1.2	15.7	1.2	18.1	13.3	10.8	0	24.1	8.4	19.3	9.6	37.3	2.4	4.8	13.3	20.5	

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**1**	**2**	**1**	**4**	0	0	0	0	0	0	1	1	0	**2**	**2**	**4**	9
08:00 AM	0	1	0	1	1	**2**	0	3	**3**	2	0	**5**	**1**	0	2	3	**12**
08:15 AM	0	1	0	1	0	1	0	1	1	0	**2**	3	0	1	2	3	8
08:30 AM	0	2	0	2	**3**	2	0	**5**	0	**3**	1	4	0	1	0	1	12
Total Volume	1	6	1	8	4	5	0	9	4	5	4	13	1	4	6	11	41
% App. Total	12.5	75	12.5		44.4	55.6	0		30.8	38.5	30.8		9.1	36.4	54.5		
PHF	.250	.750	.250	.500	.333	.625	.000	.450	.333	.417	.500	.650	.250	.500	.750	.688	.854

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024
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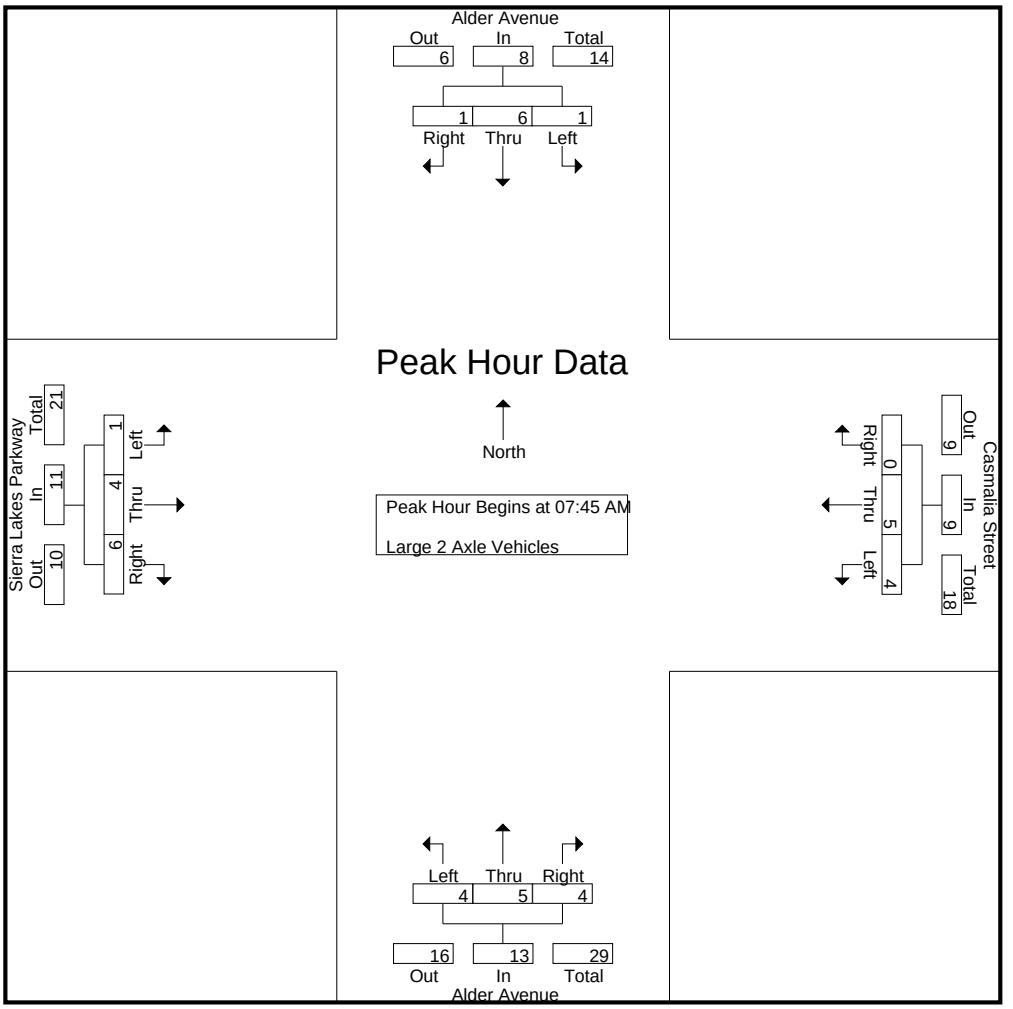

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	**1**	**2**	**1**	**4**	0	0	0	0	0	0	1	1	0	**2**	**2**	**4**
+15 mins.	0	1	0	1	1	**2**	0	3	**3**	2	0	**5**	**1**	0	2	3
+30 mins.	0	1	0	1	0	1	0	1	1	0	**2**	3	0	1	2	3
+45 mins.	0	2	0	2	**3**	2	0	**5**	0	**3**	1	4	0	1	0	1
Total Volume	1	6	1	8	4	5	0	9	4	5	4	13	1	4	6	11
% App. Total	12.5	75	12.5		44.4	55.6	0		30.8	38.5	30.8		9.1	36.4	54.5	
PHF	.250	.750	.250	.500	.333	.625	.000	.450	.333	.417	.500	.650	.250	.500	.750	.688

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	1	1	0	2	0	3	1	4	1	0	0	1	8
07:15 AM	0	1	1	2	1	1	0	2	1	1	1	3	0	0	0	0	7
07:30 AM	0	1	0	1	0	1	0	1	0	2	1	3	1	0	1	2	7
07:45 AM	0	2	1	3	3	0	0	3	2	3	1	6	0	0	3	3	15
Total	0	5	2	7	5	3	0	8	3	9	4	16	2	0	4	6	37
08:00 AM	0	1	0	1	1	2	1	4	1	7	0	8	3	0	4	7	20
08:15 AM	1	3	0	4	0	1	0	1	1	5	0	6	1	0	3	4	15
08:30 AM	0	5	1	6	0	1	0	1	1	11	2	14	1	1	2	4	25
08:45 AM	0	4	0	4	1	0	0	1	1	3	1	5	1	1	3	5	15
Total	1	13	1	15	2	4	1	7	4	26	3	33	6	2	12	20	75
Grand Total	1	18	3	22	7	7	1	15	7	35	7	49	8	2	16	26	112
Apprch %	4.5	81.8	13.6		46.7	46.7	6.7		14.3	71.4	14.3		30.8	7.7	61.5		
Total %	0.9	16.1	2.7	19.6	6.2	6.2	0.9	13.4	6.2	31.2	6.2	43.8	7.1	1.8	14.3	23.2	

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	2	**1**	3	**3**	0	0	3	**2**	3	1	6	0	0	3	3	15
08:00 AM	0	1	0	1	1	**2**	**1**	**4**	1	7	0	8	**3**	0	**4**	**7**	20
08:15 AM	**1**	3	0	4	0	1	0	1	1	5	0	6	1	0	3	4	15
08:30 AM	0	**5**	1	**6**	0	1	0	1	1	**11**	**2**	**14**	1	**1**	2	4	**25**
Total Volume	1	11	2	14	4	4	1	9	5	26	3	34	5	1	12	18	75
% App. Total	7.1	78.6	14.3		44.4	44.4	11.1		14.7	76.5	8.8		27.8	5.6	66.7		
PHF	.250	.550	.500	.583	.333	.500	.250	.563	.625	.591	.375	.607	.417	.250	.750	.643	.750

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024
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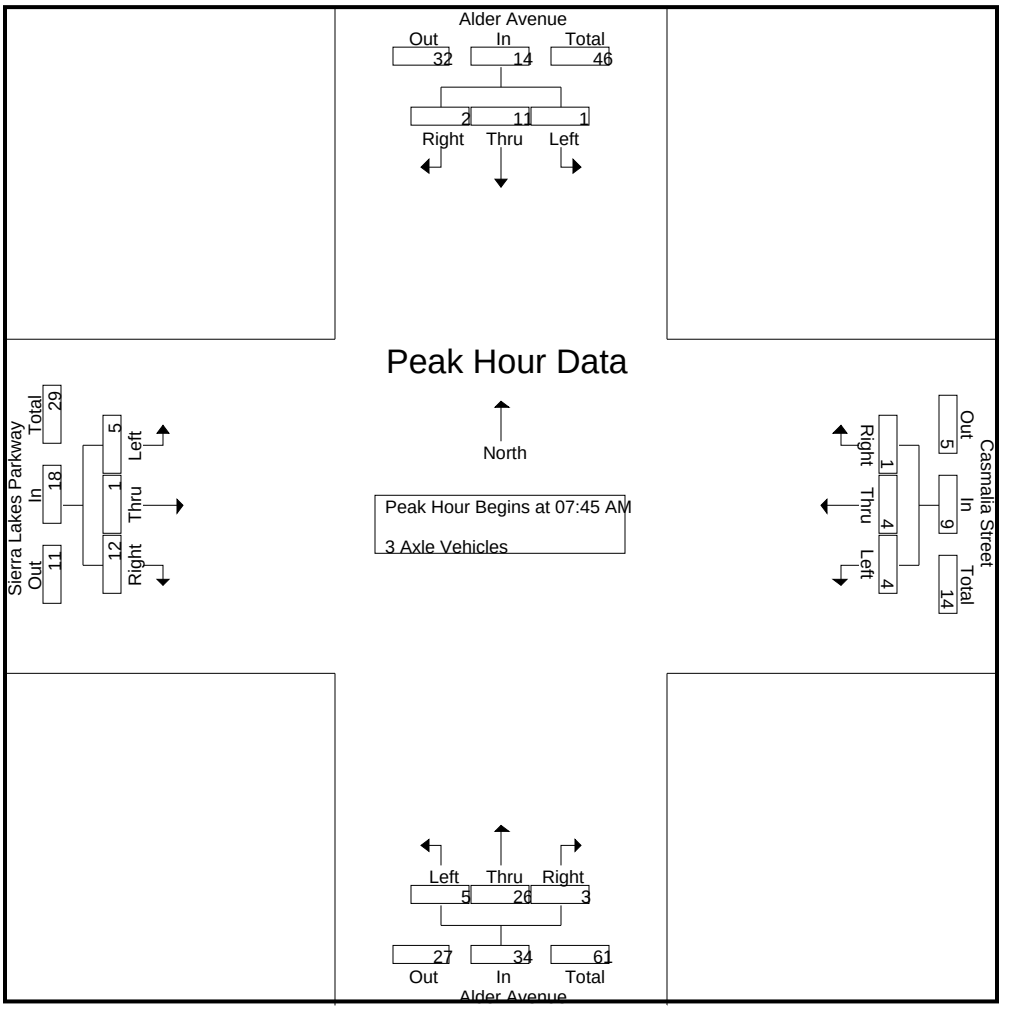

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	2	**1**	3	**3**	0	0	3	**2**	3	1	6	0	0	3	3
+15 mins.	0	1	0	1	1	**2**	**1**	**4**	1	7	0	8	**3**	0	**4**	**7**
+30 mins.	**1**	3	0	4	0	1	0	1	1	5	0	6	1	0	3	4
+45 mins.	0	**5**	1	**6**	0	1	0	1	1	**11**	**2**	**14**	1	**1**	2	4
Total Volume	1	11	2	14	4	4	1	9	5	26	3	34	5	1	12	18
% App. Total	7.1	78.6	14.3		44.4	44.4	11.1		14.7	76.5	8.8		27.8	5.6	66.7	
PHF	.250	.550	.500	.583	.333	.500	.250	.563	.625	.591	.375	.607	.417	.250	.750	.643

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Tue AM
Site Code : 10824406
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Groups Printed- 4+ Axle Trucks

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	4	0	6	4	1	0	5	4	8	5	17	1	0	4	5	33
07:15 AM	0	10	0	10	5	0	0	5	6	11	2	19	0	2	7	9	43
07:30 AM	1	17	0	18	9	1	0	10	6	17	6	29	2	2	5	9	66
07:45 AM	0	20	1	21	5	3	0	8	6	13	4	23	3	1	12	16	68
Total	3	51	1	55	23	5	0	28	22	49	17	88	6	5	28	39	210
08:00 AM	0	11	3	14	5	1	0	6	2	12	7	21	1	2	9	12	53
08:15 AM	0	18	2	20	6	0	1	7	8	14	12	34	1	1	6	8	69
08:30 AM	0	19	1	20	8	2	0	10	7	16	6	29	1	3	13	17	76
08:45 AM	0	18	1	19	7	6	0	13	2	9	7	18	0	1	11	12	62
Total	0	66	7	73	26	9	1	36	19	51	32	102	3	7	39	49	260
Grand Total	3	117	8	128	49	14	1	64	41	100	49	190	9	12	67	88	470
Apprch %	2.3	91.4	6.2		76.6	21.9	1.6		21.6	52.6	25.8		10.2	13.6	76.1		
Total %	0.6	24.9	1.7	27.2	10.4	3	0.2	13.6	8.7	21.3	10.4	40.4	1.9	2.6	14.3	18.7	

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**20**	1	**21**	5	**3**	0	8	6	13	4	23	**3**	1	12	16	68
08:00 AM	0	11	**3**	14	5	1	0	6	2	12	7	21	1	2	9	12	53
08:15 AM	0	18	2	20	6	0	**1**	7	**8**	14	**12**	**34**	1	1	6	8	69
08:30 AM	0	19	1	20	**8**	2	0	**10**	7	**16**	6	29	1	**3**	**13**	**17**	**76**
Total Volume	0	68	7	75	24	6	1	31	23	55	29	107	6	7	40	53	266
% App. Total	0	90.7	9.3		77.4	19.4	3.2		21.5	51.4	27.1		11.3	13.2	75.5		
PHF	.000	.850	.583	.893	.750	.500	.250	.775	.719	.859	.604	.787	.500	.583	.769	.779	.875

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024
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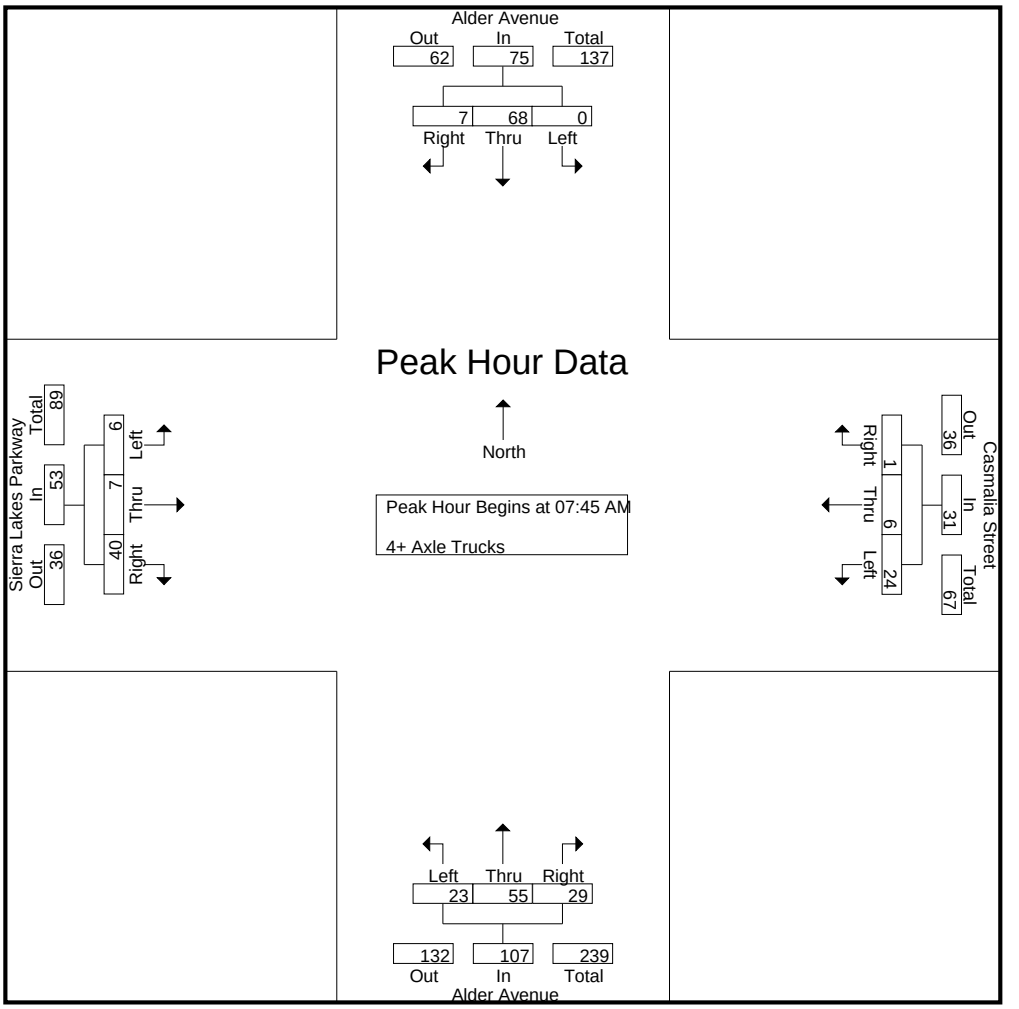

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	**20**	1	**21**	5	**3**	0	8	6	13	4	23	**3**	1	12	16
+15 mins.	0	11	**3**	14	5	1	0	6	2	12	7	21	1	2	9	12
+30 mins.	0	18	2	20	6	0	**1**	7	**8**	14	**12**	**34**	1	1	6	8
+45 mins.	0	19	1	20	**8**	2	0	**10**	7	**16**	6	29	1	**3**	**13**	**17**
Total Volume	0	68	7	75	24	6	1	31	23	55	29	107	6	7	40	53
% App. Total	0	90.7	9.3		77.4	19.4	3.2		21.5	51.4	27.1		11.3	13.2	75.5	
PHF	.000	.850	.583	.893	.750	.500	.250	.775	.719	.859	.604	.787	.500	.583	.769	.779

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City of Rialto
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	11	33	7	51	63	54	5	122	45	29	36	110	5	62	48	115	398
04:15 PM	7	40	11	58	42	49	4	95	33	31	37	101	8	73	60	141	395
04:30 PM	9	60	15	84	67	66	1	134	41	22	22	85	3	76	46	125	428
04:45 PM	5	36	6	47	46	66	0	112	42	17	39	98	2	51	57	110	367
Total	32	169	39	240	218	235	10	463	161	99	134	394	18	262	211	491	1588
05:00 PM	5	37	8	50	47	55	0	102	46	8	39	93	4	58	59	121	366
05:15 PM	2	21	4	27	38	45	4	87	33	14	33	80	3	66	32	101	295
05:30 PM	3	15	1	19	36	57	1	94	39	11	34	84	3	56	51	110	307
05:45 PM	1	14	4	19	32	58	1	91	43	4	26	73	5	66	43	114	297
Total	11	87	17	115	153	215	6	374	161	37	132	330	15	246	185	446	1265
Grand Total	43	256	56	355	371	450	16	837	322	136	266	724	33	508	396	937	2853
Apprch %	12.1	72.1	15.8		44.3	53.8	1.9		44.5	18.8	36.7		3.5	54.2	42.3		
Total %	1.5	9	2	12.4	13	15.8	0.6	29.3	11.3	4.8	9.3	25.4	1.2	17.8	13.9	32.8	
Passenger Vehicles	23	158	34	215	340	433	11	784	262	66	241	569	18	499	346	863	2431
% Passenger Vehicles	53.5	61.7	60.7	60.6	91.6	96.2	68.8	93.7	81.4	48.5	90.6	78.6	54.5	98.2	87.4	92.1	85.2
Large 2 Axle Vehicles	1	8	0	9	8	5	0	13	5	6	3	14	1	1	1	3	39
% Large 2 Axle Vehicles	2.3	3.1	0	2.5	2.2	1.1	0	1.6	1.6	4.4	1.1	1.9	3	0.2	0.3	0.3	1.4
3 Axle Vehicles	8	24	2	34	4	5	4	13	9	24	5	38	4	2	14	20	105
% 3 Axle Vehicles	18.6	9.4	3.6	9.6	1.1	1.1	25	1.6	2.8	17.6	1.9	5.2	12.1	0.4	3.5	2.1	3.7
4+ Axle Trucks	11	66	20	97	19	7	1	27	46	40	17	103	10	6	35	51	278
% 4+ Axle Trucks	25.6	25.8	35.7	27.3	5.1	1.6	6.2	3.2	14.3	29.4	6.4	14.2	30.3	1.2	8.8	5.4	9.7

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**11**	33	7	51	63	54	**5**	122	**45**	29	36	**110**	5	62	48	115	398
04:15 PM	7	40	11	58	42	49	4	95	33	**31**	37	101	**8**	73	**60**	**141**	395
04:30 PM	9	**60**	**15**	**84**	**67**	**66**	1	**134**	41	22	22	85	3	**76**	46	125	**428**
04:45 PM	5	36	6	47	46	66	0	112	42	17	**39**	98	2	51	57	110	367
Total Volume	32	169	39	240	218	235	10	463	161	99	134	394	18	262	211	491	1588
% App. Total	13.3	70.4	16.2		47.1	50.8	2.2		40.9	25.1	34		3.7	53.4	43		
PHF	.727	.704	.650	.714	.813	.890	.500	.864	.894	.798	.859	.895	.563	.862	.879	.871	.928

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City of Rialto
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Weather: Clear

File Name : 06_RLT_Ald_Cas Tue PM
Site Code : 10824406
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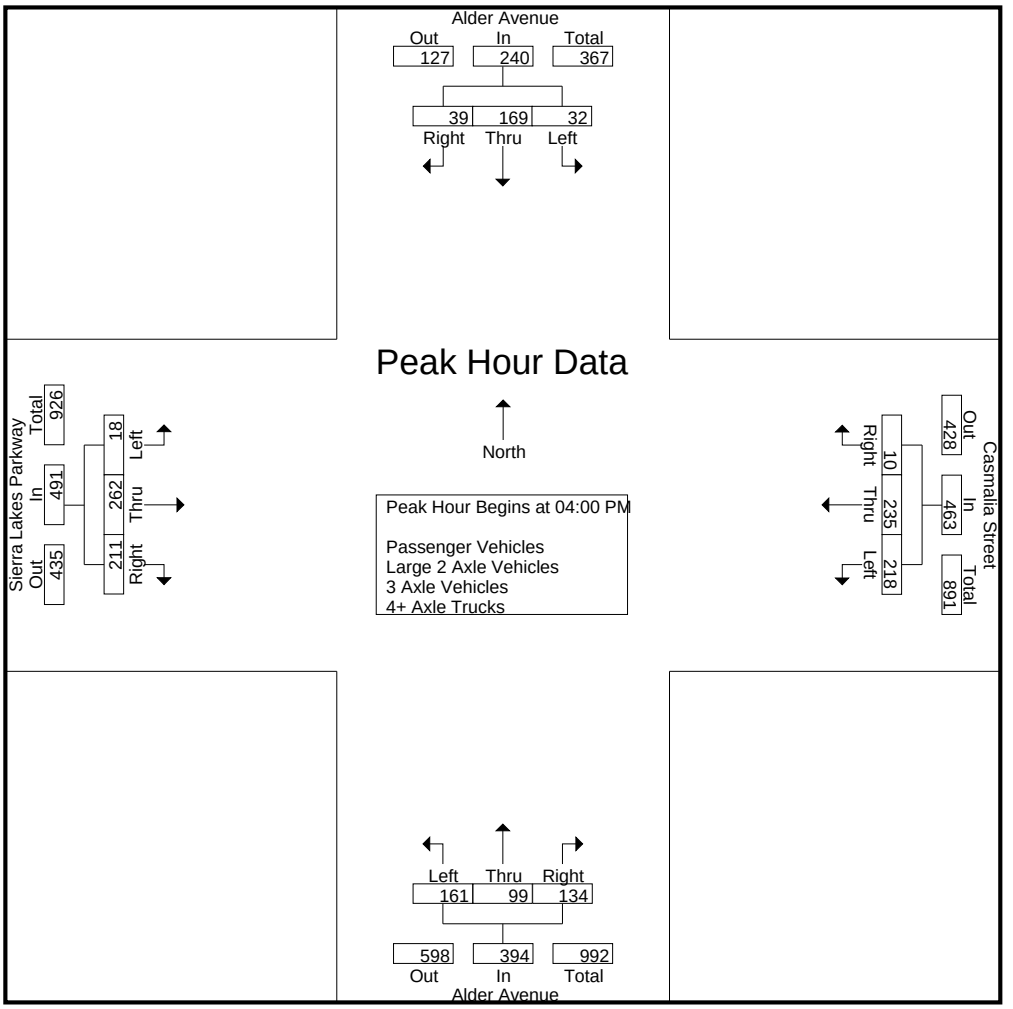

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:15 PM			
+0 mins.	**11**	33	7	51	63	54	**5**	122	**45**	29	36	**110**	**8**	73	**60**	**141**
+15 mins.	7	40	11	58	42	49	4	95	33	**31**	37	101	3	**76**	46	125
+30 mins.	9	**60**	**15**	**84**	**67**	**66**	1	**134**	41	22	22	85	2	51	57	110
+45 mins.	5	36	6	47	46	66	0	112	42	17	**39**	98	4	58	59	121
Total Volume	32	169	39	240	218	235	10	463	161	99	134	394	17	258	222	497
% App. Total	13.3	70.4	16.2		47.1	50.8	2.2		40.9	25.1	34		3.4	51.9	44.7	
PHF	.727	.704	.650	.714	.813	.890	.500	.864	.894	.798	.859	.895	.531	.849	.925	.881

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Groups Printed- Passenger Vehicles

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	5	21	3	29	56	54	3	113	38	15	33	86	3	59	44	106	334
04:15 PM	5	24	7	36	38	45	2	85	24	12	34	70	7	72	53	132	323
04:30 PM	8	44	13	65	66	65	1	132	34	11	21	66	0	76	40	116	379
04:45 PM	0	11	4	15	41	63	0	104	34	11	33	78	2	50	50	102	299
Total	18	100	27	145	201	227	6	434	130	49	121	300	12	257	187	456	1335
05:00 PM	2	23	3	28	43	52	0	95	41	6	38	85	3	57	52	112	320
05:15 PM	2	15	2	19	35	41	3	79	27	9	29	65	0	63	27	90	253
05:30 PM	1	10	1	12	33	57	1	91	31	1	32	64	2	56	44	102	269
05:45 PM	0	10	1	11	28	56	1	85	33	1	21	55	1	66	36	103	254
Total	5	58	7	70	139	206	5	350	132	17	120	269	6	242	159	407	1096
Grand Total	23	158	34	215	340	433	11	784	262	66	241	569	18	499	346	863	2431
Apprch %	10.7	73.5	15.8		43.4	55.2	1.4		46	11.6	42.4		2.1	57.8	40.1		
Total %	0.9	6.5	1.4	8.8	14	17.8	0.5	32.3	10.8	2.7	9.9	23.4	0.7	20.5	14.2	35.5	

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	5	21	3	29	56	54	**3**	113	**38**	**15**	33	**86**	3	59	44	106	334
04:15 PM	5	24	7	36	38	45	2	85	24	12	**34**	70	**7**	72	**53**	**132**	323
04:30 PM	**8**	**44**	**13**	**65**	**66**	**65**	1	**132**	34	11	21	66	0	**76**	40	116	**379**
04:45 PM	0	11	4	15	41	63	0	104	34	11	33	78	2	50	50	102	299
Total Volume	18	100	27	145	201	227	6	434	130	49	121	300	12	257	187	456	1335
% App. Total	12.4	69	18.6		46.3	52.3	1.4		43.3	16.3	40.3		2.6	56.4	41		
PHF	.563	.568	.519	.558	.761	.873	.500	.822	.855	.817	.890	.872	.429	.845	.882	.864	.881

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City of Rialto
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Weather: Clear

File Name : 06_RLT_Ald_Cas Tue PM
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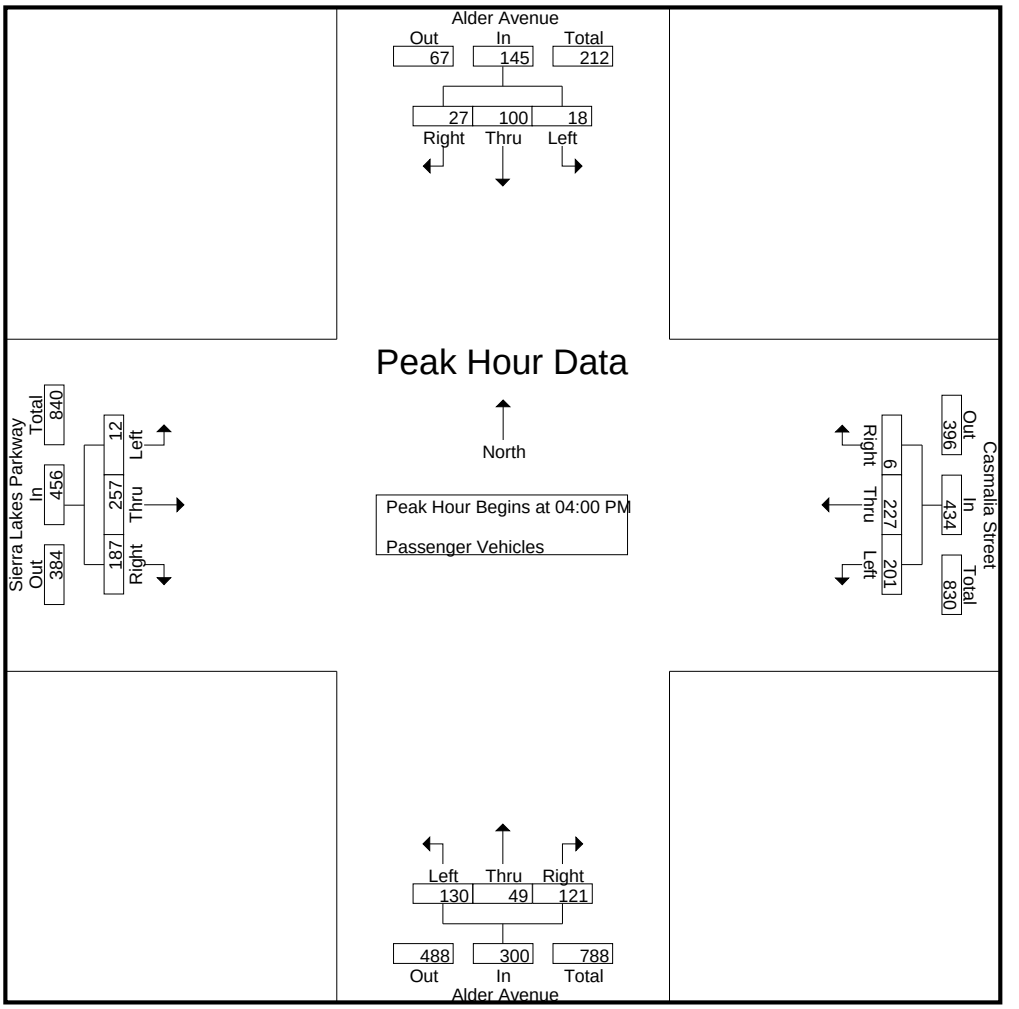

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	5	21	3	29	56	54	**3**	113	**38**	**15**	33	**86**	3	59	44	106
+15 mins.	5	24	7	36	38	45	2	85	24	12	**34**	70	**7**	72	**53**	**132**
+30 mins.	**8**	**44**	**13**	**65**	**66**	**65**	1	**132**	34	11	21	66	0	**76**	40	116
+45 mins.	0	11	4	15	41	63	0	104	34	11	33	78	2	50	50	102
Total Volume	18	100	27	145	201	227	6	434	130	49	121	300	12	257	187	456
% App. Total	12.4	69	18.6		46.3	52.3	1.4		43.3	16.3	40.3		2.6	56.4	41	
PHF	.563	.568	.519	.558	.761	.873	.500	.822	.855	.817	.890	.872	.429	.845	.882	.864

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File Name : 06_RLT_Ald_Cas Tue PM
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Groups Printed- Large 2 Axle Vehicles

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	1	0	0	1	0	1	0	1	0	0	0	0	4
04:15 PM	0	1	0	1	1	1	0	2	2	3	0	5	0	0	0	0	8
04:30 PM	0	1	0	1	0	0	0	0	1	1	0	2	1	0	1	2	5
04:45 PM	0	2	0	2	2	1	0	3	1	1	0	2	0	1	0	1	8
Total	0	6	0	6	4	2	0	6	4	6	0	10	1	1	1	3	25
05:00 PM	1	1	0	2	2	1	0	3	0	0	0	0	0	0	0	0	5
05:15 PM	0	1	0	1	1	2	0	3	0	0	0	0	0	0	0	0	4
05:30 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	1	0	2	3	0	0	0	0	3
Total	1	2	0	3	4	3	0	7	1	0	3	4	0	0	0	0	14
Grand Total	1	8	0	9	8	5	0	13	5	6	3	14	1	1	1	3	39
Apprch %	11.1	88.9	0		61.5	38.5	0		35.7	42.9	21.4		33.3	33.3	33.3		
Total %	2.6	20.5	0	23.1	20.5	12.8	0	33.3	12.8	15.4	7.7	35.9	2.6	2.6	2.6	7.7	

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**2**	0	**2**	1	0	0	1	0	1	0	1	0	0	0	0	4
04:15 PM	0	1	0	1	1	**1**	0	2	**2**	**3**	0	**5**	0	0	0	0	**8**
04:30 PM	0	1	0	1	0	0	0	0	1	1	0	2	**1**	0	**1**	**2**	5
04:45 PM	0	2	0	2	**2**	1	0	**3**	1	1	0	2	0	**1**	0	1	8
Total Volume	0	6	0	6	4	2	0	6	4	6	0	10	1	1	1	3	25
% App. Total	0	100	0		66.7	33.3	0		40	60	0		33.3	33.3	33.3		
PHF	.000	.750	.000	.750	.500	.500	.000	.500	.500	.500	.000	.500	.250	.250	.250	.375	.781

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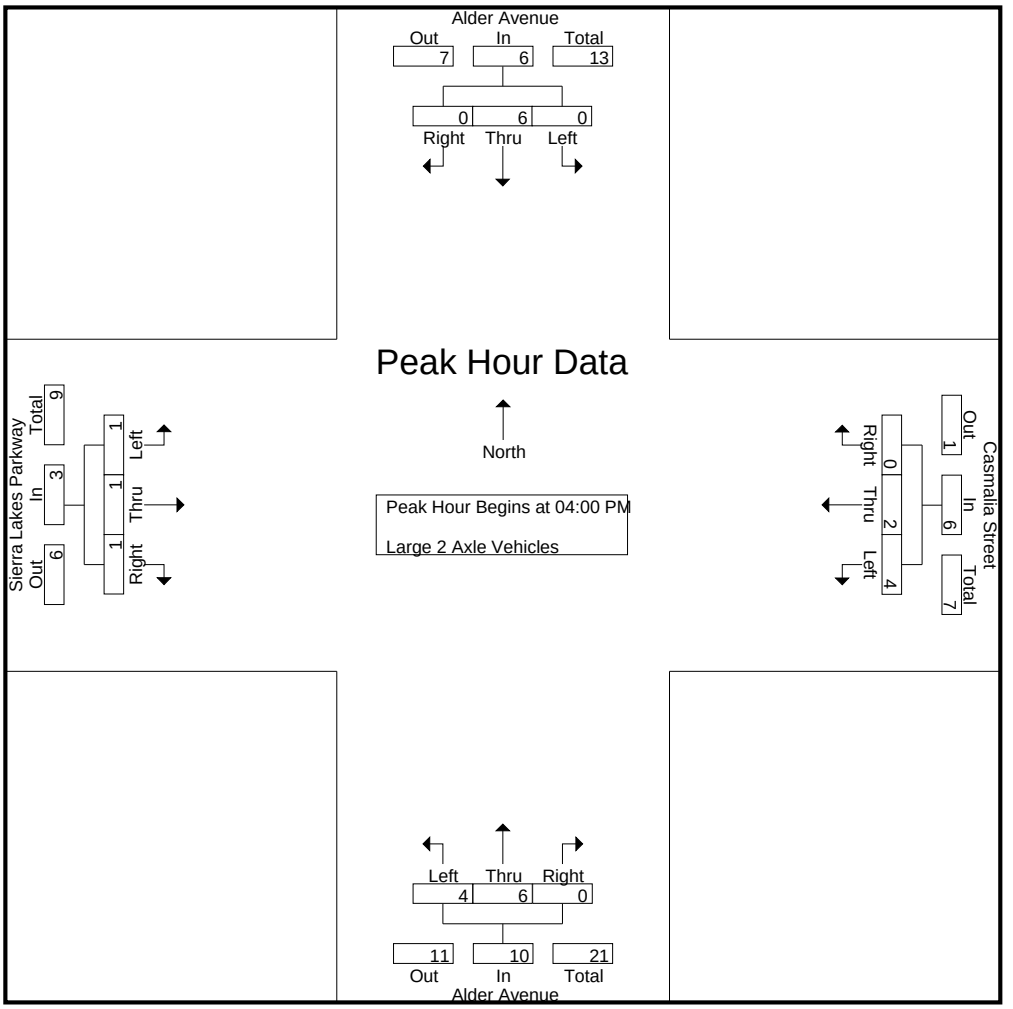

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**2**	0	**2**	1	0	0	1	0	1	0	1	0	0	0	0
+15 mins.	0	1	0	1	1	**1**	0	2	**2**	**3**	0	**5**	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	1	1	0	2	**1**	0	**1**	**2**
+45 mins.	0	2	0	2	**2**	1	0	**3**	1	1	0	2	0	**1**	0	1
Total Volume	0	6	0	6	4	2	0	6	4	6	0	10	1	1	1	3
% App. Total	0	100	0		66.7	33.3	0		40	60	0		33.3	33.3	33.3	
PHF	.000	.750	.000	.750	.500	.500	.000	.500	.500	.500	.000	.500	.250	.250	.250	.375

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City of Rialto
N/S: Alder Avenue
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Weather: Clear

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Site Code : 10824406
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Groups Printed- 3 Axle Vehicles

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	4	0	7	0	0	2	2	1	6	1	8	0	1	2	3	20
04:15 PM	1	5	0	6	1	1	2	4	1	2	0	3	0	0	2	2	15
04:30 PM	1	4	0	5	0	0	0	0	1	5	0	6	1	0	1	2	13
04:45 PM	1	7	0	8	0	0	0	0	2	1	2	5	0	0	1	1	14
Total	6	20	0	26	1	1	4	6	5	14	3	22	1	1	6	8	62
05:00 PM	2	3	1	6	1	0	0	1	1	1	0	2	0	0	0	0	9
05:15 PM	0	0	1	1	0	2	0	2	1	3	2	6	1	1	2	4	13
05:30 PM	0	1	0	1	2	0	0	2	0	4	0	4	0	0	3	3	10
05:45 PM	0	0	0	0	0	2	0	2	2	2	0	4	2	0	3	5	11
Total	2	4	2	8	3	4	0	7	4	10	2	16	3	1	8	12	43
Grand Total	8	24	2	34	4	5	4	13	9	24	5	38	4	2	14	20	105
Apprch %	23.5	70.6	5.9		30.8	38.5	30.8		23.7	63.2	13.2		20	10	70		
Total %	7.6	22.9	1.9	32.4	3.8	4.8	3.8	12.4	8.6	22.9	4.8	36.2	3.8	1.9	13.3	19	

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**3**	4	0	7	0	0	**2**	2	1	**6**	1	**8**	0	**1**	**2**	**3**	**20**
04:15 PM	1	5	0	6	**1**	**1**	2	**4**	1	2	0	3	0	0	2	2	15
04:30 PM	1	4	0	5	0	0	0	0	1	5	0	6	**1**	0	1	2	13
04:45 PM	1	**7**	0	**8**	0	0	0	0	**2**	1	**2**	5	0	0	1	1	14
Total Volume	6	20	0	26	1	1	4	6	5	14	3	22	1	1	6	8	62
% App. Total	23.1	76.9	0		16.7	16.7	66.7		22.7	63.6	13.6		12.5	12.5	75		
PHF	.500	.714	.000	.813	.250	.250	.500	.375	.625	.583	.375	.688	.250	.250	.750	.667	.775

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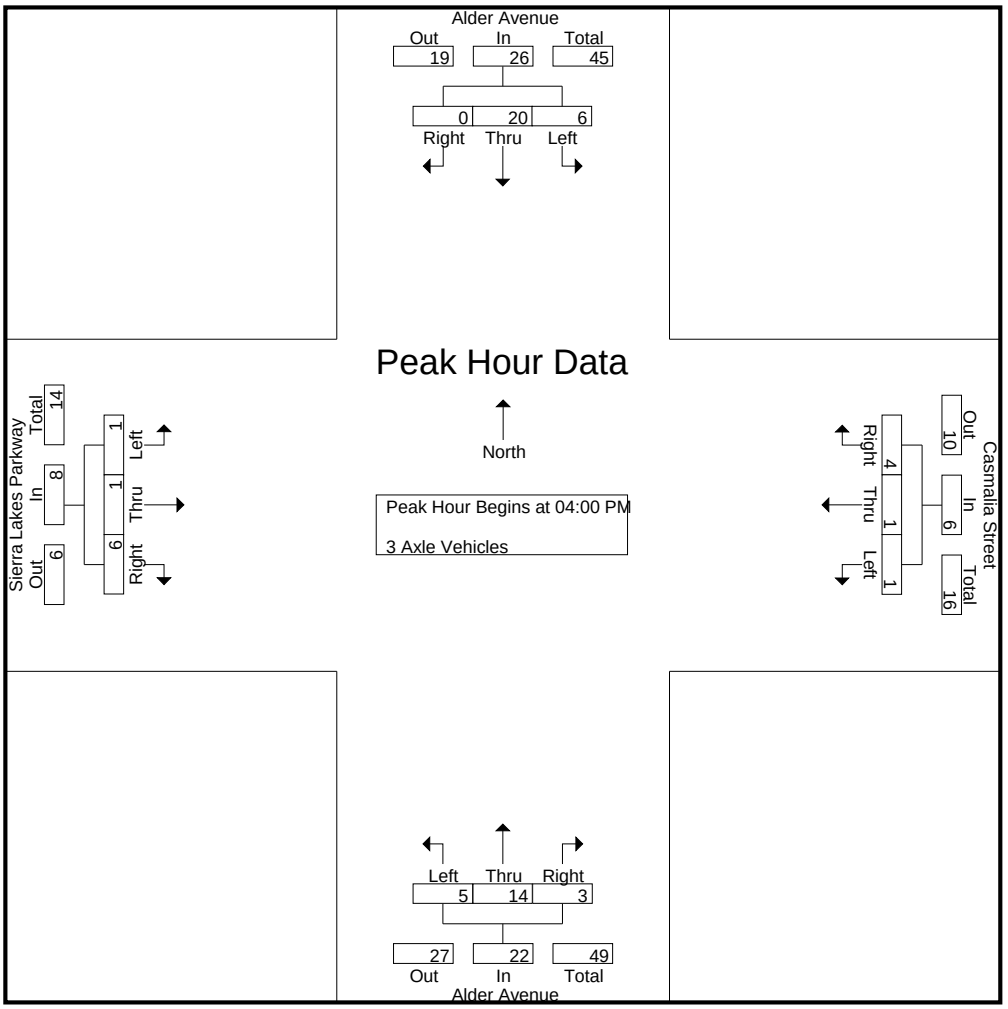
City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**3**	4	0	7	0	0	**2**	2	1	**6**	1	**8**	0	**1**	**2**	**3**
+15 mins.	1	5	0	6	**1**	**1**	2	**4**	1	2	0	3	0	0	2	2
+30 mins.	1	4	0	5	0	0	0	0	1	5	0	6	**1**	0	1	2
+45 mins.	1	**7**	0	**8**	0	0	0	0	**2**	1	**2**	5	0	0	1	1
Total Volume	6	20	0	26	1	1	4	6	5	14	3	22	1	1	6	8
% App. Total	23.1	76.9	0		16.7	16.7	66.7		22.7	63.6	13.6		12.5	12.5	75	
PHF	.500	.714	.000	.813	.250	.250	.500	.375	.625	.583	.375	.688	.250	.250	.750	.667

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City of Rialto
N/S: Alder Avenue
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Weather: Clear

File Name : 06_RLT_Ald_Cas Tue PM
Site Code : 10824406
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Groups Printed- 4+ Axle Trucks

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	6	4	13	6	0	0	6	6	7	2	15	2	2	2	6	40
04:15 PM	1	10	4	15	2	2	0	4	6	14	3	23	1	1	5	7	49
04:30 PM	0	11	2	13	1	1	0	2	5	5	1	11	1	0	4	5	31
04:45 PM	4	16	2	22	3	2	0	5	5	4	4	13	0	0	6	6	46
Total	8	43	12	63	12	5	0	17	22	30	10	62	4	3	17	24	166
05:00 PM	0	10	4	14	1	2	0	3	4	1	1	6	1	1	7	9	32
05:15 PM	0	5	1	6	2	0	1	3	5	2	2	9	2	2	3	7	25
05:30 PM	2	4	0	6	0	0	0	0	8	6	1	15	1	0	4	5	26
05:45 PM	1	4	3	8	4	0	0	4	7	1	3	11	2	0	4	6	29
Total	3	23	8	34	7	2	1	10	24	10	7	41	6	3	18	27	112
Grand Total	11	66	20	97	19	7	1	27	46	40	17	103	10	6	35	51	278
Apprch %	11.3	68	20.6		70.4	25.9	3.7		44.7	38.8	16.5		19.6	11.8	68.6		
Total %	4	23.7	7.2	34.9	6.8	2.5	0.4	9.7	16.5	14.4	6.1	37.1	3.6	2.2	12.6	18.3	

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	3	6	**4**	13	**6**	0	0	**6**	**6**	7	2	15	**2**	**2**	2	6	40
04:15 PM	1	10	4	15	2	**2**	0	4	6	**14**	3	**23**	1	1	5	**7**	**49**
04:30 PM	0	11	2	13	1	1	0	2	5	5	1	11	1	0	4	5	31
04:45 PM	**4**	**16**	2	**22**	3	2	0	5	5	4	**4**	13	0	0	**6**	6	46
Total Volume	8	43	12	63	12	5	0	17	22	30	10	62	4	3	17	24	166
% App. Total	12.7	68.3	19		70.6	29.4	0		35.5	48.4	16.1		16.7	12.5	70.8		
PHF	.500	.672	.750	.716	.500	.625	.000	.708	.917	.536	.625	.674	.500	.375	.708	.857	.847

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City of Rialto
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Weather: Clear

File Name : 06_RLT_Ald_Cas Tue PM
Site Code : 10824406
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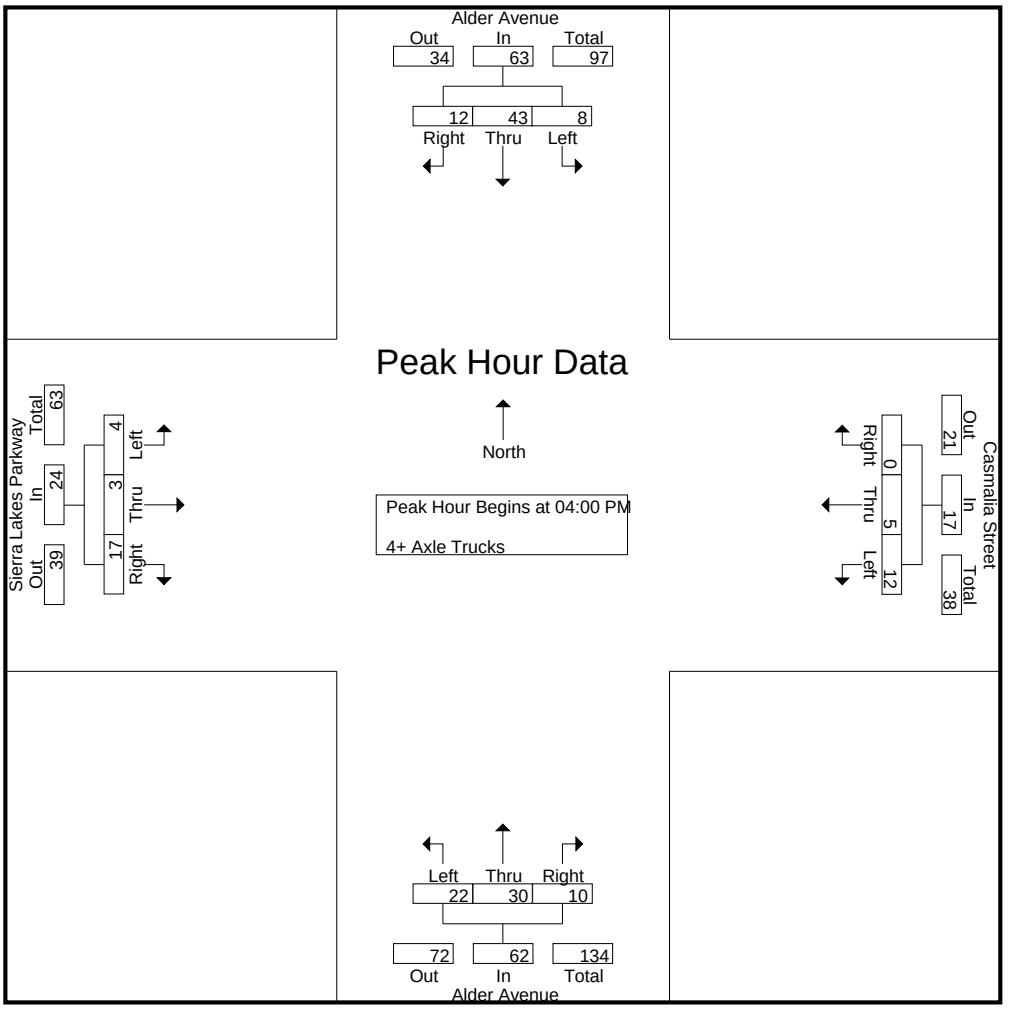

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	3	6	**4**	13	**6**	0	0	**6**	**6**	7	2	15	**2**	**2**	2	6
+15 mins.	1	10	4	15	2	**2**	0	4	6	**14**	3	**23**	1	1	5	**7**
+30 mins.	0	11	2	13	1	1	0	2	5	5	1	11	1	0	4	5
+45 mins.	**4**	**16**	2	**22**	3	2	0	5	5	4	**4**	13	0	0	**6**	6
Total Volume	8	43	12	63	12	5	0	17	22	30	10	62	4	3	17	24
% App. Total	12.7	68.3	19		70.6	29.4	0		35.5	48.4	16.1		16.7	12.5	70.8	
PHF	.500	.672	.750	.716	.500	.625	.000	.708	.917	.536	.625	.674	.500	.375	.708	.857

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City of Rialto
N/S: Alder Avenue
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Weather: Clear

File Name : 06_RLT_Ald_Cas Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	17	6	25	43	27	4	74	25	25	34	84	3	12	34	49	232
07:15 AM	1	25	3	29	53	22	3	78	30	21	21	72	4	11	22	37	216
07:30 AM	3	21	5	29	42	48	5	95	25	29	16	70	8	25	26	59	253
07:45 AM	4	30	5	39	37	44	3	84	24	43	36	103	3	31	34	68	294
Total	10	93	19	122	175	141	15	331	104	118	107	329	18	79	116	213	995
08:00 AM	2	33	9	44	37	35	3	75	28	37	39	104	3	31	34	68	291
08:15 AM	6	29	6	41	48	46	3	97	30	27	37	94	6	35	28	69	301
08:30 AM	1	25	7	33	49	49	4	102	24	36	37	97	8	42	34	84	316
08:45 AM	3	47	5	55	33	25	8	66	32	35	28	95	11	31	39	81	297
Total	12	134	27	173	167	155	18	340	114	135	141	390	28	139	135	302	1205
Grand Total	22	227	46	295	342	296	33	671	218	253	248	719	46	218	251	515	2200
Apprch %	7.5	76.9	15.6		51	44.1	4.9		30.3	35.2	34.5		8.9	42.3	48.7		
Total %	1	10.3	2.1	13.4	15.5	13.5	1.5	30.5	9.9	11.5	11.3	32.7	2.1	9.9	11.4	23.4	
Passenger Vehicles	9	79	28	116	280	274	19	573	162	120	201	483	28	198	175	401	1573
% Passenger Vehicles	40.9	34.8	60.9	39.3	81.9	92.6	57.6	85.4	74.3	47.4	81	67.2	60.9	90.8	69.7	77.9	71.5
Large 2 Axle Vehicles	5	25	5	35	11	6	7	24	2	19	8	29	2	2	5	9	97
% Large 2 Axle Vehicles	22.7	11	10.9	11.9	3.2	2	21.2	3.6	0.9	7.5	3.2	4	4.3	0.9	2	1.7	4.4
3 Axle Vehicles	5	8	0	13	8	4	7	19	7	35	10	52	7	0	12	19	103
% 3 Axle Vehicles	22.7	3.5	0	4.4	2.3	1.4	21.2	2.8	3.2	13.8	4	7.2	15.2	0	4.8	3.7	4.7
4+ Axle Trucks	3	115	13	131	43	12	0	55	47	79	29	155	9	18	59	86	427
% 4+ Axle Trucks	13.6	50.7	28.3	44.4	12.6	4.1	0	8.2	21.6	31.2	11.7	21.6	19.6	8.3	23.5	16.7	19.4

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	2	33	**9**	44	37	35	3	75	28	**37**	**39**	**104**	3	31	34	68	291
08:15 AM	**6**	29	6	41	48	46	3	97	30	27	37	94	6	35	28	69	301
08:30 AM	1	25	7	33	**49**	**49**	4	**102**	24	36	37	97	8	**42**	34	**84**	**316**
08:45 AM	3	**47**	5	**55**	33	25	**8**	66	**32**	35	28	95	**11**	31	**39**	81	297
Total Volume	12	134	27	173	167	155	18	340	114	135	141	390	28	139	135	302	1205
% App. Total	6.9	77.5	15.6		49.1	45.6	5.3		29.2	34.6	36.2		9.3	46	44.7		
PHF	.500	.713	.750	.786	.852	.791	.563	.833	.891	.912	.904	.938	.636	.827	.865	.899	.953

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City of Rialto
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Weather: Clear

File Name : 06_RLT_Ald_Cas Wed AM
Site Code : 10824406
Start Date : 5/8/2024
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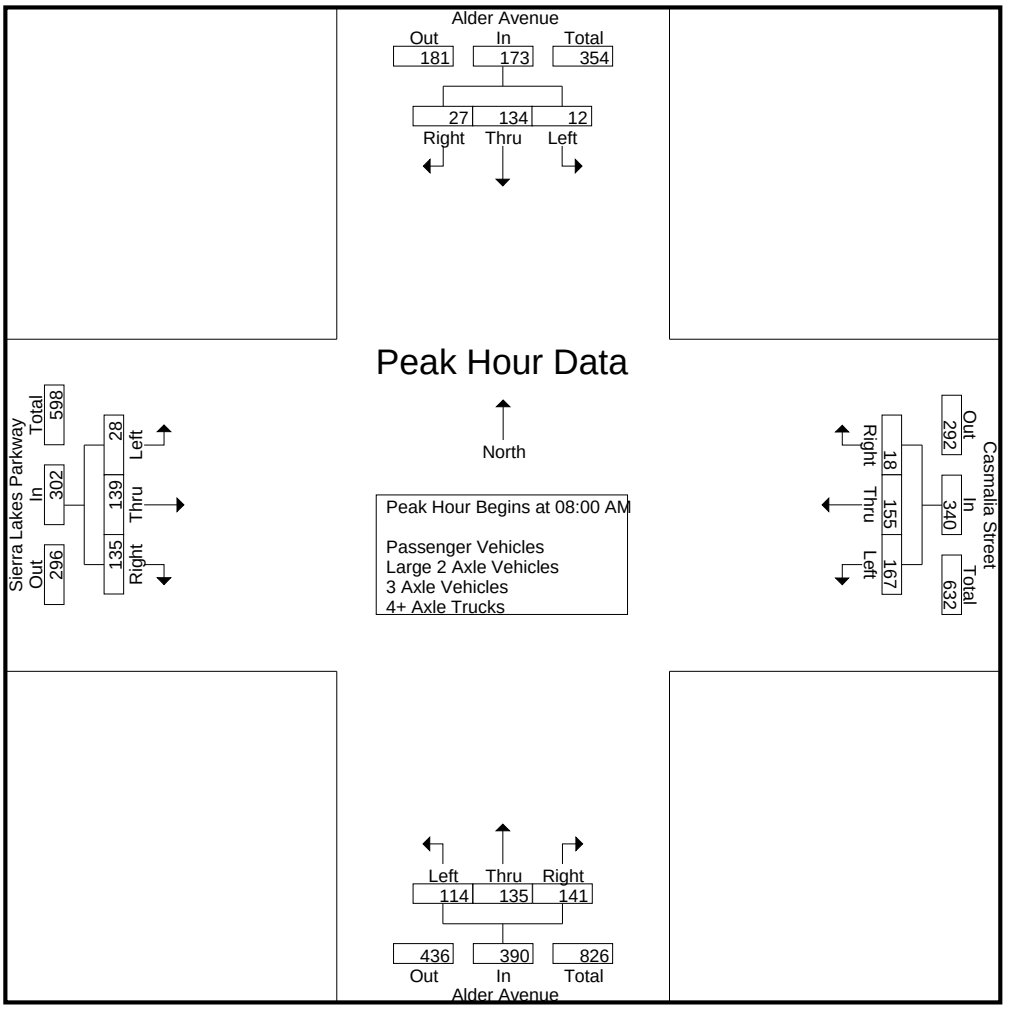

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:45 AM				07:45 AM				08:00 AM			
+0 mins.	2	33	**9**	44	37	44	3	84	24	**43**	36	103	3	31	34	68
+15 mins.	**6**	29	6	41	37	35	3	75	28	37	**39**	**104**	6	35	28	69
+30 mins.	1	25	7	33	48	46	3	97	**30**	27	37	94	8	**42**	34	**84**
+45 mins.	3	**47**	5	**55**	**49**	**49**	**4**	**102**	24	36	37	97	**11**	31	**39**	81
Total Volume	12	134	27	173	171	174	13	358	106	143	149	398	28	139	135	302
% App. Total	6.9	77.5	15.6		47.8	48.6	3.6		26.6	35.9	37.4		9.3	46	44.7	
PHF	.500	.713	.750	.786	.872	.888	.813	.877	.883	.831	.955	.957	.636	.827	.865	.899

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Weather: Clear

File Name : 06_RLT_Ald_Cas Wed AM
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Groups Printed- Passenger Vehicles

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	2	5	37	25	2	64	17	16	31	64	2	10	23	35	168
07:15 AM	1	6	3	10	49	21	3	73	24	8	18	50	3	11	16	30	163
07:30 AM	1	9	1	11	33	44	1	78	20	15	12	47	6	21	17	44	180
07:45 AM	2	13	3	18	26	40	3	69	21	21	28	70	3	29	23	55	212
Total	4	31	9	44	145	130	9	284	82	60	89	231	14	71	79	164	723
08:00 AM	1	15	6	22	32	32	1	65	20	20	33	73	3	26	22	51	211
08:15 AM	3	10	3	16	36	44	3	83	20	14	30	64	2	33	21	56	219
08:30 AM	0	6	6	12	41	45	1	87	17	13	28	58	2	40	26	68	225
08:45 AM	1	17	4	22	26	23	5	54	23	13	21	57	7	28	27	62	195
Total	5	48	19	72	135	144	10	289	80	60	112	252	14	127	96	237	850
Grand Total	9	79	28	116	280	274	19	573	162	120	201	483	28	198	175	401	1573
Apprch %	7.8	68.1	24.1		48.9	47.8	3.3		33.5	24.8	41.6		7	49.4	43.6		
Total %	0.6	5	1.8	7.4	17.8	17.4	1.2	36.4	10.3	7.6	12.8	30.7	1.8	12.6	11.1	25.5	

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	15	**6**	**22**	32	32	1	65	20	**20**	**33**	**73**	3	26	22	51	211
08:15 AM	**3**	10	3	16	36	44	3	83	20	14	30	64	2	33	21	56	219
08:30 AM	0	6	6	12	**41**	**45**	1	**87**	17	13	28	58	2	**40**	26	**68**	**225**
08:45 AM	1	**17**	4	22	26	23	**5**	54	**23**	13	21	57	**7**	28	**27**	62	195
Total Volume	5	48	19	72	135	144	10	289	80	60	112	252	14	127	96	237	850
% App. Total	6.9	66.7	26.4		46.7	49.8	3.5		31.7	23.8	44.4		5.9	53.6	40.5		
PHF	.417	.706	.792	.818	.823	.800	.500	.830	.870	.750	.848	.863	.500	.794	.889	.871	.944

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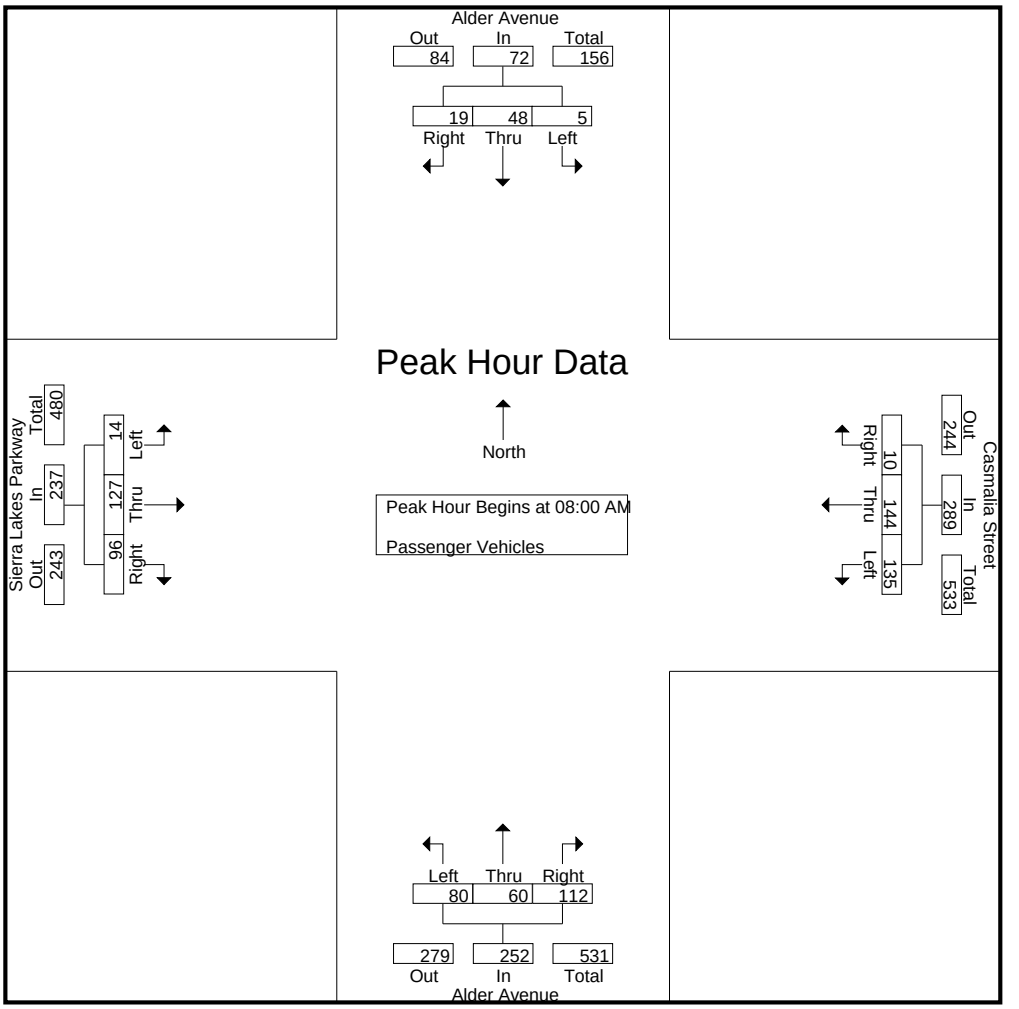

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	1	15	**6**	**22**	32	32	1	65	20	**20**	**33**	**73**	3	26	22	51
+15 mins.	**3**	10	3	16	36	44	3	83	20	14	30	64	2	33	21	56
+30 mins.	0	6	6	12	**41**	**45**	1	**87**	17	13	28	58	2	**40**	26	**68**
+45 mins.	1	**17**	4	22	26	23	**5**	54	**23**	13	21	57	**7**	28	**27**	62
Total Volume	5	48	19	72	135	144	10	289	80	60	112	252	14	127	96	237
% App. Total	6.9	66.7	26.4		46.7	49.8	3.5		31.7	23.8	44.4		5.9	53.6	40.5	
PHF	.417	.706	.792	.818	.823	.800	.500	.830	.870	.750	.848	.863	.500	.794	.889	.871

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Groups Printed- Large 2 Axle Vehicles

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	2	1	4	2	1	2	5	0	0	0	0	0	0	2	2	11
07:15 AM	0	4	0	4	2	0	0	2	1	0	0	1	0	0	2	2	9
07:30 AM	0	2	1	3	0	0	3	3	0	3	0	3	0	1	0	1	10
07:45 AM	2	3	0	5	1	1	0	2	0	5	1	6	0	0	0	0	13
Total	3	11	2	16	5	2	5	12	1	8	1	10	0	1	4	5	43
08:00 AM	0	4	2	6	1	2	0	3	0	3	1	4	0	1	1	2	15
08:15 AM	2	4	0	6	3	1	0	4	0	0	0	0	0	0	0	0	10
08:30 AM	0	3	0	3	0	1	1	2	0	3	3	6	1	0	0	1	12
08:45 AM	0	3	1	4	2	0	1	3	1	5	3	9	1	0	0	1	17
Total	2	14	3	19	6	4	2	12	1	11	7	19	2	1	1	4	54
Grand Total	5	25	5	35	11	6	7	24	2	19	8	29	2	2	5	9	97
Apprch %	14.3	71.4	14.3		45.8	25	29.2		6.9	65.5	27.6		22.2	22.2	55.6		
Total %	5.2	25.8	5.2	36.1	11.3	6.2	7.2	24.7	2.1	19.6	8.2	29.9	2.1	2.1	5.2	9.3	

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**4**	**2**	**6**	1	**2**	0	3	0	3	1	4	0	**1**	**1**	**2**	15
08:15 AM	**2**	4	0	6	**3**	1	0	**4**	0	0	0	0	0	0	0	0	10
08:30 AM	0	3	0	3	0	1	**1**	2	0	3	**3**	6	**1**	0	0	1	12
08:45 AM	0	3	1	4	2	0	1	3	**1**	**5**	3	**9**	1	0	0	1	**17**
Total Volume	2	14	3	19	6	4	2	12	1	11	7	19	2	1	1	4	54
% App. Total	10.5	73.7	15.8		50	33.3	16.7		5.3	57.9	36.8		50	25	25		
PHF	.250	.875	.375	.792	.500	.500	.500	.750	.250	.550	.583	.528	.500	.250	.250	.500	.794

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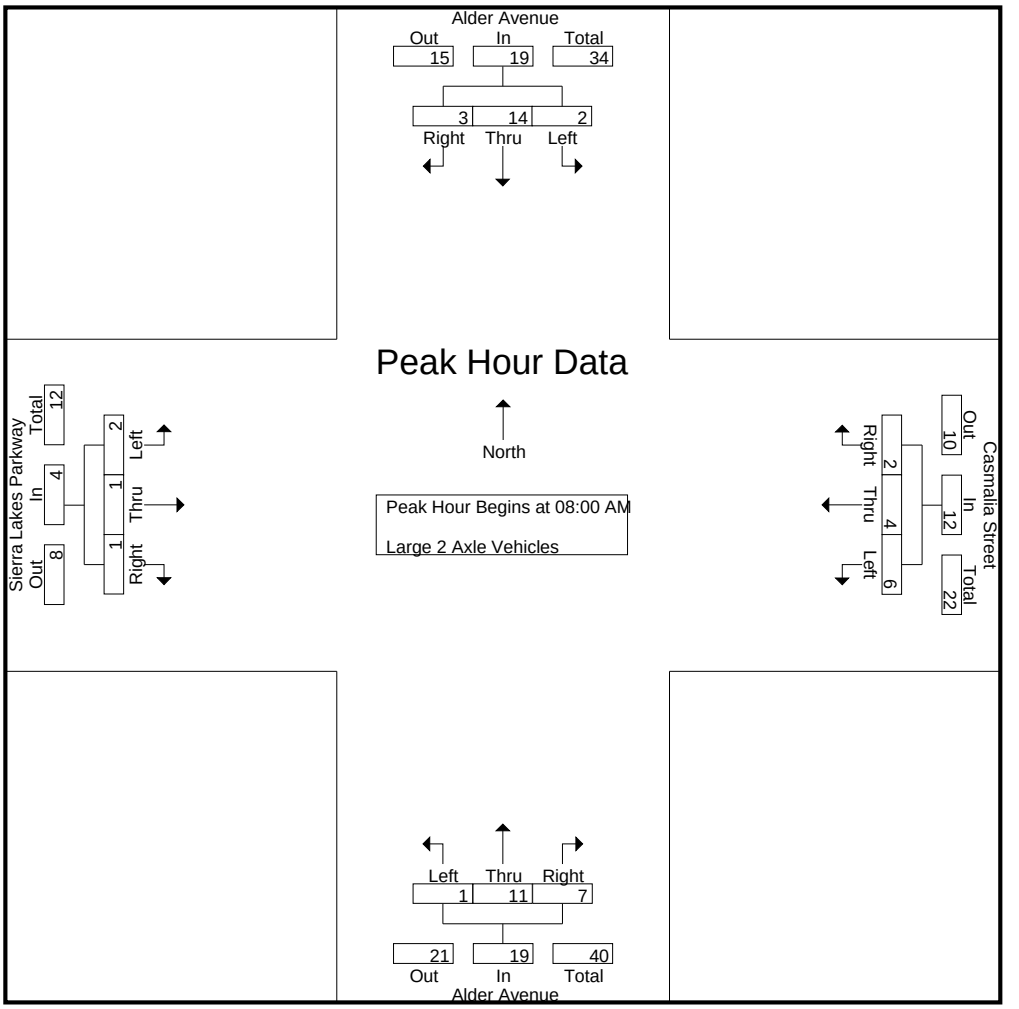
City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	**4**	**2**	**6**	1	**2**	0	3	0	3	1	4	0	**1**	**1**	**2**
+15 mins.	**2**	4	0	6	**3**	1	0	**4**	0	0	0	0	0	0	0	0
+30 mins.	0	3	0	3	0	1	**1**	2	0	3	**3**	6	**1**	0	0	1
+45 mins.	0	3	1	4	2	0	1	3	**1**	**5**	3	**9**	1	0	0	1
Total Volume	2	14	3	19	6	4	2	12	1	11	7	19	2	1	1	4
% App. Total	10.5	73.7	15.8		50	33.3	16.7		5.3	57.9	36.8		50	25	25	
PHF	.250	.875	.375	.792	.500	.500	.500	.750	.250	.550	.583	.528	.500	.250	.250	.500

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City of Rialto
N/S: Alder Avenue
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Weather: Clear

File Name : 06_RLT_Ald_Cas Wed AM
Site Code : 10824406
Start Date : 5/8/2024
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Groups Printed- 3 Axle Vehicles

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	0	0	1	1	0	1	2	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	0	7
07:30 AM	2	1	0	3	2	1	1	4	1	1	1	3	0	0	4	4	14
07:45 AM	0	2	0	2	2	1	0	3	0	3	1	4	0	0	3	3	12
Total	2	3	0	5	5	2	1	8	2	11	3	16	0	0	7	7	36
08:00 AM	1	0	0	1	0	1	2	3	1	3	1	5	0	0	3	3	12
08:15 AM	1	1	0	2	1	1	0	2	1	3	2	6	1	0	0	1	11
08:30 AM	0	3	0	3	1	0	2	3	0	8	2	10	5	0	1	6	22
08:45 AM	1	1	0	2	1	0	2	3	3	10	2	15	1	0	1	2	22
Total	3	5	0	8	3	2	6	11	5	24	7	36	7	0	5	12	67
Grand Total	5	8	0	13	8	4	7	19	7	35	10	52	7	0	12	19	103
Apprch %	38.5	61.5	0		42.1	21.1	36.8		13.5	67.3	19.2		36.8	0	63.2		
Total %	4.9	7.8	0	12.6	7.8	3.9	6.8	18.4	6.8	34	9.7	50.5	6.8	0	11.7	18.4	

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**1**	0	0	1	0	**1**	**2**	**3**	1	3	1	5	0	0	**3**	3	12
08:15 AM	1	1	0	2	**1**	1	0	2	1	3	**2**	6	1	0	0	1	11
08:30 AM	0	**3**	0	**3**	1	0	2	3	0	8	2	10	**5**	0	1	**6**	**22**
08:45 AM	1	1	0	2	1	0	2	3	**3**	**10**	2	**15**	1	0	1	2	22
Total Volume	3	5	0	8	3	2	6	11	5	24	7	36	7	0	5	12	67
% App. Total	37.5	62.5	0		27.3	18.2	54.5		13.9	66.7	19.4		58.3	0	41.7		
PHF	.750	.417	.000	.667	.750	.500	.750	.917	.417	.600	.875	.600	.350	.000	.417	.500	.761

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City of Rialto
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E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Wed AM
Site Code : 10824406
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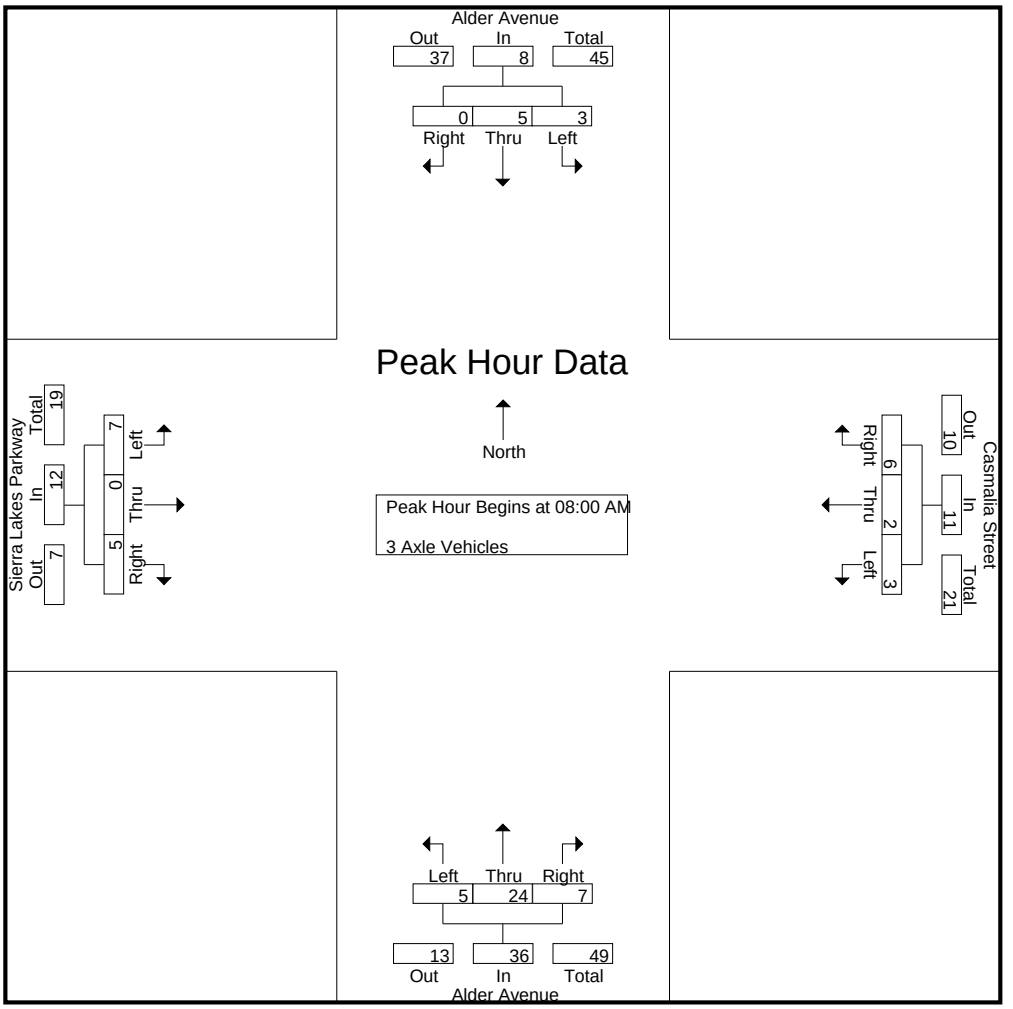

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	**1**	0	0	1	0	**1**	**2**	**3**	1	3	1	5	0	0	**3**	3
+15 mins.	1	1	0	2	**1**	1	0	2	1	3	**2**	6	1	0	0	1
+30 mins.	0	**3**	0	**3**	1	0	2	3	0	8	2	10	**5**	0	1	**6**
+45 mins.	1	1	0	2	1	0	2	3	**3**	**10**	2	**15**	1	0	1	2
Total Volume	3	5	0	8	3	2	6	11	5	24	7	36	7	0	5	12
% App. Total	37.5	62.5	0		27.3	18.2	54.5		13.9	66.7	19.4		58.3	0	41.7	
PHF	.750	.417	.000	.667	.750	.500	.750	.917	.417	.600	.875	.600	.350	.000	.417	.500

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City of Rialto
N/S: Alder Avenue
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Weather: Clear

File Name : 06_RLT_Ald_Cas Wed AM
Site Code : 10824406
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Groups Printed- 4+ Axle Trucks

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	12	3	16	3	1	0	4	7	9	2	18	1	2	9	12	50
07:15 AM	0	15	0	15	2	1	0	3	5	6	3	14	1	0	4	5	37
07:30 AM	0	9	3	12	7	3	0	10	4	10	3	17	2	3	5	10	49
07:45 AM	0	12	2	14	8	2	0	10	3	14	6	23	0	2	8	10	57
Total	1	48	8	57	20	7	0	27	19	39	14	72	4	7	26	37	193
08:00 AM	0	14	1	15	4	0	0	4	7	11	4	22	0	4	8	12	53
08:15 AM	0	14	3	17	8	0	0	8	9	10	5	24	3	2	7	12	61
08:30 AM	1	13	1	15	7	3	0	10	7	12	4	23	0	2	7	9	57
08:45 AM	1	26	0	27	4	2	0	6	5	7	2	14	2	3	11	16	63
Total	2	67	5	74	23	5	0	28	28	40	15	83	5	11	33	49	234
Grand Total	3	115	13	131	43	12	0	55	47	79	29	155	9	18	59	86	427
Apprch %	2.3	87.8	9.9		78.2	21.8	0		30.3	51	18.7		10.5	20.9	68.6		
Total %	0.7	26.9	3	30.7	10.1	2.8	0	12.9	11	18.5	6.8	36.3	2.1	4.2	13.8	20.1	

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	14	1	15	4	0	0	4	7	11	4	22	0	**4**	8	12	53
08:15 AM	0	14	**3**	17	**8**	0	0	8	**9**	10	**5**	**24**	**3**	2	7	12	61
08:30 AM	**1**	13	1	15	7	**3**	0	**10**	7	**12**	4	23	0	2	7	9	57
08:45 AM	1	**26**	0	**27**	4	2	0	6	5	7	2	14	2	3	**11**	**16**	**63**
Total Volume	2	67	5	74	23	5	0	28	28	40	15	83	5	11	33	49	234
% App. Total	2.7	90.5	6.8		82.1	17.9	0		33.7	48.2	18.1		10.2	22.4	67.3		
PHF	.500	.644	.417	.685	.719	.417	.000	.700	.778	.833	.750	.865	.417	.688	.750	.766	.929

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City of Rialto
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Weather: Clear

File Name : 06_RLT_Ald_Cas Wed AM
Site Code : 10824406
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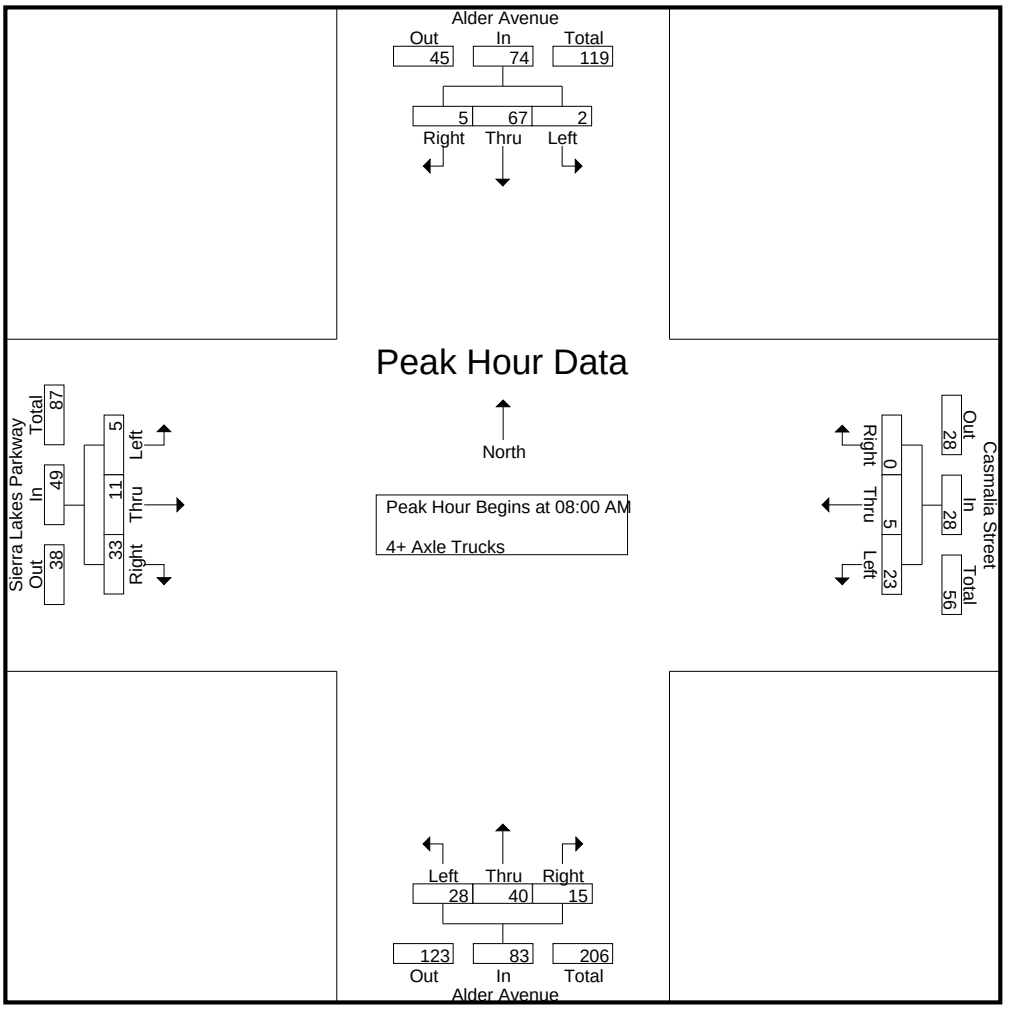

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	14	1	15	4	0	0	4	7	11	4	22	0	**4**	8	12
+15 mins.	0	14	**3**	17	**8**	0	0	8	**9**	10	**5**	**24**	**3**	2	7	12
+30 mins.	**1**	13	1	15	7	**3**	0	**10**	7	**12**	4	23	0	2	7	9
+45 mins.	1	**26**	0	**27**	4	2	0	6	5	7	2	14	2	3	**11**	**16**
Total Volume	2	67	5	74	23	5	0	28	28	40	15	83	5	11	33	49
% App. Total	2.7	90.5	6.8		82.1	17.9	0		33.7	48.2	18.1		10.2	22.4	67.3	
PHF	.500	.644	.417	.685	.719	.417	.000	.700	.778	.833	.750	.865	.417	.688	.750	.766

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City of Rialto
N/S: Alder Avenue
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Weather: Clear

File Name : 06_RLT_Ald_Cas Wed PM
Site Code : 10824406
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	5	39	9	53	64	65	2	131	29	29	43	101	10	72	54	136	421
04:15 PM	5	43	15	63	50	55	2	107	33	21	33	87	3	50	57	110	367
04:30 PM	5	30	8	43	60	67	2	129	41	18	28	87	6	63	48	117	376
04:45 PM	7	36	4	47	47	76	2	125	34	16	28	78	2	72	46	120	370
Total	22	148	36	206	221	263	8	492	137	84	132	353	21	257	205	483	1534
05:00 PM	5	27	7	39	53	59	0	112	31	9	25	65	4	62	40	106	322
05:15 PM	1	14	5	20	27	52	1	80	44	6	21	71	3	73	53	129	300
05:30 PM	2	14	1	17	42	40	3	85	45	3	27	75	3	71	56	130	307
05:45 PM	2	7	6	15	47	32	0	79	43	8	29	80	3	58	39	100	274
Total	10	62	19	91	169	183	4	356	163	26	102	291	13	264	188	465	1203
Grand Total	32	210	55	297	390	446	12	848	300	110	234	644	34	521	393	948	2737
Apprch %	10.8	70.7	18.5		46	52.6	1.4		46.6	17.1	36.3		3.6	55	41.5		
Total %	1.2	7.7	2	10.9	14.2	16.3	0.4	31	11	4	8.5	23.5	1.2	19	14.4	34.6	
Passenger Vehicles	18	116	31	165	364	429	10	803	260	57	211	528	20	508	337	865	2361
% Passenger Vehicles	56.2	55.2	56.4	55.6	93.3	96.2	83.3	94.7	86.7	51.8	90.2	82	58.8	97.5	85.8	91.2	86.3
Large 2 Axle Vehicles	1	7	1	9	4	0	0	4	4	7	7	18	1	4	6	11	42
% Large 2 Axle Vehicles	3.1	3.3	1.8	3	1	0	0	0.5	1.3	6.4	3	2.8	2.9	0.8	1.5	1.2	1.5
3 Axle Vehicles	5	25	4	34	6	7	0	13	6	14	2	22	5	5	9	19	88
% 3 Axle Vehicles	15.6	11.9	7.3	11.4	1.5	1.6	0	1.5	2	12.7	0.9	3.4	14.7	1	2.3	2	3.2
4+ Axle Trucks	8	62	19	89	16	10	2	28	30	32	14	76	8	4	41	53	246
% 4+ Axle Trucks	25	29.5	34.5	30	4.1	2.2	16.7	3.3	10	29.1	6	11.8	23.5	0.8	10.4	5.6	9

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	5	39	9	53	**64**	65	**2**	**131**	29	**29**	**43**	**101**	**10**	**72**	54	**136**	**421**
04:15 PM	5	**43**	**15**	**63**	50	55	2	107	33	21	33	87	3	50	**57**	110	367
04:30 PM	5	30	8	43	60	67	2	129	**41**	18	28	87	6	63	48	117	376
04:45 PM	**7**	36	4	47	47	**76**	2	125	34	16	28	78	2	72	46	120	370
Total Volume	22	148	36	206	221	263	8	492	137	84	132	353	21	257	205	483	1534
% App. Total	10.7	71.8	17.5		44.9	53.5	1.6		38.8	23.8	37.4		4.3	53.2	42.4		
PHF	.786	.860	.600	.817	.863	.865	1.00	.939	.835	.724	.767	.874	.525	.892	.899	.888	.911

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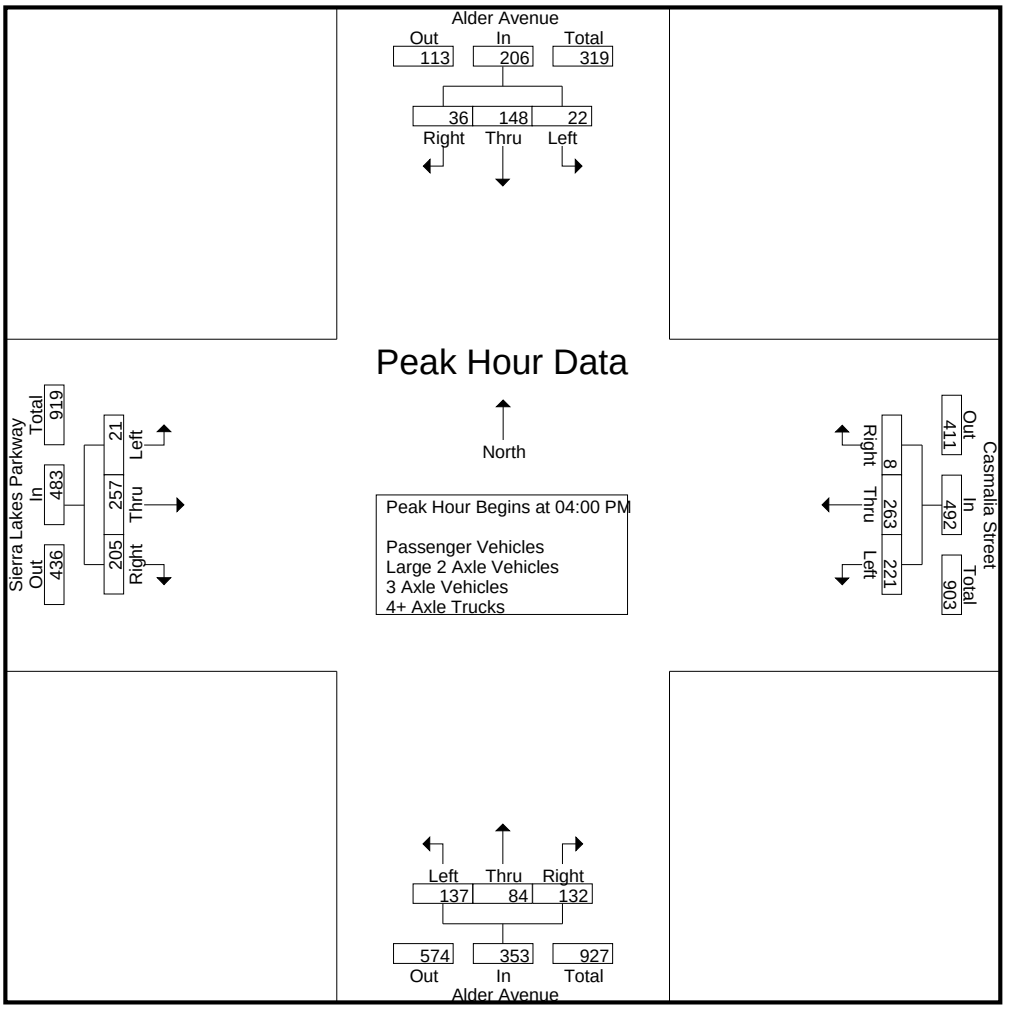

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:45 PM			
+0 mins.	5	39	9	53	**64**	65	**2**	**131**	29	**29**	**43**	**101**	2	72	46	120
+15 mins.	5	**43**	**15**	**63**	50	55	2	107	33	21	33	87	**4**	62	40	106
+30 mins.	5	30	8	43	60	67	2	129	**41**	18	28	87	3	**73**	53	129
+45 mins.	**7**	36	4	47	47	**76**	2	125	34	16	28	78	3	71	**56**	**130**
Total Volume	22	148	36	206	221	263	8	492	137	84	132	353	12	278	195	485
% App. Total	10.7	71.8	17.5		44.9	53.5	1.6		38.8	23.8	37.4		2.5	57.3	40.2	
PHF	.786	.860	.600	.817	.863	.865	1.000	.939	.835	.724	.767	.874	.750	.952	.871	.933

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City of Rialto
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Weather: Clear

File Name : 06_RLT_Ald_Cas Wed PM
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Groups Printed- Passenger Vehicles

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	26	6	34	59	63	2	124	26	12	39	77	4	69	45	118	353
04:15 PM	1	25	7	33	47	51	2	100	27	13	29	69	3	46	47	96	298
04:30 PM	3	17	4	24	58	63	2	123	35	7	27	69	6	63	41	110	326
04:45 PM	6	16	3	25	43	73	2	118	27	8	25	60	2	71	39	112	315
Total	12	84	20	116	207	250	8	465	115	40	120	275	15	249	172	436	1292
05:00 PM	3	16	5	24	49	56	0	105	28	6	23	57	2	58	37	97	283
05:15 PM	0	4	1	5	23	51	0	74	41	5	17	63	0	73	45	118	260
05:30 PM	1	8	0	9	39	40	2	81	40	1	26	67	0	70	50	120	277
05:45 PM	2	4	5	11	46	32	0	78	36	5	25	66	3	58	33	94	249
Total	6	32	11	49	157	179	2	338	145	17	91	253	5	259	165	429	1069
Grand Total	18	116	31	165	364	429	10	803	260	57	211	528	20	508	337	865	2361
Apprch %	10.9	70.3	18.8		45.3	53.4	1.2		49.2	10.8	40		2.3	58.7	39		
Total %	0.8	4.9	1.3	7	15.4	18.2	0.4	34	11	2.4	8.9	22.4	0.8	21.5	14.3	36.6	

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	**26**	6	**34**	**59**	63	**2**	**124**	26	12	**39**	**77**	4	69	45	**118**	**353**
04:15 PM	1	25	**7**	33	47	51	2	100	27	**13**	29	69	3	46	**47**	96	298
04:30 PM	3	17	4	24	58	63	2	123	**35**	7	27	69	**6**	63	41	110	326
04:45 PM	**6**	16	3	25	43	**73**	2	118	27	8	25	60	2	**71**	39	112	315
Total Volume	12	84	20	116	207	250	8	465	115	40	120	275	15	249	172	436	1292
% App. Total	10.3	72.4	17.2		44.5	53.8	1.7		41.8	14.5	43.6		3.4	57.1	39.4		
PHF	.500	.808	.714	.853	.877	.856	1.00	.938	.821	.769	.769	.893	.625	.877	.915	.924	.915

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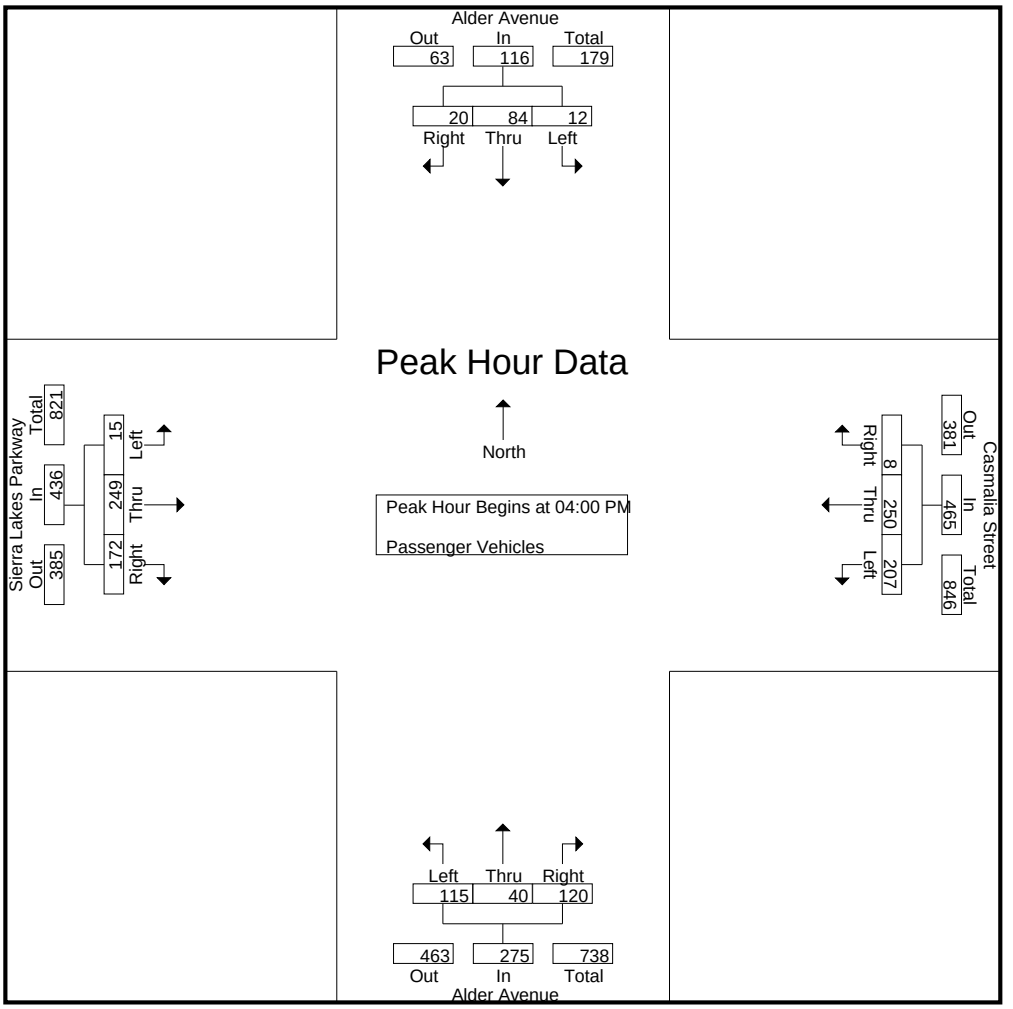
City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	2	**26**	6	**34**	**59**	63	**2**	**124**	26	12	**39**	**77**	4	69	45	**118**
+15 mins.	1	25	**7**	33	47	51	2	100	27	**13**	29	69	3	46	**47**	96
+30 mins.	3	17	4	24	58	63	2	123	**35**	7	27	69	**6**	63	41	110
+45 mins.	**6**	16	3	25	43	**73**	2	118	27	8	25	60	2	**71**	39	112
Total Volume	12	84	20	116	207	250	8	465	115	40	120	275	15	249	172	436
% App. Total	10.3	72.4	17.2		44.5	53.8	1.7		41.8	14.5	43.6		3.4	57.1	39.4	
PHF	.500	.808	.714	.853	.877	.856	1.000	.938	.821	.769	.769	.893	.625	.877	.915	.924

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	0	3	3	0	0	1	1	6
04:15 PM	0	1	1	2	0	0	0	0	0	2	1	3	0	2	2	4	9
04:30 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	1	1	5
04:45 PM	0	2	0	2	3	0	0	3	1	1	0	2	0	0	0	0	7
Total	0	5	1	6	3	0	0	3	1	7	4	12	0	2	4	6	27
05:00 PM	1	1	0	2	0	0	0	0	1	0	1	2	0	1	1	2	6
05:15 PM	0	1	0	1	0	0	0	0	0	0	1	1	1	0	1	2	4
05:30 PM	0	0	0	0	1	0	0	1	1	0	1	2	0	1	0	1	4
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	1	2	0	3	1	0	0	1	3	0	3	6	1	2	2	5	15
Grand Total	1	7	1	9	4	0	0	4	4	7	7	18	1	4	6	11	42
Apprch %	11.1	77.8	11.1		100	0	0		22.2	38.9	38.9		9.1	36.4	54.5		
Total %	2.4	16.7	2.4	21.4	9.5	0	0	9.5	9.5	16.7	16.7	42.9	2.4	9.5	14.3	26.2	

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**2**	0	**2**	0	0	0	0	0	0	**3**	3	0	0	1	1	6
04:15 PM	0	1	**1**	2	0	0	0	0	0	2	1	3	0	**2**	**2**	**4**	**9**
04:30 PM	0	0	0	0	0	0	0	0	0	**4**	0	**4**	0	0	1	1	5
04:45 PM	0	2	0	2	**3**	0	0	**3**	**1**	1	0	2	0	0	0	0	7
Total Volume	0	5	1	6	3	0	0	3	1	7	4	12	0	2	4	6	27
% App. Total	0	83.3	16.7		100	0	0		8.3	58.3	33.3		0	33.3	66.7		
PHF	.000	.625	.250	.750	.250	.000	.000	.250	.250	.438	.333	.750	.000	.250	.500	.375	.750

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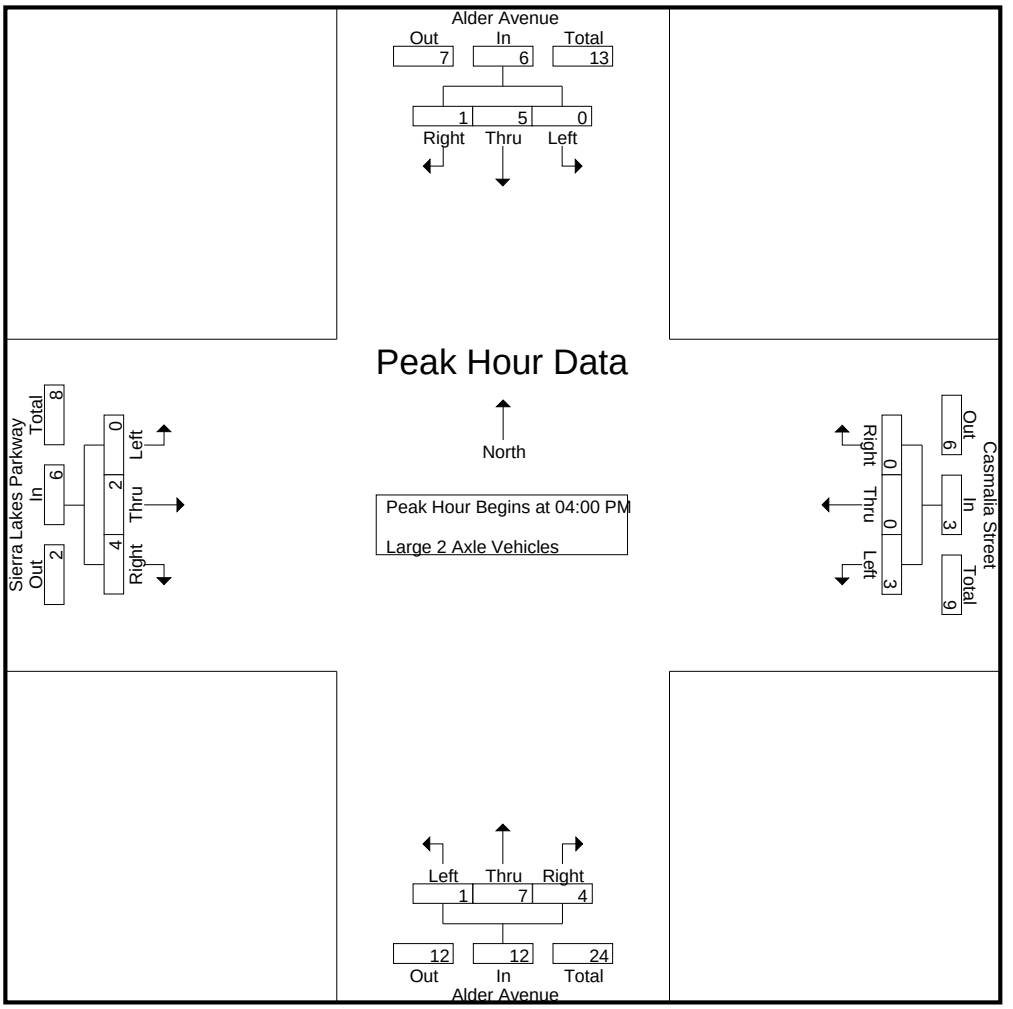
City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	0	**3**	3	0	0	1	1
+15 mins.	0	1	**1**	2	0	0	0	0	0	2	1	3	0	**2**	**2**	**4**
+30 mins.	0	0	0	0	0	0	0	0	0	**4**	0	**4**	0	0	1	1
+45 mins.	0	2	0	2	**3**	0	0	**3**	**1**	1	0	2	0	0	0	0
Total Volume	0	5	1	6	3	0	0	3	1	7	4	12	0	2	4	6
% App. Total	0	83.3	16.7		100	0	0		8.3	58.3	33.3		0	33.3	66.7	
PHF	.000	.625	.250	.750	.250	.000	.000	.250	.250	.438	.333	.750	.000	.250	.500	.375

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	3	0	5	1	1	0	2	0	2	1	3	2	1	0	3	13
04:15 PM	2	4	0	6	2	1	0	3	2	2	0	4	0	1	2	3	16
04:30 PM	1	2	2	5	0	2	0	2	0	3	0	3	0	0	0	0	10
04:45 PM	0	8	0	8	0	1	0	1	2	4	1	7	0	1	2	3	19
Total	5	17	2	24	3	5	0	8	4	11	2	17	2	3	4	9	58
05:00 PM	0	3	1	4	1	1	0	2	0	1	0	1	1	2	2	5	12
05:15 PM	0	3	0	3	1	1	0	2	0	0	0	0	0	0	1	1	6
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	2	0	1	3	4
05:45 PM	0	1	1	2	1	0	0	1	2	2	0	4	0	0	1	1	8
Total	0	8	2	10	3	2	0	5	2	3	0	5	3	2	5	10	30
Grand Total	5	25	4	34	6	7	0	13	6	14	2	22	5	5	9	19	88
Apprch %	14.7	73.5	11.8		46.2	53.8	0		27.3	63.6	9.1		26.3	26.3	47.4		
Total %	5.7	28.4	4.5	38.6	6.8	8	0	14.8	6.8	15.9	2.3	25	5.7	5.7	10.2	21.6	

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**2**	3	0	5	1	1	0	2	0	2	**1**	3	**2**	**1**	0	**3**	13
04:15 PM	2	4	0	6	**2**	1	0	**3**	**2**	2	0	4	0	1	**2**	3	16
04:30 PM	1	2	**2**	5	0	**2**	0	2	0	3	0	3	0	0	0	0	10
04:45 PM	0	**8**	0	**8**	0	1	0	1	2	**4**	1	**7**	0	1	2	3	**19**
Total Volume	5	17	2	24	3	5	0	8	4	11	2	17	2	3	4	9	58
% App. Total	20.8	70.8	8.3		37.5	62.5	0		23.5	64.7	11.8		22.2	33.3	44.4		
PHF	.625	.531	.250	.750	.375	.625	.000	.667	.500	.688	.500	.607	.250	.750	.500	.750	.763

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Wed PM
Site Code : 10824406
Start Date : 5/8/2024
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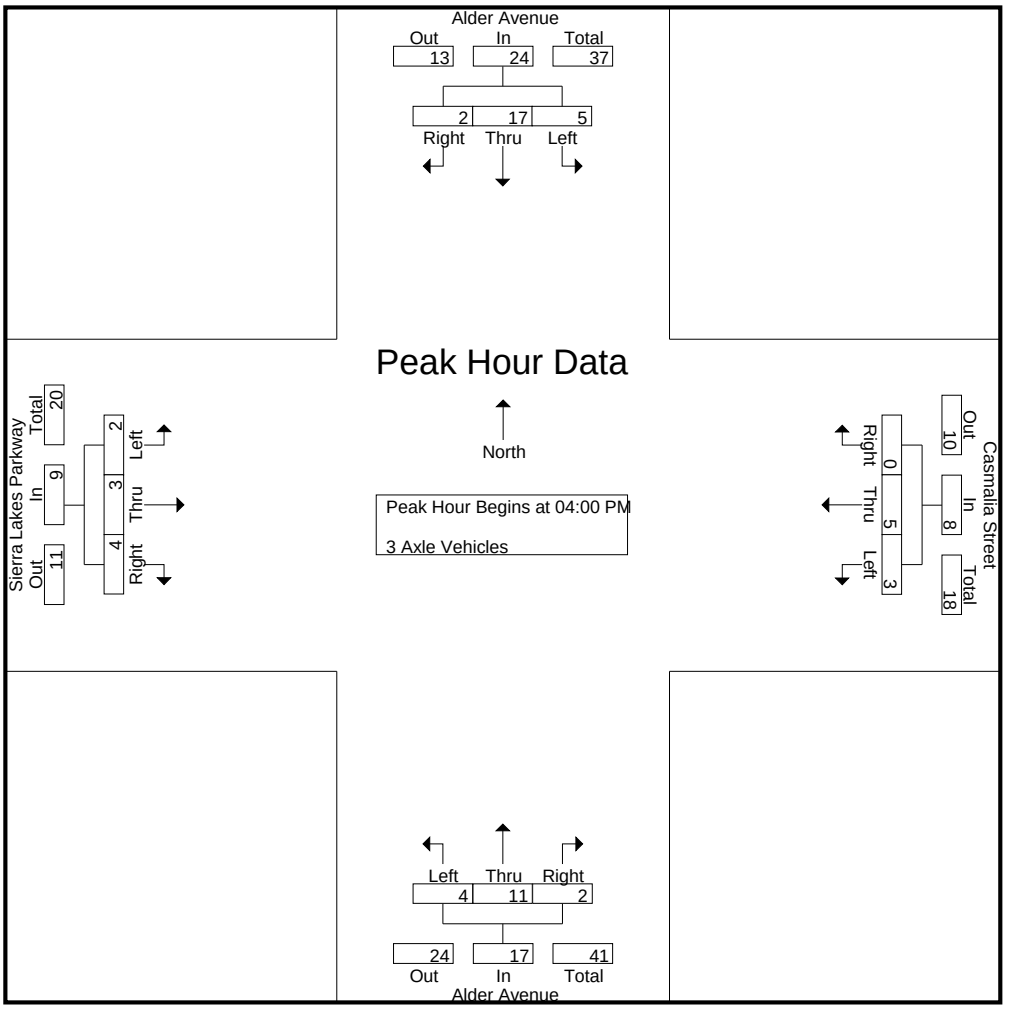

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**2**	3	0	5	1	1	0	2	0	2	**1**	3	**2**	**1**	0	**3**
+15 mins.	2	4	0	6	**2**	1	0	**3**	**2**	2	0	4	0	1	**2**	3
+30 mins.	1	2	**2**	5	0	**2**	0	2	0	3	0	3	0	0	0	0
+45 mins.	0	**8**	0	**8**	0	1	0	1	2	**4**	1	**7**	0	1	2	3
Total Volume	5	17	2	24	3	5	0	8	4	11	2	17	2	3	4	9
% App. Total	20.8	70.8	8.3		37.5	62.5	0		23.5	64.7	11.8		22.2	33.3	44.4	
PHF	.625	.531	.250	.750	.375	.625	.000	.667	.500	.688	.500	.607	.250	.750	.500	.750

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	8	3	12	4	1	0	5	3	15	0	18	4	2	8	14	49
04:15 PM	2	13	7	22	1	3	0	4	4	4	3	11	0	1	6	7	44
04:30 PM	1	11	2	14	2	2	0	4	6	4	1	11	0	0	6	6	35
04:45 PM	1	10	1	12	1	2	0	3	4	3	2	9	0	0	5	5	29
Total	5	42	13	60	8	8	0	16	17	26	6	49	4	3	25	32	157
05:00 PM	1	7	1	9	3	2	0	5	2	2	1	5	1	1	0	2	21
05:15 PM	1	6	4	11	3	0	1	4	3	1	3	7	2	0	6	8	30
05:30 PM	1	5	1	7	2	0	1	3	4	2	0	6	1	0	5	6	22
05:45 PM	0	2	0	2	0	0	0	0	4	1	4	9	0	0	5	5	16
Total	3	20	6	29	8	2	2	12	13	6	8	27	4	1	16	21	89
Grand Total	8	62	19	89	16	10	2	28	30	32	14	76	8	4	41	53	246
Apprch %	9	69.7	21.3		57.1	35.7	7.1		39.5	42.1	18.4		15.1	7.5	77.4		
Total %	3.3	25.2	7.7	36.2	6.5	4.1	0.8	11.4	12.2	13	5.7	30.9	3.3	1.6	16.7	21.5	

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	8	3	12	**4**	1	0	**5**	3	**15**	0	**18**	**4**	**2**	**8**	**14**	**49**
04:15 PM	**2**	**13**	**7**	**22**	1	**3**	0	4	4	4	**3**	11	0	1	6	7	44
04:30 PM	1	11	2	14	2	2	0	4	**6**	4	1	11	0	0	6	6	35
04:45 PM	1	10	1	12	1	2	0	3	4	3	2	9	0	0	5	5	29
Total Volume	5	42	13	60	8	8	0	16	17	26	6	49	4	3	25	32	157
% App. Total	8.3	70	21.7		50	50	0		34.7	53.1	12.2		12.5	9.4	78.1		
PHF	.625	.808	.464	.682	.500	.667	.000	.800	.708	.433	.500	.681	.250	.375	.781	.571	.801

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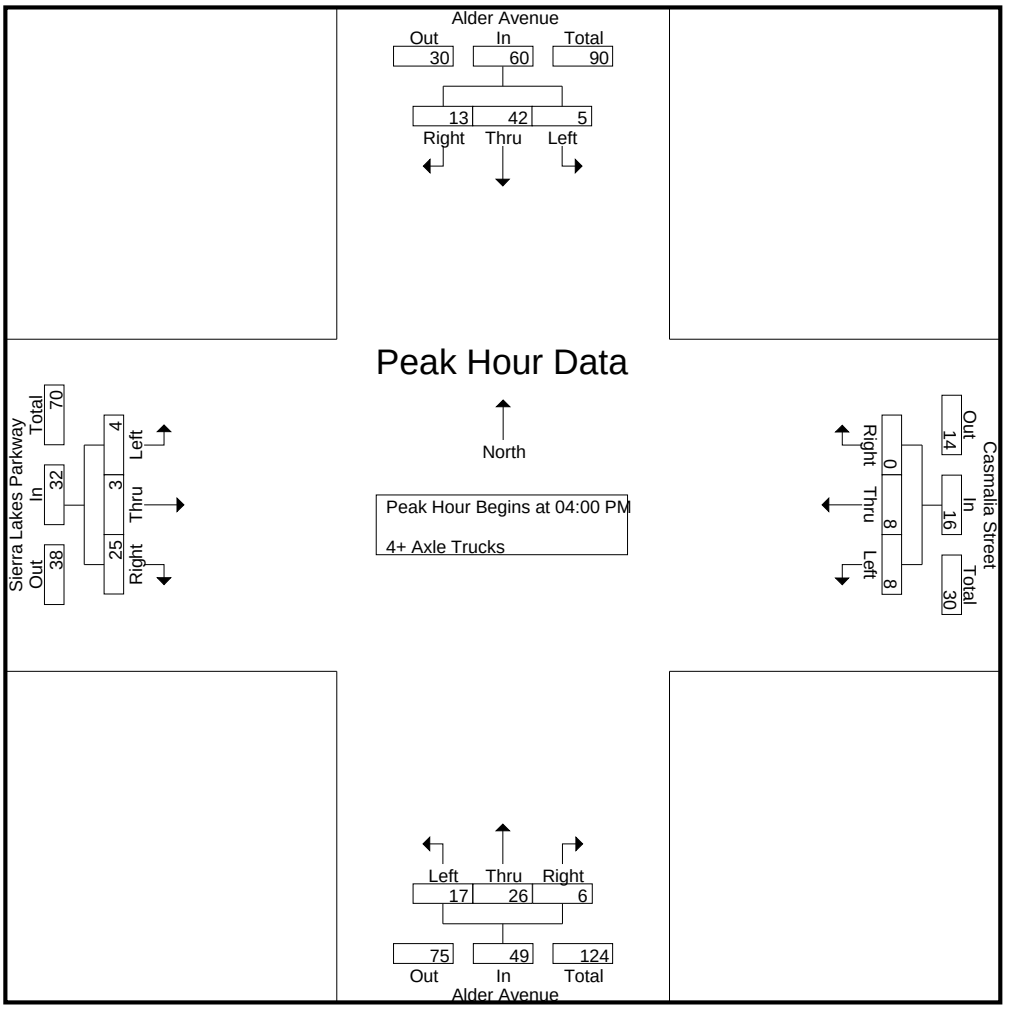
City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	8	3	12	**4**	1	0	**5**	3	**15**	0	**18**	**4**	**2**	**8**	**14**
+15 mins.	**2**	**13**	**7**	**22**	1	**3**	0	4	4	4	**3**	11	0	1	6	7
+30 mins.	1	11	2	14	2	2	0	4	**6**	4	1	11	0	0	6	6
+45 mins.	1	10	1	12	1	2	0	3	4	3	2	9	0	0	5	5
Total Volume	5	42	13	60	8	8	0	16	17	26	6	49	4	3	25	32
% App. Total	8.3	70	21.7		50	50	0		34.7	53.1	12.2		12.5	9.4	78.1	
PHF	.625	.808	.464	.682	.500	.667	.000	.800	.708	.433	.500	.681	.250	.375	.781	.571

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	16	4	21	49	27	5	81	16	27	36	79	8	18	28	54	235
07:15 AM	3	23	1	27	52	43	4	99	17	26	25	68	7	21	14	42	236
07:30 AM	7	39	2	48	42	56	1	99	45	39	22	106	9	29	27	65	318
07:45 AM	3	35	5	43	47	65	3	115	34	40	24	98	6	29	24	59	315
Total	14	113	12	139	190	191	13	394	112	132	107	351	30	97	93	220	1104
08:00 AM	3	35	4	42	43	54	1	98	27	25	31	83	3	39	40	82	305
08:15 AM	3	30	7	40	29	49	2	80	21	36	35	92	8	38	35	81	293
08:30 AM	6	28	5	39	40	46	4	90	41	33	31	105	6	35	37	78	312
08:45 AM	1	36	8	45	28	49	4	81	23	38	32	93	6	32	37	75	294
Total	13	129	24	166	140	198	11	349	112	132	129	373	23	144	149	316	1204
Grand Total	27	242	36	305	330	389	24	743	224	264	236	724	53	241	242	536	2308
Apprch %	8.9	79.3	11.8		44.4	52.4	3.2		30.9	36.5	32.6		9.9	45	45.1		
Total %	1.2	10.5	1.6	13.2	14.3	16.9	1	32.2	9.7	11.4	10.2	31.4	2.3	10.4	10.5	23.2	
Passenger Vehicles	12	77	20	109	267	357	10	634	167	118	178	463	26	215	157	398	1604
% Passenger Vehicles	44.4	31.8	55.6	35.7	80.9	91.8	41.7	85.3	74.6	44.7	75.4	64	49.1	89.2	64.9	74.3	69.5
Large 2 Axle Vehicles	4	25	4	33	12	10	3	25	7	25	20	52	2	7	10	19	129
% Large 2 Axle Vehicles	14.8	10.3	11.1	10.8	3.6	2.6	12.5	3.4	3.1	9.5	8.5	7.2	3.8	2.9	4.1	3.5	5.6
3 Axle Vehicles	1	22	3	26	9	5	2	16	10	45	6	61	12	3	15	30	133
% 3 Axle Vehicles	3.7	9.1	8.3	8.5	2.7	1.3	8.3	2.2	4.5	17	2.5	8.4	22.6	1.2	6.2	5.6	5.8
4+ Axle Trucks	10	118	9	137	42	17	9	68	40	76	32	148	13	16	60	89	442
% 4+ Axle Trucks	37	48.8	25	44.9	12.7	4.4	37.5	9.2	17.9	28.8	13.6	20.4	24.5	6.6	24.8	16.6	19.2

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**7**	**39**	2	**48**	42	56	1	99	**45**	39	22	**106**	**9**	29	27	65	**318**
07:45 AM	3	35	5	43	**47**	**65**	**3**	**115**	34	**40**	24	98	6	29	24	59	315
08:00 AM	3	35	4	42	43	54	1	98	27	25	31	83	3	**39**	**40**	**82**	305
08:15 AM	3	30	**7**	40	29	49	2	80	21	36	**35**	92	8	38	35	81	293
Total Volume	16	139	18	173	161	224	7	392	127	140	112	379	26	135	126	287	1231
% App. Total	9.2	80.3	10.4		41.1	57.1	1.8		33.5	36.9	29.6		9.1	47	43.9		
PHF	.571	.891	.643	.901	.856	.862	.583	.852	.706	.875	.800	.894	.722	.865	.788	.875	.968

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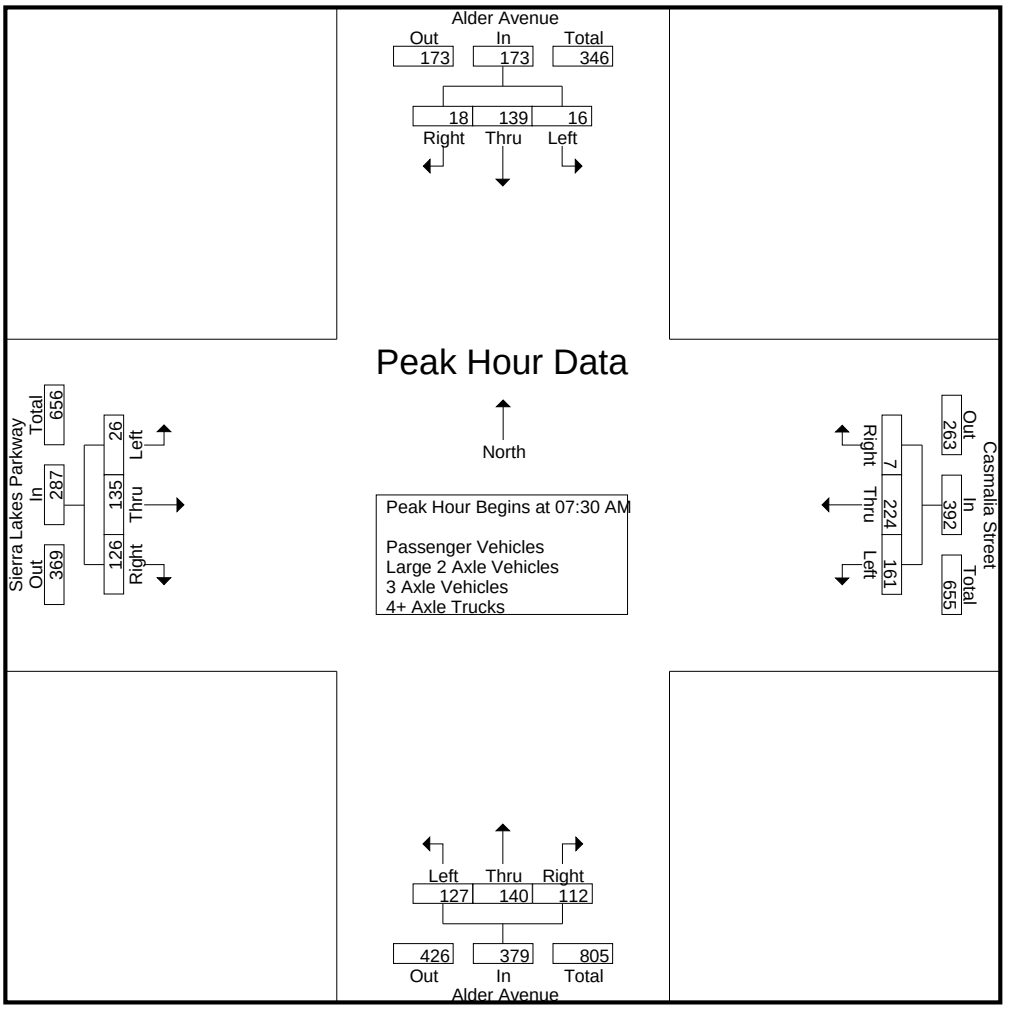
Corona, CA 92878
(951) 268-6268

City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:30 AM				08:00 AM			
+0 mins.	**7**	**39**	2	**48**	**52**	43	**4**	99	**45**	39	22	**106**	3	**39**	**40**	**82**
+15 mins.	3	35	5	43	42	56	1	99	34	**40**	24	98	**8**	38	35	81
+30 mins.	3	35	4	42	47	**65**	3	**115**	27	25	31	83	6	35	37	78
+45 mins.	3	30	**7**	40	43	54	1	98	21	36	**35**	92	6	32	37	75
Total Volume	16	139	18	173	184	218	9	411	127	140	112	379	23	144	149	316
% App. Total	9.2	80.3	10.4		44.8	53	2.2		33.5	36.9	29.6		7.3	45.6	47.2	
PHF	.571	.891	.643	.901	.885	.838	.563	.893	.706	.875	.800	.894	.719	.923	.931	.963

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Passenger Vehicles

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	3	6	45	24	2	71	8	12	23	43	6	16	16	38	158
07:15 AM	1	4	0	5	39	39	4	82	12	11	19	42	3	20	6	29	158
07:30 AM	4	13	1	18	31	51	0	82	40	21	18	79	3	22	16	41	220
07:45 AM	2	17	3	22	33	59	1	93	29	21	19	69	4	25	16	45	229
Total	7	37	7	51	148	173	7	328	89	65	79	233	16	83	54	153	765
08:00 AM	0	9	4	13	33	52	0	85	21	13	25	59	3	37	28	68	225
08:15 AM	3	13	2	18	26	43	0	69	11	15	28	54	1	37	26	64	205
08:30 AM	2	8	3	13	37	46	1	84	27	11	24	62	3	33	21	57	216
08:45 AM	0	10	4	14	23	43	2	68	19	14	22	55	3	25	28	56	193
Total	5	40	13	58	119	184	3	306	78	53	99	230	10	132	103	245	839
Grand Total	12	77	20	109	267	357	10	634	167	118	178	463	26	215	157	398	1604
Apprch %	11	70.6	18.3		42.1	56.3	1.6		36.1	25.5	38.4		6.5	54	39.4		
Total %	0.7	4.8	1.2	6.8	16.6	22.3	0.6	39.5	10.4	7.4	11.1	28.9	1.6	13.4	9.8	24.8	

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**4**	13	1	18	31	51	0	82	**40**	**21**	18	**79**	3	22	16	41	220
07:45 AM	2	**17**	3	**22**	**33**	**59**	**1**	**93**	29	21	19	69	**4**	25	16	45	**229**
08:00 AM	0	9	**4**	13	33	52	0	85	21	13	25	59	3	**37**	**28**	**68**	225
08:15 AM	3	13	2	18	26	43	0	69	11	15	**28**	54	1	37	26	64	205
Total Volume	9	52	10	71	123	205	1	329	101	70	90	261	11	121	86	218	879
% App. Total	12.7	73.2	14.1		37.4	62.3	0.3		38.7	26.8	34.5		5	55.5	39.4		
PHF	.563	.765	.625	.807	.932	.869	.250	.884	.631	.833	.804	.826	.688	.818	.768	.801	.960

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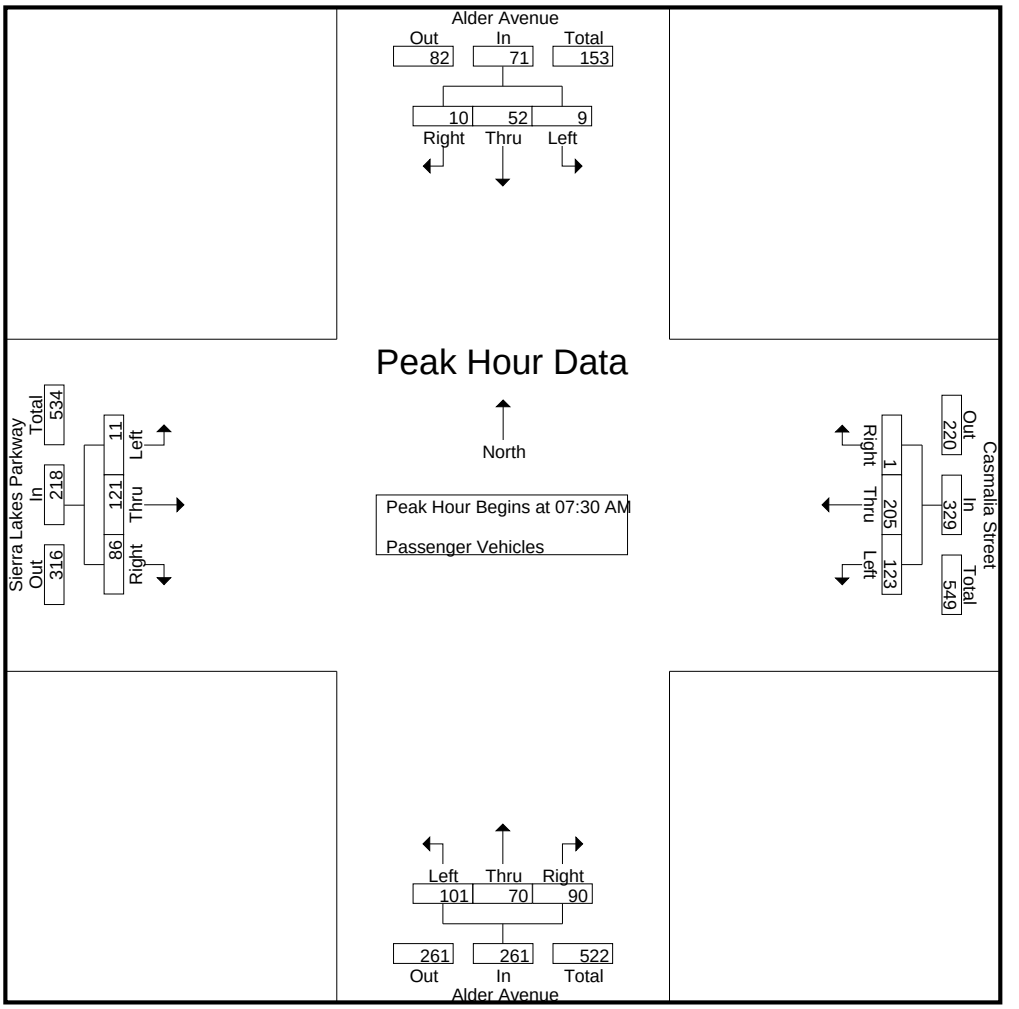
City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**4**	13	1	18	31	51	0	82	**40**	**21**	18	**79**	3	22	16	41
+15 mins.	2	**17**	3	**22**	**33**	**59**	**1**	**93**	29	21	19	69	**4**	25	16	45
+30 mins.	0	9	**4**	13	33	52	0	85	21	13	25	59	3	**37**	**28**	**68**
+45 mins.	3	13	2	18	26	43	0	69	11	15	**28**	54	1	37	26	64
Total Volume	9	52	10	71	123	205	1	329	101	70	90	261	11	121	86	218
% App. Total	12.7	73.2	14.1		37.4	62.3	0.3		38.7	26.8	34.5		5	55.5	39.4	
PHF	.563	.765	.625	.807	.932	.869	.250	.884	.631	.833	.804	.826	.688	.818	.768	.801

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	0	5	2	0	0	2	2	3	4	9	2	0	1	3	19
07:15 AM	2	2	0	4	0	1	0	1	0	4	2	6	0	0	2	2	13
07:30 AM	0	5	1	6	2	2	0	4	0	3	1	4	0	3	2	5	19
07:45 AM	0	2	0	2	1	3	0	4	1	3	4	8	0	1	2	3	17
Total	2	14	1	17	5	6	0	11	3	13	11	27	2	4	7	13	68
08:00 AM	1	4	0	5	3	0	1	4	0	1	1	2	0	1	2	3	14
08:15 AM	0	3	1	4	1	3	0	4	2	4	4	10	0	0	0	0	18
08:30 AM	1	1	0	2	0	0	2	2	1	3	1	5	0	1	1	2	11
08:45 AM	0	3	2	5	3	1	0	4	1	4	3	8	0	1	0	1	18
Total	2	11	3	16	7	4	3	14	4	12	9	25	0	3	3	6	61
Grand Total	4	25	4	33	12	10	3	25	7	25	20	52	2	7	10	19	129
Apprch %	12.1	75.8	12.1		48	40	12		13.5	48.1	38.5		10.5	36.8	52.6		
Total %	3.1	19.4	3.1	25.6	9.3	7.8	2.3	19.4	5.4	19.4	15.5	40.3	1.6	5.4	7.8	14.7	

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**5**	**1**	**6**	2	2	0	**4**	0	3	1	4	0	**3**	**2**	**5**	**19**
07:45 AM	0	2	0	2	1	**3**	0	4	1	3	**4**	8	0	1	2	3	17
08:00 AM	**1**	4	0	5	**3**	0	**1**	4	0	1	1	2	0	1	2	3	14
08:15 AM	0	3	1	4	1	3	0	4	**2**	**4**	4	**10**	0	0	0	0	18
Total Volume	1	14	2	17	7	8	1	16	3	11	10	24	0	5	6	11	68
% App. Total	5.9	82.4	11.8		43.8	50	6.2		12.5	45.8	41.7		0	45.5	54.5		
PHF	.250	.700	.500	.708	.583	.667	.250	1.00	.375	.688	.625	.600	.000	.417	.750	.550	.895

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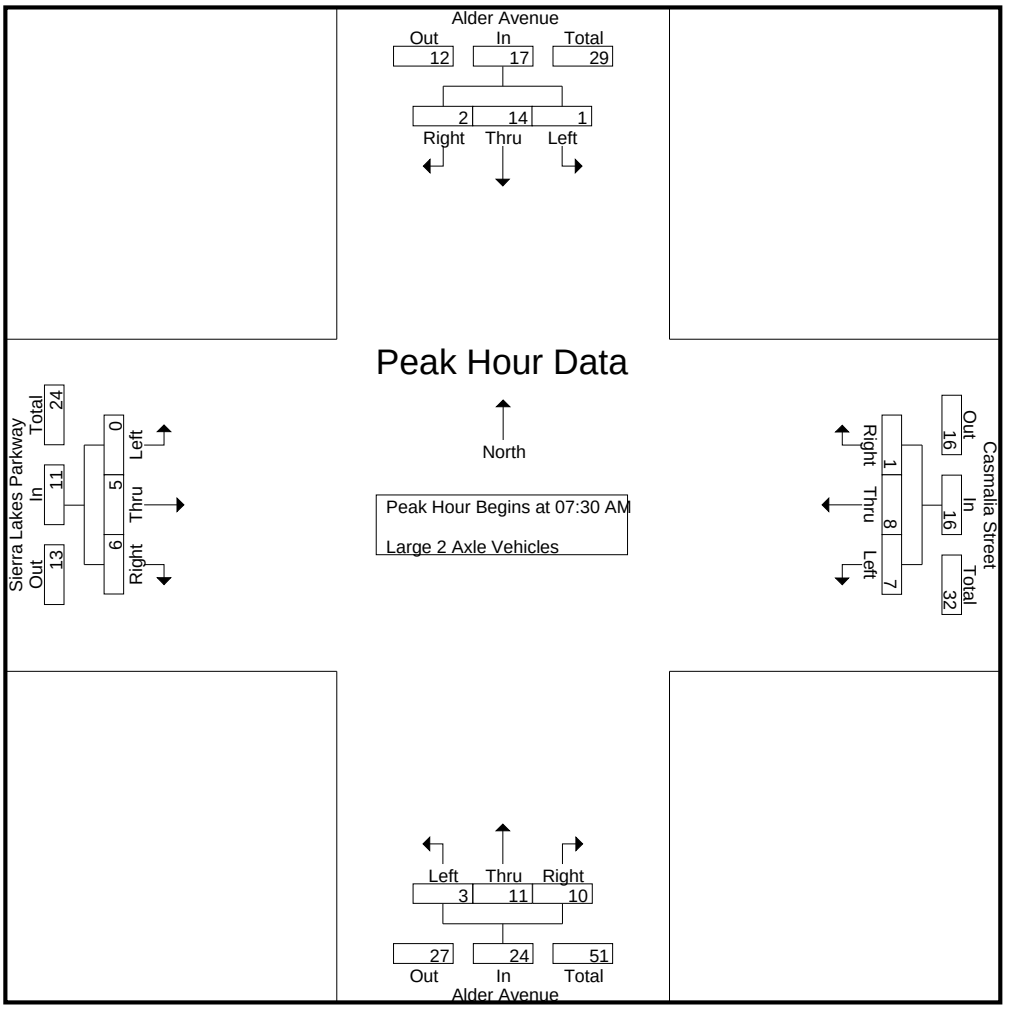
City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**5**	**1**	**6**	2	2	0	**4**	0	3	1	4	0	**3**	**2**	**5**
+15 mins.	0	2	0	2	1	**3**	0	4	1	3	**4**	8	0	1	2	3
+30 mins.	**1**	4	0	5	**3**	0	**1**	4	0	1	1	2	0	1	2	3
+45 mins.	0	3	1	4	1	3	0	4	**2**	**4**	4	**10**	0	0	0	0
Total Volume	1	14	2	17	7	8	1	16	3	11	10	24	0	5	6	11
% App. Total	5.9	82.4	11.8		43.8	50	6.2		12.5	45.8	41.7		0	45.5	54.5	
PHF	.250	.700	.500	.708	.583	.667	.250	1.000	.375	.688	.625	.600	.000	.417	.750	.550

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	1	1	2	5	1	8	0	0	4	4	14
07:15 AM	0	1	1	2	3	1	0	4	0	2	0	2	1	0	0	1	9
07:30 AM	1	1	0	2	3	1	0	4	1	4	1	6	3	0	1	4	16
07:45 AM	0	3	0	3	2	1	0	3	0	4	0	4	2	1	1	4	14
Total	1	6	1	8	8	3	1	12	3	15	2	20	6	1	6	13	53
08:00 AM	0	4	0	4	1	1	0	2	1	5	1	7	0	0	1	1	14
08:15 AM	0	1	2	3	0	1	0	1	2	10	1	13	3	0	1	4	21
08:30 AM	0	2	0	2	0	0	0	0	4	7	1	12	2	1	4	7	21
08:45 AM	0	9	0	9	0	0	1	1	0	8	1	9	1	1	3	5	24
Total	0	16	2	18	1	2	1	4	7	30	4	41	6	2	9	17	80
Grand Total	1	22	3	26	9	5	2	16	10	45	6	61	12	3	15	30	133
Apprch %	3.8	84.6	11.5		56.2	31.2	12.5		16.4	73.8	9.8		40	10	50		
Total %	0.8	16.5	2.3	19.5	6.8	3.8	1.5	12	7.5	33.8	4.5	45.9	9	2.3	11.3	22.6	

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**1**	1	0	2	**3**	**1**	0	**4**	1	4	**1**	6	**3**	0	**1**	**4**	16
07:45 AM	0	3	0	3	2	1	0	3	0	4	0	4	2	**1**	1	4	14
08:00 AM	0	**4**	0	**4**	1	1	0	2	1	5	1	7	0	0	1	1	14
08:15 AM	0	1	**2**	3	0	1	0	1	**2**	**10**	1	**13**	3	0	1	4	**21**
Total Volume	1	9	2	12	6	4	0	10	4	23	3	30	8	1	4	13	65
% App. Total	8.3	75	16.7		60	40	0		13.3	76.7	10		61.5	7.7	30.8		
PHF	.250	.563	.250	.750	.500	1.00	.000	.625	.500	.575	.750	.577	.667	.250	1.00	.813	.774

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City of Rialto
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Weather: Clear

File Name : 06_RLT_Ald_Cas Thu AM
Site Code : 10824406
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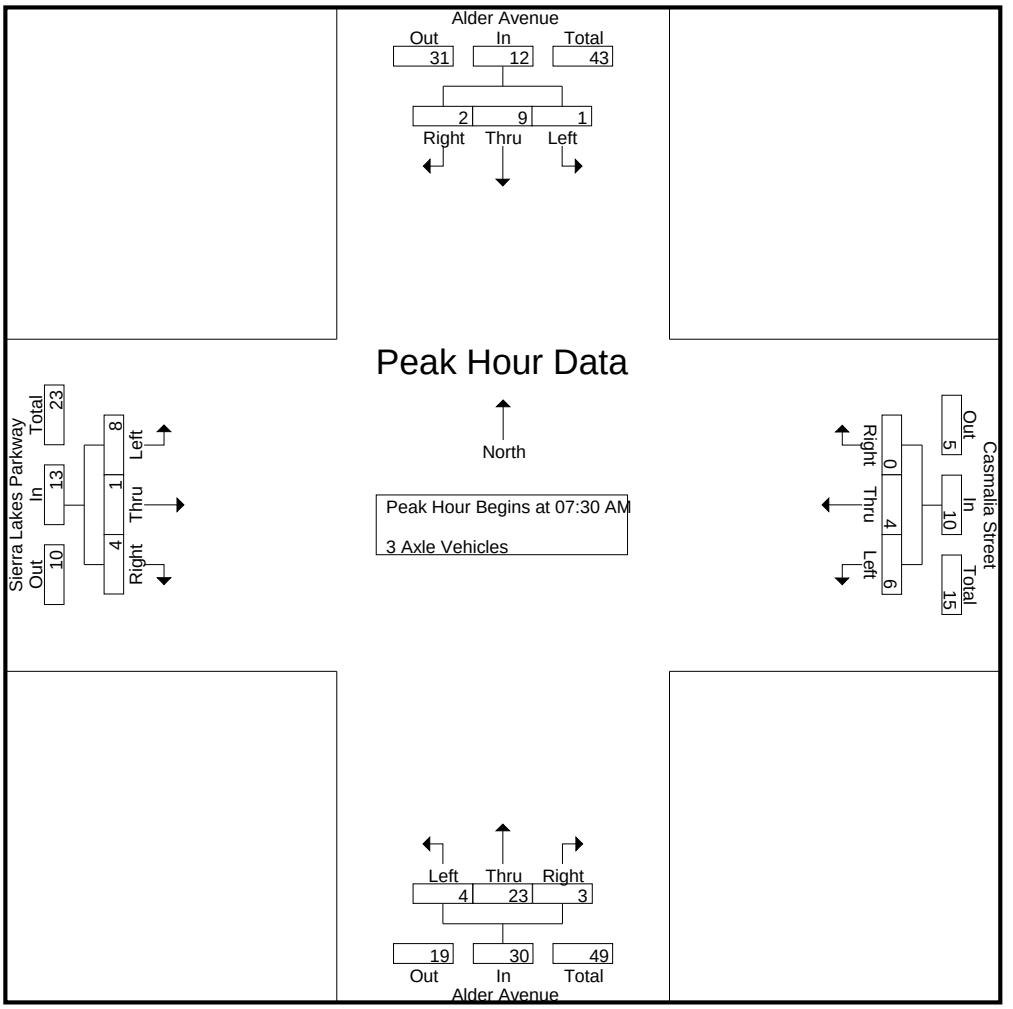

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**1**	1	0	2	**3**	**1**	0	**4**	1	4	**1**	6	**3**	0	**1**	**4**
+15 mins.	0	3	0	3	2	1	0	3	0	4	0	4	2	**1**	1	4
+30 mins.	0	**4**	0	**4**	1	1	0	2	1	5	1	7	0	0	1	1
+45 mins.	0	1	**2**	3	0	1	0	1	**2**	**10**	1	**13**	3	0	1	4
Total Volume	1	9	2	12	6	4	0	10	4	23	3	30	8	1	4	13
% App. Total	8.3	75	16.7		60	40	0		13.3	76.7	10		61.5	7.7	30.8	
PHF	.250	.563	.250	.750	.500	1.000	.000	.625	.500	.575	.750	.577	.667	.250	1.000	.813

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City of Rialto
N/S: Alder Avenue
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Weather: Clear

File Name : 06_RLT_Ald_Cas Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	7	1	9	2	3	2	7	4	7	8	19	0	2	7	9	44
07:15 AM	0	16	0	16	10	2	0	12	5	9	4	18	3	1	6	10	56
07:30 AM	2	20	0	22	6	2	1	9	4	11	2	17	3	4	8	15	63
07:45 AM	1	13	2	16	11	2	2	15	4	12	1	17	0	2	5	7	55
Total	4	56	3	63	29	9	5	43	17	39	15	71	6	9	26	41	218
08:00 AM	2	18	0	20	6	1	0	7	5	6	4	15	0	1	9	10	52
08:15 AM	0	13	2	15	2	2	2	6	6	7	2	15	4	1	8	13	49
08:30 AM	3	17	2	22	3	0	1	4	9	12	5	26	1	0	11	12	64
08:45 AM	1	14	2	17	2	5	1	8	3	12	6	21	2	5	6	13	59
Total	6	62	6	74	13	8	4	25	23	37	17	77	7	7	34	48	224
Grand Total	10	118	9	137	42	17	9	68	40	76	32	148	13	16	60	89	442
Apprch %	7.3	86.1	6.6		61.8	25	13.2		27	51.4	21.6		14.6	18	67.4		
Total %	2.3	26.7	2	31	9.5	3.8	2	15.4	9	17.2	7.2	33.5	2.9	3.6	13.6	20.1	

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**2**	**20**	0	**22**	6	**2**	1	9	4	11	2	**17**	3	**4**	8	**15**	**63**
07:45 AM	1	13	**2**	16	**11**	2	**2**	**15**	4	**12**	1	17	0	2	5	7	55
08:00 AM	2	18	0	20	6	1	0	7	5	6	**4**	15	0	1	**9**	10	52
08:15 AM	0	13	2	15	2	2	2	6	**6**	7	2	15	**4**	1	8	13	49
Total Volume	5	64	4	73	25	7	5	37	19	36	9	64	7	8	30	45	219
% App. Total	6.8	87.7	5.5		67.6	18.9	13.5		29.7	56.2	14.1		15.6	17.8	66.7		
PHF	.625	.800	.500	.830	.568	.875	.625	.617	.792	.750	.563	.941	.438	.500	.833	.750	.869

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Thu AM
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Start Date : 5/9/2024
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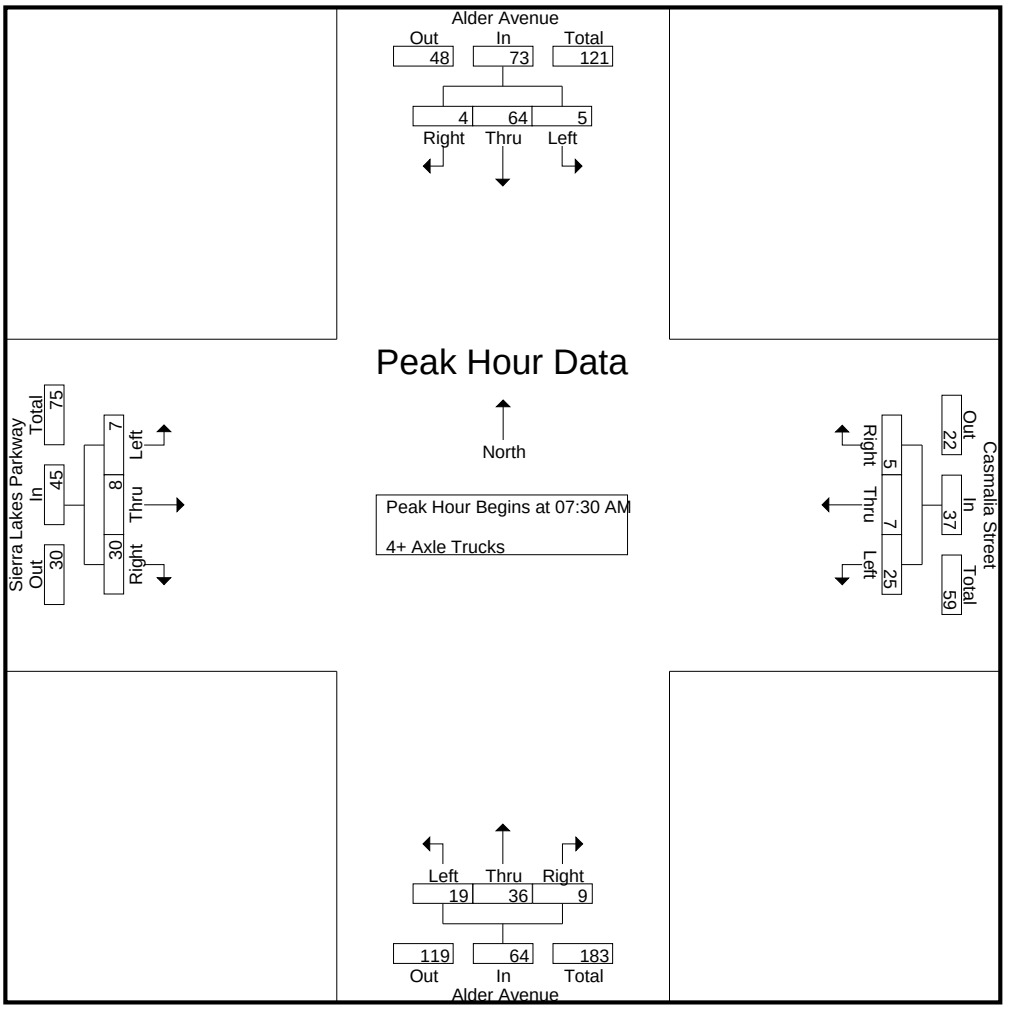

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**2**	**20**	0	**22**	6	**2**	1	9	4	11	2	**17**	3	**4**	8	**15**
+15 mins.	1	13	**2**	16	**11**	2	**2**	**15**	4	**12**	1	17	0	2	5	7
+30 mins.	2	18	0	20	6	1	0	7	5	6	**4**	15	0	1	**9**	10
+45 mins.	0	13	2	15	2	2	2	6	**6**	7	2	15	**4**	1	8	13
Total Volume	5	64	4	73	25	7	5	37	19	36	9	64	7	8	30	45
% App. Total	6.8	87.7	5.5		67.6	18.9	13.5		29.7	56.2	14.1		15.6	17.8	66.7	
PHF	.625	.800	.500	.830	.568	.875	.625	.617	.792	.750	.563	.941	.438	.500	.833	.750

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	5	34	4	43	43	42	4	89	37	15	26	78	4	81	57	142	352
04:15 PM	9	34	7	50	46	52	2	100	31	11	38	80	3	77	35	115	345
04:30 PM	9	27	7	43	71	60	0	131	44	18	28	90	4	69	45	118	382
04:45 PM	4	24	4	32	41	74	2	117	42	17	32	91	4	63	49	116	356
Total	27	119	22	168	201	228	8	437	154	61	124	339	15	290	186	491	1435
05:00 PM	3	29	7	39	58	73	2	133	29	9	34	72	1	68	47	116	360
05:15 PM	0	10	1	11	47	48	0	95	40	4	25	69	1	48	56	105	280
05:30 PM	0	7	1	8	34	51	1	86	31	3	30	64	3	65	43	111	269
05:45 PM	1	5	1	7	37	60	1	98	41	11	25	77	1	74	47	122	304
Total	4	51	10	65	176	232	4	412	141	27	114	282	6	255	193	454	1213
Grand Total	31	170	32	233	377	460	12	849	295	88	238	621	21	545	379	945	2648
Apprch %	13.3	73	13.7		44.4	54.2	1.4		47.5	14.2	38.3		2.2	57.7	40.1		
Total %	1.2	6.4	1.2	8.8	14.2	17.4	0.5	32.1	11.1	3.3	9	23.5	0.8	20.6	14.3	35.7	
Passenger Vehicles	20	128	28	176	362	455	9	826	276	60	224	560	20	535	352	907	2469
% Passenger Vehicles	64.5	75.3	87.5	75.5	96	98.9	75	97.3	93.6	68.2	94.1	90.2	95.2	98.2	92.9	96	93.2
Large 2 Axle Vehicles	1	8	0	9	9	3	1	13	5	2	2	9	1	2	7	10	41
% Large 2 Axle Vehicles	3.2	4.7	0	3.9	2.4	0.7	8.3	1.5	1.7	2.3	0.8	1.4	4.8	0.4	1.8	1.1	1.5
3 Axle Vehicles	5	17	2	24	3	1	1	5	7	13	6	26	0	4	10	14	69
% 3 Axle Vehicles	16.1	10	6.2	10.3	0.8	0.2	8.3	0.6	2.4	14.8	2.5	4.2	0	0.7	2.6	1.5	2.6
4+ Axle Trucks	5	17	2	24	3	1	1	5	7	13	6	26	0	4	10	14	69
% 4+ Axle Trucks	16.1	10	6.2	10.3	0.8	0.2	8.3	0.6	2.4	14.8	2.5	4.2	0	0.7	2.6	1.5	2.6

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**9**	**34**	**7**	**50**	46	52	**2**	100	31	11	**38**	80	3	**77**	35	115	345
04:30 PM	9	27	7	43	**71**	60	0	131	**44**	**18**	28	90	**4**	69	45	**118**	**382**
04:45 PM	4	24	4	32	41	**74**	2	117	42	17	32	**91**	4	63	**49**	116	356
05:00 PM	3	29	7	39	58	73	2	**133**	29	9	34	72	1	68	47	116	360
Total Volume	25	114	25	164	216	259	6	481	146	55	132	333	12	277	176	465	1443
% App. Total	15.2	69.5	15.2		44.9	53.8	1.2		43.8	16.5	39.6		2.6	59.6	37.8		
PHF	.694	.838	.893	.820	.761	.875	.750	.904	.830	.764	.868	.915	.750	.899	.898	.985	.944

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City of Rialto
N/S: Alder Avenue
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Weather: Clear

File Name : 06_RLT_Ald_Cas Thu PM
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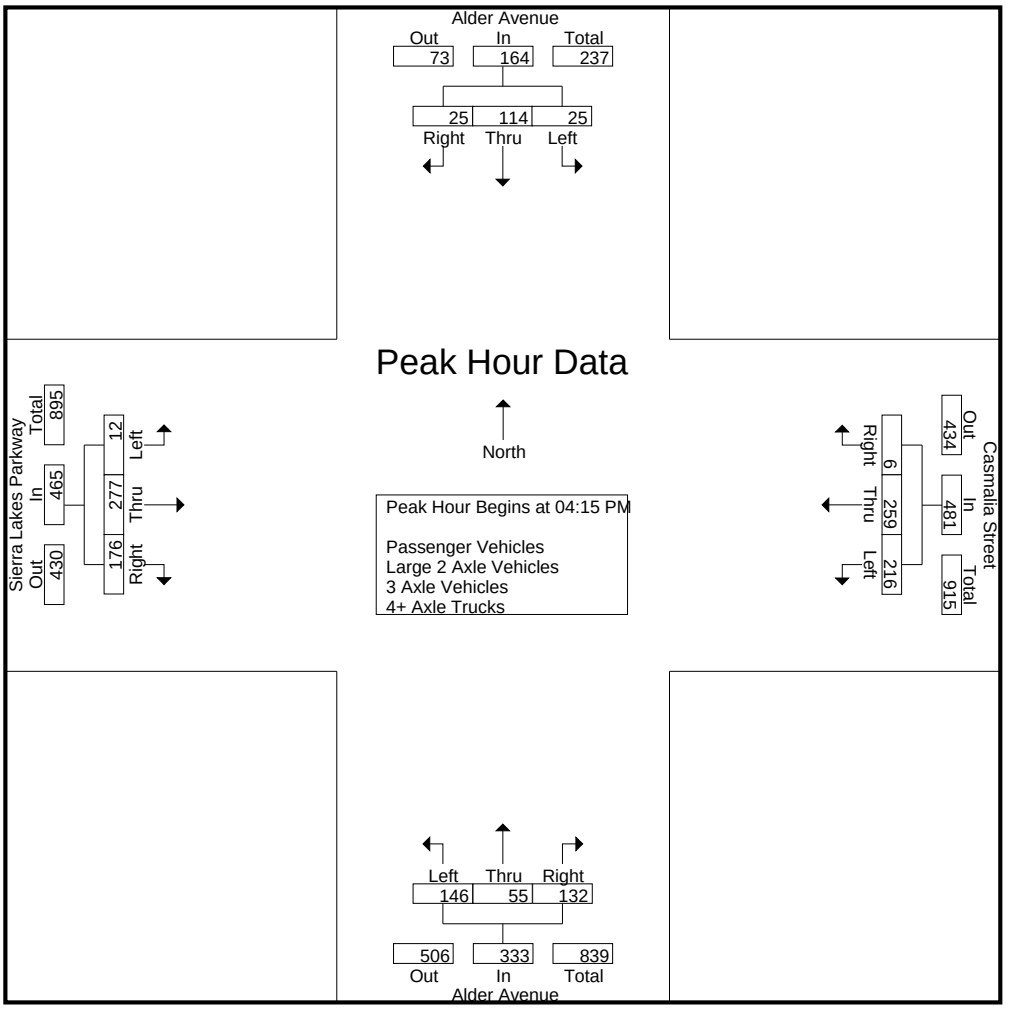

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:00 PM				04:00 PM			
+0 mins.	5	**34**	4	43	46	52	**2**	100	37	15	26	78	**4**	**81**	**57**	**142**
+15 mins.	**9**	34	**7**	**50**	**71**	60	0	131	31	11	**38**	80	3	77	35	115
+30 mins.	9	27	7	43	41	**74**	2	117	**44**	**18**	28	90	4	69	45	118
+45 mins.	4	24	4	32	58	73	2	**133**	42	17	32	**91**	4	63	49	116
Total Volume	27	119	22	168	216	259	6	481	154	61	124	339	15	290	186	491
% App. Total	16.1	70.8	13.1		44.9	53.8	1.2		45.4	18	36.6		3.1	59.1	37.9	
PHF	.750	.875	.786	.840	.761	.875	.750	.904	.875	.847	.816	.931	.938	.895	.816	.864

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Groups Printed- Passenger Vehicles

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	28	4	35	43	40	4	87	33	9	24	66	3	81	49	133	321
04:15 PM	5	23	5	33	45	52	1	98	27	11	36	74	3	75	35	113	318
04:30 PM	5	22	7	34	68	60	0	128	44	13	26	83	4	69	42	115	360
04:45 PM	3	18	4	25	39	74	2	115	39	10	32	81	4	59	45	108	329
Total	16	91	20	127	195	226	7	428	143	43	118	304	14	284	171	469	1328
05:00 PM	3	25	5	33	56	71	0	127	29	9	30	68	1	68	45	114	342
05:15 PM	0	4	1	5	42	47	0	89	35	4	25	64	1	47	48	96	254
05:30 PM	0	5	1	6	34	51	1	86	31	1	28	60	3	63	41	107	259
05:45 PM	1	3	1	5	35	60	1	96	38	3	23	64	1	73	47	121	286
Total	4	37	8	49	167	229	2	398	133	17	106	256	6	251	181	438	1141
Grand Total	20	128	28	176	362	455	9	826	276	60	224	560	20	535	352	907	2469
Apprch %	11.4	72.7	15.9		43.8	55.1	1.1		49.3	10.7	40		2.2	59	38.8		
Total %	0.8	5.2	1.1	7.1	14.7	18.4	0.4	33.5	11.2	2.4	9.1	22.7	0.8	21.7	14.3	36.7	

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**5**	23	5	33	45	52	1	98	27	11	**36**	74	3	**75**	35	113	318
04:30 PM	5	22	**7**	**34**	**68**	60	0	**128**	**44**	**13**	26	**83**	**4**	69	42	**115**	**360**
04:45 PM	3	18	4	25	39	**74**	**2**	115	39	10	32	81	4	59	**45**	108	329
05:00 PM	3	**25**	5	33	56	71	0	127	29	9	30	68	1	68	45	114	342
Total Volume	16	88	21	125	208	257	3	468	139	43	124	306	12	271	167	450	1349
% App. Total	12.8	70.4	16.8		44.4	54.9	0.6		45.4	14.1	40.5		2.7	60.2	37.1		
PHF	.800	.880	.750	.919	.765	.868	.375	.914	.790	.827	.861	.922	.750	.903	.928	.978	.937

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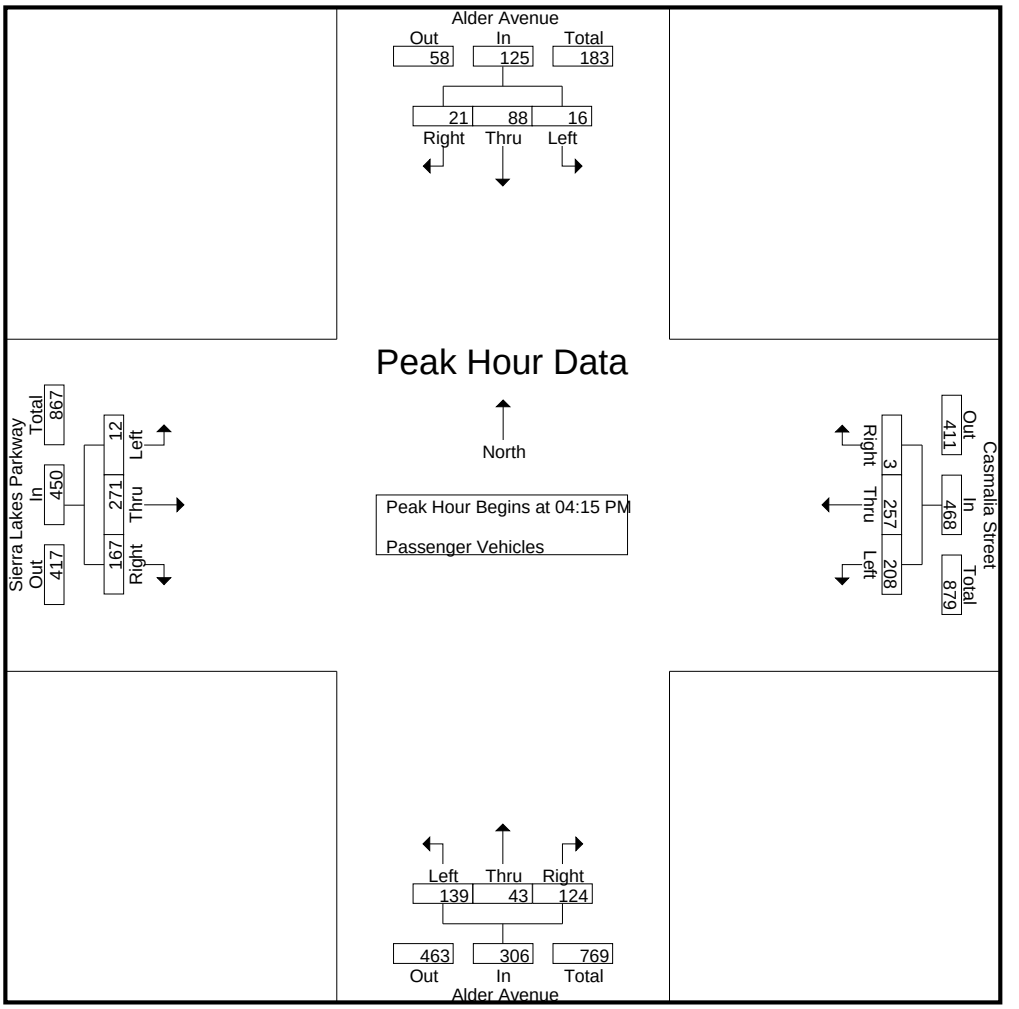

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	**5**	23	5	33	45	52	1	98	27	11	**36**	74	3	**75**	35	113
+15 mins.	5	22	**7**	**34**	**68**	60	0	**128**	**44**	**13**	26	**83**	**4**	69	42	**115**
+30 mins.	3	18	4	25	39	**74**	**2**	115	39	10	32	81	4	59	**45**	108
+45 mins.	3	**25**	5	33	56	71	0	127	29	9	30	68	1	68	45	114
Total Volume	16	88	21	125	208	257	3	468	139	43	124	306	12	271	167	450
% App. Total	12.8	70.4	16.8		44.4	54.9	0.6		45.4	14.1	40.5		2.7	60.2	37.1	
PHF	.800	.880	.750	.919	.765	.868	.375	.914	.790	.827	.861	.922	.750	.903	.928	.978

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Groups Printed- Large 2 Axle Vehicles

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	2	0	2	0	0	0	0	1	0	2	3	7
04:15 PM	0	1	0	1	1	0	1	2	2	0	0	2	0	0	0	0	5
04:30 PM	0	3	0	3	3	0	0	3	0	1	2	3	0	0	1	1	10
04:45 PM	1	2	0	3	0	0	0	0	1	1	0	2	0	0	0	0	5
Total	1	8	0	9	4	2	1	7	3	2	2	7	1	0	3	4	27
05:00 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2	4
05:15 PM	0	0	0	0	1	1	0	2	1	0	0	1	0	1	2	3	6
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	2	0	0	2	1	0	0	1	0	1	0	1	4
Total	0	0	0	0	5	1	0	6	2	0	0	2	0	2	4	6	14
Grand Total	1	8	0	9	9	3	1	13	5	2	2	9	1	2	7	10	41
Apprch %	11.1	88.9	0		69.2	23.1	7.7		55.6	22.2	22.2		10	20	70		
Total %	2.4	19.5	0	22	22	7.3	2.4	31.7	12.2	4.9	4.9	22	2.4	4.9	17.1	24.4	

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	1	0	1	1	0	**1**	2	**2**	0	0	2	0	0	0	0	5
04:30 PM	0	**3**	0	**3**	**3**	0	0	**3**	0	**1**	**2**	**3**	0	0	1	1	**10**
04:45 PM	**1**	2	0	3	0	0	0	0	1	1	0	2	0	0	0	0	5
05:00 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	**2**	**2**	4
Total Volume	1	6	0	7	6	0	1	7	3	2	2	7	0	0	3	3	24
% App. Total	14.3	85.7	0		85.7	0	14.3		42.9	28.6	28.6		0	0	100		
PHF	.250	.500	.000	.583	.500	.000	.250	.583	.375	.500	.250	.583	.000	.000	.375	.375	.600

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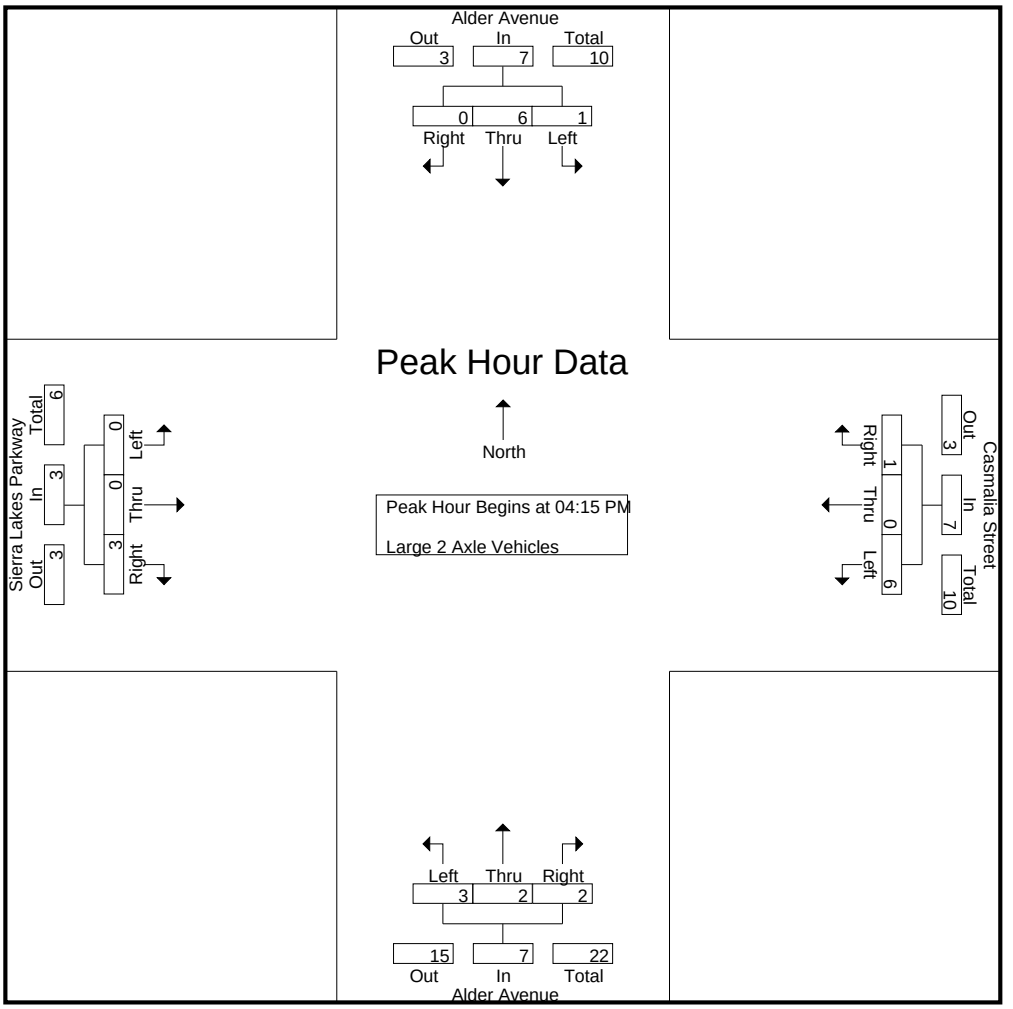

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	1	0	1	1	0	**1**	2	**2**	0	0	2	0	0	0	0
+15 mins.	0	**3**	0	**3**	**3**	0	0	**3**	0	**1**	**2**	**3**	0	0	1	1
+30 mins.	**1**	2	0	3	0	0	0	0	1	1	0	2	0	0	0	0
+45 mins.	0	0	0	0	2	0	0	2	0	0	0	0	0	0	**2**	**2**
Total Volume	1	6	0	7	6	0	1	7	3	2	2	7	0	0	3	3
% App. Total	14.3	85.7	0		85.7	0	14.3		42.9	28.6	28.6		0	0	100	
PHF	.250	.500	.000	.583	.500	.000	.250	.583	.375	.500	.250	.583	.000	.000	.375	.375

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Groups Printed- 3 Axle Vehicles

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	2	0	3	0	0	0	0	2	3	1	6	0	0	3	3	12
04:15 PM	2	5	1	8	0	0	0	0	1	0	1	2	0	1	0	1	11
04:30 PM	2	1	0	3	0	0	0	0	0	2	0	2	0	0	1	1	6
04:45 PM	0	2	0	2	1	0	0	1	1	3	0	4	0	2	2	4	11
Total	5	10	1	16	1	0	0	1	4	8	2	14	0	3	6	9	40
05:00 PM	0	2	1	3	0	1	1	2	0	0	2	2	0	0	0	0	7
05:15 PM	0	3	0	3	2	0	0	2	2	0	0	2	0	0	3	3	10
05:30 PM	0	1	0	1	0	0	0	0	0	1	1	2	0	1	1	2	5
05:45 PM	0	1	0	1	0	0	0	0	1	4	1	6	0	0	0	0	7
Total	0	7	1	8	2	1	1	4	3	5	4	12	0	1	4	5	29
Grand Total	5	17	2	24	3	1	1	5	7	13	6	26	0	4	10	14	69
Apprch %	20.8	70.8	8.3		60	20	20		26.9	50	23.1		0	28.6	71.4		
Total %	7.2	24.6	2.9	34.8	4.3	1.4	1.4	7.2	10.1	18.8	8.7	37.7	0	5.8	14.5	20.3	

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**2**	**5**	**1**	**8**	0	0	0	0	**1**	0	1	2	0	1	0	1	**11**
04:30 PM	2	1	0	3	0	0	0	0	0	2	0	2	0	0	1	1	6
04:45 PM	0	2	0	2	**1**	0	0	1	1	**3**	0	**4**	0	**2**	**2**	**4**	11
05:00 PM	0	2	1	3	0	**1**	**1**	**2**	0	0	**2**	2	0	0	0	0	7
Total Volume	4	10	2	16	1	1	1	3	2	5	3	10	0	3	3	6	35
% App. Total	25	62.5	12.5		33.3	33.3	33.3		20	50	30		0	50	50		
PHF	.500	.500	.500	.500	.250	.250	.250	.375	.500	.417	.375	.625	.000	.375	.375	.375	.795

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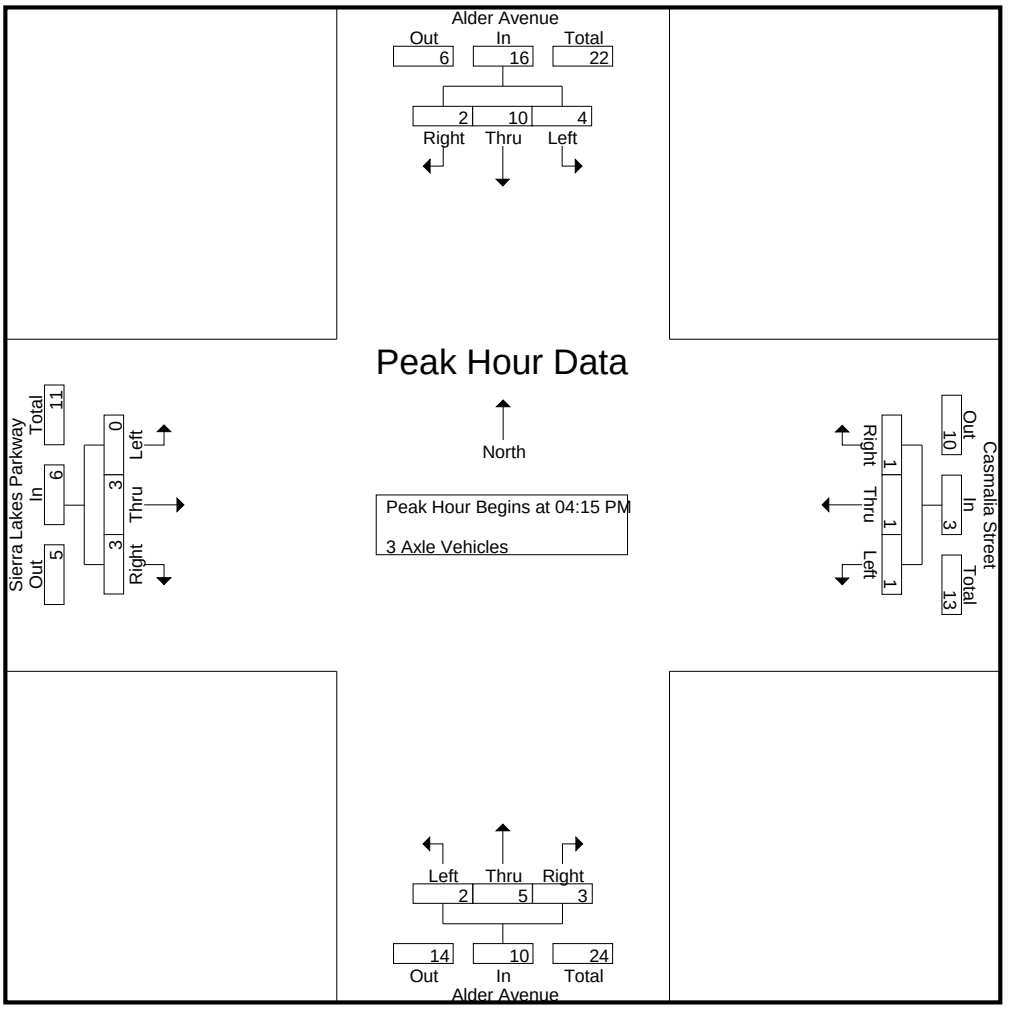

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	**2**	**5**	**1**	**8**	0	0	0	0	**1**	0	1	2	0	1	0	1
+15 mins.	2	1	0	3	0	0	0	0	0	2	0	2	0	0	1	1
+30 mins.	0	2	0	2	**1**	0	0	1	1	**3**	0	**4**	0	**2**	**2**	**4**
+45 mins.	0	2	1	3	0	**1**	**1**	**2**	0	0	**2**	2	0	0	0	0
Total Volume	4	10	2	16	1	1	1	3	2	5	3	10	0	3	3	6
% App. Total	25	62.5	12.5		33.3	33.3	33.3		20	50	30		0	50	50	
PHF	.500	.500	.500	.500	.250	.250	.250	.375	.500	.417	.375	.625	.000	.375	.375	.375

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Groups Printed- 4+ Axle Trucks

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	2	0	3	0	0	0	0	2	3	1	6	0	0	3	3	12
04:15 PM	2	5	1	8	0	0	0	0	1	0	1	2	0	1	0	1	11
04:30 PM	2	1	0	3	0	0	0	0	0	2	0	2	0	0	1	1	6
04:45 PM	0	2	0	2	1	0	0	1	1	3	0	4	0	2	2	4	11
Total	5	10	1	16	1	0	0	1	4	8	2	14	0	3	6	9	40
05:00 PM	0	2	1	3	0	1	1	2	0	0	2	2	0	0	0	0	7
05:15 PM	0	3	0	3	2	0	0	2	2	0	0	2	0	0	3	3	10
05:30 PM	0	1	0	1	0	0	0	0	0	1	1	2	0	1	1	2	5
05:45 PM	0	1	0	1	0	0	0	0	1	4	1	6	0	0	0	0	7
Total	0	7	1	8	2	1	1	4	3	5	4	12	0	1	4	5	29
Grand Total	5	17	2	24	3	1	1	5	7	13	6	26	0	4	10	14	69
Apprch %	20.8	70.8	8.3		60	20	20		26.9	50	23.1		0	28.6	71.4		
Total %	7.2	24.6	2.9	34.8	4.3	1.4	1.4	7.2	10.1	18.8	8.7	37.7	0	5.8	14.5	20.3	

	Alder Avenue Southbound				Casmalia Street Westbound				Alder Avenue Northbound				Sierra Lakes Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**2**	**5**	**1**	**8**	0	0	0	0	**1**	0	1	2	0	1	0	1	**11**
04:30 PM	2	1	0	3	0	0	0	0	0	2	0	2	0	0	1	1	6
04:45 PM	0	2	0	2	**1**	0	0	1	1	**3**	0	**4**	0	**2**	**2**	**4**	11
05:00 PM	0	2	1	3	0	**1**	**1**	**2**	0	0	**2**	2	0	0	0	0	7
Total Volume	4	10	2	16	1	1	1	3	2	5	3	10	0	3	3	6	35
% App. Total	25	62.5	12.5		33.3	33.3	33.3		20	50	30		0	50	50		
PHF	.500	.500	.500	.500	.250	.250	.250	.375	.500	.417	.375	.625	.000	.375	.375	.375	.795

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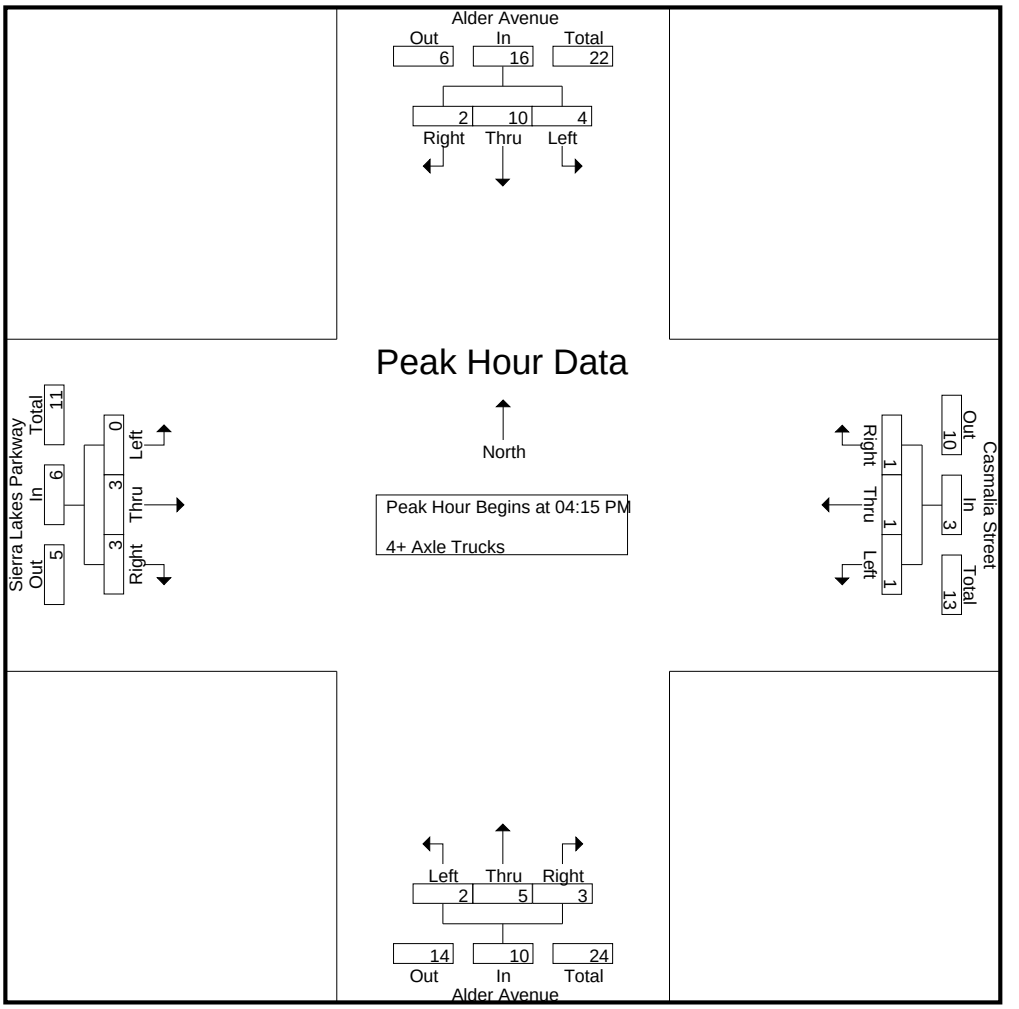
City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	**2**	**5**	**1**	**8**	0	0	0	0	**1**	0	1	2	0	1	0	1
+15 mins.	2	1	0	3	0	0	0	0	0	2	0	2	0	0	1	1
+30 mins.	0	2	0	2	**1**	0	0	1	1	**3**	0	**4**	0	**2**	**2**	**4**
+45 mins.	0	2	1	3	0	**1**	**1**	**2**	0	0	**2**	2	0	0	0	0
Total Volume	4	10	2	16	1	1	1	3	2	5	3	10	0	3	3	6
% App. Total	25	62.5	12.5		33.3	33.3	33.3		20	50	30		0	50	50	
PHF	.500	.500	.500	.500	.250	.250	.250	.375	.500	.417	.375	.625	.000	.375	.375	.375

Location: Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia St

Date: 5/7/2024
Day: Tuesday

PEDESTRIANS

	North Leg Alder Avenue	East Leg Casmalia Street	South Leg Alder Avenue	West Leg Sierra Lakes Parkway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	1	0	0	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	1

	North Leg Alder Avenue	East Leg Casmalia Street	South Leg Alder Avenue	West Leg Sierra Lakes Parkway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia St

Date: 5/7/2024
Day: Tuesday

BICYCLES

	Southbound Alder Avenue			Westbound Casmalia Street			Northbound Alder Avenue			Eastbound Sierra Lakes Parkway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

	Southbound Alder Avenue			Westbound Casmalia Street			Northbound Alder Avenue			Eastbound Sierra Lakes Parkway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	2	0	0	0	0	0	0	0	2

Location: Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia St

Date: 5/8/2024
Day: Wednesday

PEDESTRIANS

	North Leg Alder Avenue	East Leg Casmalia Street	South Leg Alder Avenue	West Leg Sierra Lakes Parkway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	0	0	1
7:15 AM	1	0	0	1	2
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	1	0	0	1	2
8:45 AM	0	0	2	0	2
TOTAL VOLUMES:	3	0	2	2	7

	North Leg Alder Avenue	East Leg Casmalia Street	South Leg Alder Avenue	West Leg Sierra Lakes Parkway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	1	0	2
4:15 PM	0	0	1	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	2	0	2
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	1	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	0	5	0	6

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Location: Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia St

Date: 5/8/2024
Day: Wednesday

BICYCLES

	Southbound Alder Avenue			Westbound Casmalia Street			Northbound Alder Avenue			Eastbound Sierra Lakes Parkway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

	Southbound Alder Avenue			Westbound Casmalia Street			Northbound Alder Avenue			Eastbound Sierra Lakes Parkway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

Location: Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia St

Date: 5/9/2024
Day: Thursday

PEDESTRIANS

	North Leg Alder Avenue	East Leg Casmalia Street	South Leg Alder Avenue	West Leg Sierra Lakes Parkway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	1	1	0	2
8:45 AM	2	0	1	0	3
TOTAL VOLUMES:	2	1	2	0	5

	North Leg Alder Avenue	East Leg Casmalia Street	South Leg Alder Avenue	West Leg Sierra Lakes Parkway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	1	0	1
5:15 PM	0	0	0	0	0
5:30 PM	2	0	0	0	2
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	3	0	1	0	4

Location: Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia St

Date: 5/9/2024
Day: Thursday

BICYCLES

	Southbound Alder Avenue			Westbound Casmalia Street			Northbound Alder Avenue			Eastbound Sierra Lakes Parkway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

	Southbound Alder Avenue			Westbound Casmalia Street			Northbound Alder Avenue			Eastbound Sierra Lakes Parkway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	26	60	86	90	0	32	122	66	55	0	121	0	0	0	0	329
07:15 AM	0	30	84	114	98	3	39	140	69	61	0	130	0	0	0	0	384
07:30 AM	0	37	67	104	89	0	41	130	63	61	0	124	0	0	0	0	358
07:45 AM	0	44	64	108	102	0	41	143	68	50	0	118	0	0	0	0	369
Total	0	137	275	412	379	3	153	535	266	227	0	493	0	0	0	0	1440
08:00 AM	0	43	76	119	70	0	34	104	58	74	0	132	0	0	0	0	355
08:15 AM	0	35	64	99	58	0	32	90	57	80	0	137	0	0	0	0	326
08:30 AM	0	48	67	115	58	2	39	99	50	75	0	125	0	0	0	0	339
08:45 AM	0	44	89	133	95	1	28	124	62	60	0	122	0	0	0	0	379
Total	0	170	296	466	281	3	133	417	227	289	0	516	0	0	0	0	1399
Grand Total	0	307	571	878	660	6	286	952	493	516	0	1009	0	0	0	0	2839
Apprch %	0	35	65		69.3	0.6	30		48.9	51.1	0		0	0	0		
Total %	0	10.8	20.1	30.9	23.2	0.2	10.1	33.5	17.4	18.2	0	35.5	0	0	0	0	
Passenger Vehicles	0	184	375	559	602	3	182	787	394	348	0	742	0	0	0	0	2088
% Passenger Vehicles	0	59.9	65.7	63.7	91.2	50	63.6	82.7	79.9	67.4	0	73.5	0	0	0	0	73.5
Large 2 Axle Vehicles	0	17	20	37	10	3	14	27	11	18	0	29	0	0	0	0	93
% Large 2 Axle Vehicles	0	5.5	3.5	4.2	1.5	50	4.9	2.8	2.2	3.5	0	2.9	0	0	0	0	3.3
3 Axle Vehicles	0	30	12	42	17	0	23	40	8	29	0	37	0	0	0	0	119
% 3 Axle Vehicles	0	9.8	2.1	4.8	2.6	0	8	4.2	1.6	5.6	0	3.7	0	0	0	0	4.2
4+ Axle Trucks	0	76	164	240	31	0	67	98	80	121	0	201	0	0	0	0	539
% 4+ Axle Trucks	0	24.8	28.7	27.3	4.7	0	23.4	10.3	16.2	23.4	0	19.9	0	0	0	0	19

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	30	**84**	114	98	**3**	39	140	**69**	61	0	130	0	0	0	0	**384**
07:30 AM	0	37	67	104	89	0	**41**	130	63	61	0	124	0	0	0	0	358
07:45 AM	0	**44**	64	108	**102**	0	41	**143**	68	50	0	118	0	0	0	0	369
08:00 AM	0	43	76	**119**	70	0	34	104	58	**74**	0	**132**	0	0	0	0	355
Total Volume	0	154	291	445	359	3	155	517	258	246	0	504	0	0	0	0	1466
% App. Total	0	34.6	65.4		69.4	0.6	30		51.2	48.8	0		0	0	0		
PHF	.000	.875	.866	.935	.880	.250	.945	.904	.935	.831	.000	.955	.000	.000	.000	.000	.954

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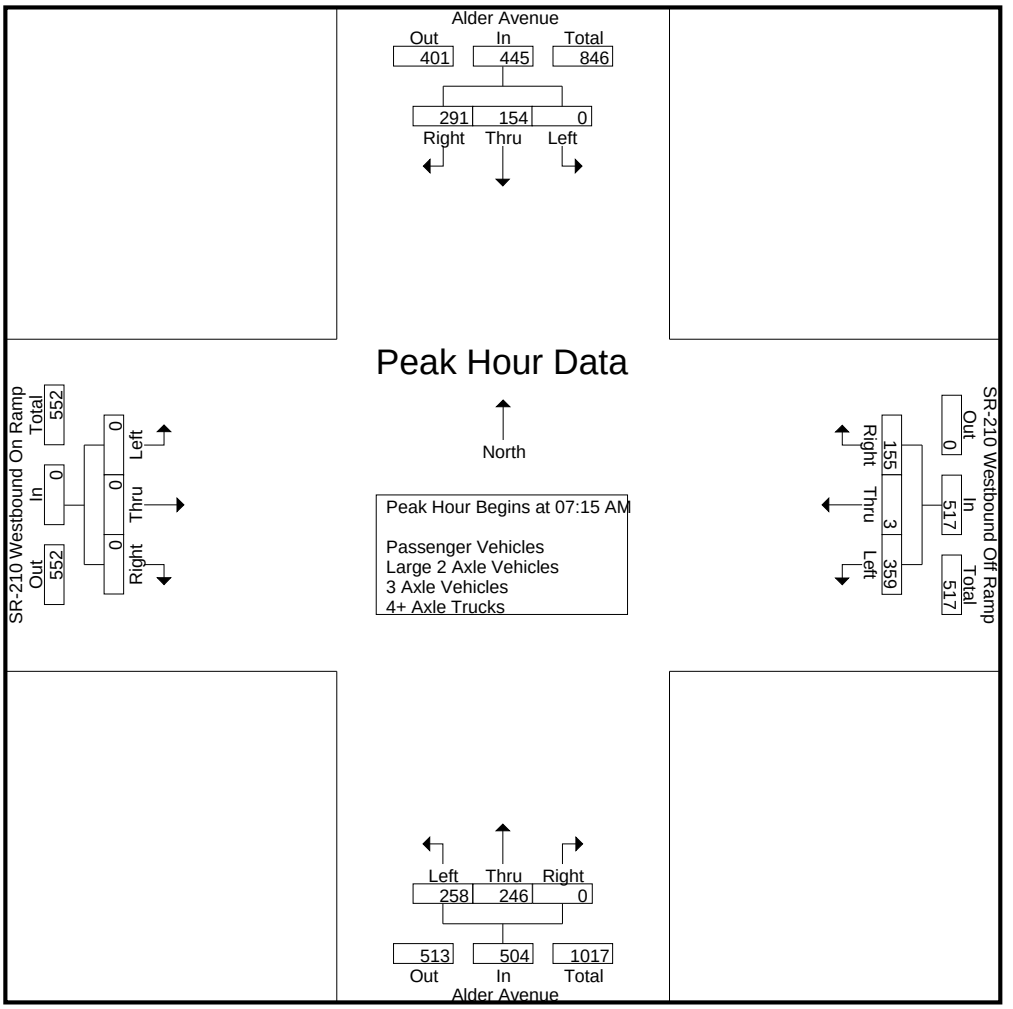
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				08:00 AM				07:00 AM			
+0 mins.	0	43	76	119	90	0	32	122	58	74	0	132	0	0	0	0
+15 mins.	0	35	64	99	98	**3**	39	140	57	**80**	0	**137**	0	0	0	0
+30 mins.	0	**48**	67	115	89	0	**41**	130	50	75	0	125	0	0	0	0
+45 mins.	0	44	**89**	**133**	**102**	0	41	**143**	**62**	60	0	122	0	0	0	0
Total Volume	0	170	296	466	379	3	153	535	227	289	0	516	0	0	0	0
% App. Total	0	36.5	63.5		70.8	0.6	28.6		44	56	0		0	0	0	
PHF	.000	.885	.831	.876	.929	.250	.933	.935	.915	.903	.000	.942	.000	.000	.000	.000

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	19	45	64	81	0	22	103	49	44	0	93	0	0	0	0	260
07:15 AM	0	22	62	84	92	1	23	116	58	44	0	102	0	0	0	0	302
07:30 AM	0	22	45	67	85	0	24	109	50	43	0	93	0	0	0	0	269
07:45 AM	0	23	38	61	91	0	31	122	56	33	0	89	0	0	0	0	272
Total	0	86	190	276	349	1	100	450	213	164	0	377	0	0	0	0	1103
08:00 AM	0	25	57	82	67	0	26	93	49	47	0	96	0	0	0	0	271
08:15 AM	0	23	35	58	52	0	22	74	41	44	0	85	0	0	0	0	217
08:30 AM	0	26	41	67	54	1	17	72	39	53	0	92	0	0	0	0	231
08:45 AM	0	24	52	76	80	1	17	98	52	40	0	92	0	0	0	0	266
Total	0	98	185	283	253	2	82	337	181	184	0	365	0	0	0	0	985
Grand Total	0	184	375	559	602	3	182	787	394	348	0	742	0	0	0	0	2088
Apprch %	0	32.9	67.1		76.5	0.4	23.1		53.1	46.9	0		0	0	0		
Total %	0	8.8	18	26.8	28.8	0.1	8.7	37.7	18.9	16.7	0	35.5	0	0	0	0	

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	22	**62**	**84**	**92**	**1**	23	116	**58**	44	0	**102**	0	0	0	0	**302**
07:30 AM	0	22	45	67	85	0	24	109	50	43	0	93	0	0	0	0	269
07:45 AM	0	23	38	61	91	0	**31**	**122**	56	33	0	89	0	0	0	0	272
08:00 AM	0	**25**	57	82	67	0	26	93	49	**47**	0	96	0	0	0	0	271
Total Volume	0	92	202	294	335	1	104	440	213	167	0	380	0	0	0	0	1114
% App. Total	0	31.3	68.7		76.1	0.2	23.6		56.1	43.9	0		0	0	0		
PHF	.000	.920	.815	.875	.910	.250	.839	.902	.918	.888	.000	.931	.000	.000	.000	.000	.922

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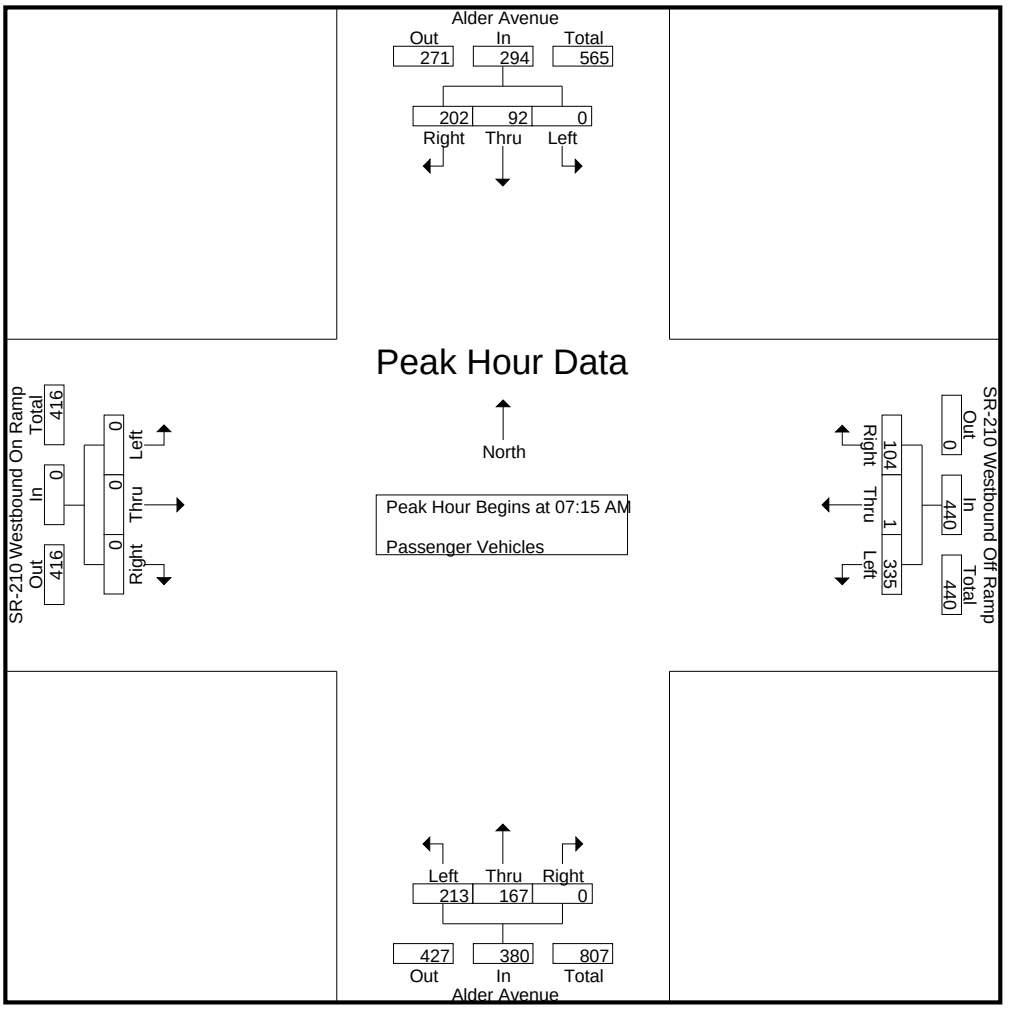
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	22	**62**	**84**	**92**	**1**	23	116	**58**	44	0	**102**	0	0	0	0
+15 mins.	0	22	45	67	85	0	24	109	50	43	0	93	0	0	0	0
+30 mins.	0	23	38	61	91	0	**31**	**122**	56	33	0	89	0	0	0	0
+45 mins.	0	**25**	57	82	67	0	26	93	49	**47**	0	96	0	0	0	0
Total Volume	0	92	202	294	335	1	104	440	213	167	0	380	0	0	0	0
% App. Total	0	31.3	68.7		76.1	0.2	23.6		56.1	43.9	0		0	0	0	
PHF	.000	.920	.815	.875	.910	.250	.839	.902	.918	.888	.000	.931	.000	.000	.000	.000

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	4	4	2	0	2	4	2	0	0	2	0	0	0	0	10
07:15 AM	0	3	5	8	0	2	5	7	2	3	0	5	0	0	0	0	20
07:30 AM	0	1	5	6	2	0	1	3	2	1	0	3	0	0	0	0	12
07:45 AM	0	1	1	2	2	0	1	3	0	0	0	0	0	0	0	0	5
Total	0	5	15	20	6	2	9	17	6	4	0	10	0	0	0	0	47
08:00 AM	0	4	2	6	0	0	2	2	1	5	0	6	0	0	0	0	14
08:15 AM	0	1	2	3	1	0	0	1	1	5	0	6	0	0	0	0	10
08:30 AM	0	3	1	4	1	1	1	3	2	2	0	4	0	0	0	0	11
08:45 AM	0	4	0	4	2	0	2	4	1	2	0	3	0	0	0	0	11
Total	0	12	5	17	4	1	5	10	5	14	0	19	0	0	0	0	46
Grand Total	0	17	20	37	10	3	14	27	11	18	0	29	0	0	0	0	93
Apprch %	0	45.9	54.1		37	11.1	51.9		37.9	62.1	0		0	0	0		
Total %	0	18.3	21.5	39.8	10.8	3.2	15.1	29	11.8	19.4	0	31.2	0	0	0	0	

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	3	**5**	**8**	0	**2**	**5**	**7**	**2**	3	0	5	0	0	0	0	**20**
07:30 AM	0	1	5	6	**2**	0	1	3	2	1	0	3	0	0	0	0	12
07:45 AM	0	1	1	2	2	0	1	3	0	0	0	0	0	0	0	0	5
08:00 AM	0	**4**	2	6	0	0	2	2	1	**5**	0	**6**	0	0	0	0	14
Total Volume	0	9	13	22	4	2	9	15	5	9	0	14	0	0	0	0	51
% App. Total	0	40.9	59.1		26.7	13.3	60		35.7	64.3	0		0	0	0		
PHF	.000	.563	.650	.688	.500	.250	.450	.536	.625	.450	.000	.583	.000	.000	.000	.000	.638

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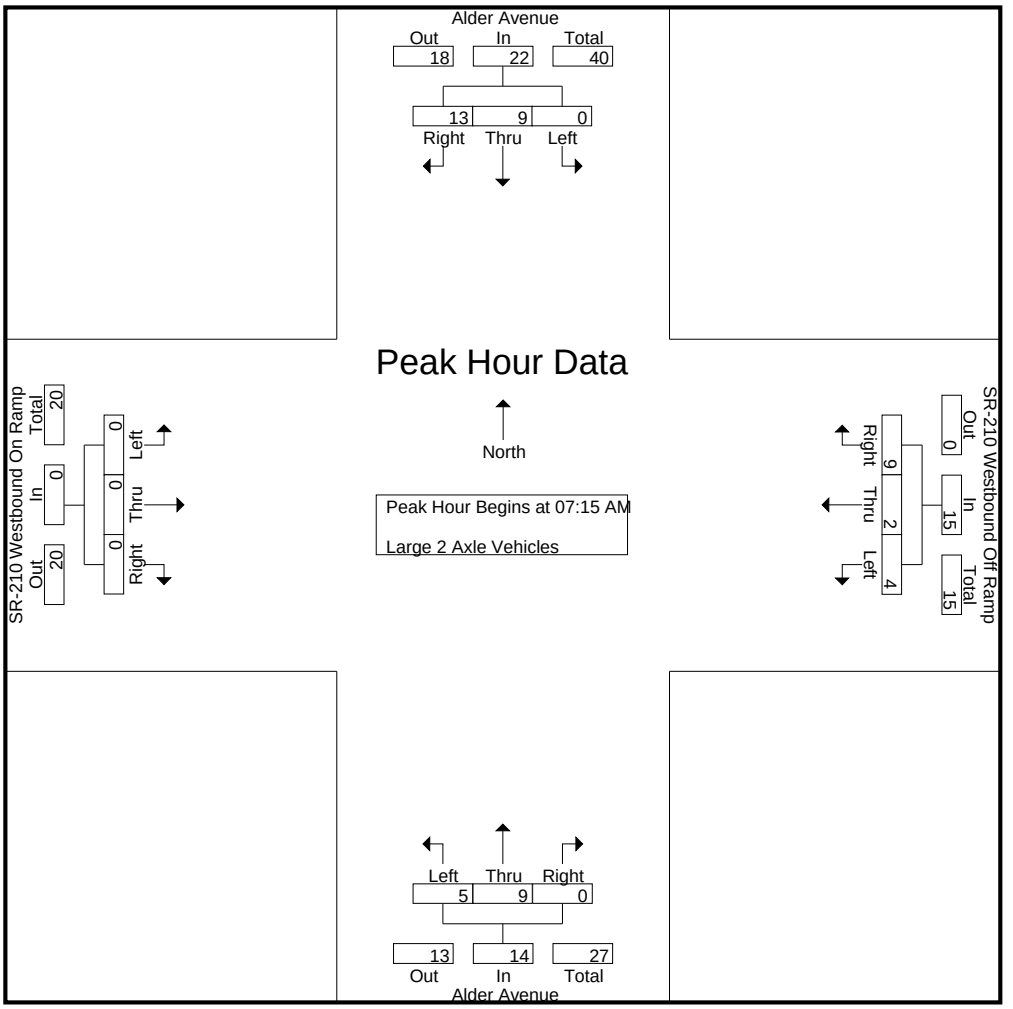
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	3	**5**	**8**	0	**2**	**5**	**7**	**2**	3	0	5	0	0	0	0
+15 mins.	0	1	5	6	**2**	0	1	3	2	1	0	3	0	0	0	0
+30 mins.	0	1	1	2	2	0	1	3	0	0	0	0	0	0	0	0
+45 mins.	0	**4**	2	6	0	0	2	2	1	**5**	0	**6**	0	0	0	0
Total Volume	0	9	13	22	4	2	9	15	5	9	0	14	0	0	0	0
% App. Total	0	40.9	59.1		26.7	13.3	60		35.7	64.3	0		0	0	0	
PHF	.000	.563	.650	.688	.500	.250	.450	.536	.625	.450	.000	.583	.000	.000	.000	.000

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	2	3	1	0	2	3	0	2	0	2	0	0	0	0	8
07:15 AM	0	2	1	3	1	0	0	1	2	2	0	4	0	0	0	0	8
07:30 AM	0	1	0	1	1	0	3	4	0	2	0	2	0	0	0	0	7
07:45 AM	0	6	2	8	5	0	3	8	1	4	0	5	0	0	0	0	21
Total	0	10	5	15	8	0	8	16	3	10	0	13	0	0	0	0	44
08:00 AM	0	3	2	5	1	0	3	4	1	4	0	5	0	0	0	0	14
08:15 AM	0	5	1	6	1	0	2	3	2	5	0	7	0	0	0	0	16
08:30 AM	0	8	1	9	0	0	7	7	0	6	0	6	0	0	0	0	22
08:45 AM	0	4	3	7	7	0	3	10	2	4	0	6	0	0	0	0	23
Total	0	20	7	27	9	0	15	24	5	19	0	24	0	0	0	0	75
Grand Total	0	30	12	42	17	0	23	40	8	29	0	37	0	0	0	0	119
Apprch %	0	71.4	28.6		42.5	0	57.5		21.6	78.4	0		0	0	0		
Total %	0	25.2	10.1	35.3	14.3	0	19.3	33.6	6.7	24.4	0	31.1	0	0	0	0	

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	2	1	3	1	0	0	1	**2**	2	0	4	0	0	0	0	8
07:30 AM	0	1	0	1	1	0	**3**	4	0	2	0	2	0	0	0	0	7
07:45 AM	0	**6**	**2**	**8**	**5**	0	3	**8**	1	**4**	0	**5**	0	0	0	0	**21**
08:00 AM	0	3	2	5	1	0	3	4	1	4	0	5	0	0	0	0	14
Total Volume	0	12	5	17	8	0	9	17	4	12	0	16	0	0	0	0	50
% App. Total	0	70.6	29.4		47.1	0	52.9		25	75	0		0	0	0		
PHF	.000	.500	.625	.531	.400	.000	.750	.531	.500	.750	.000	.800	.000	.000	.000	.000	.595

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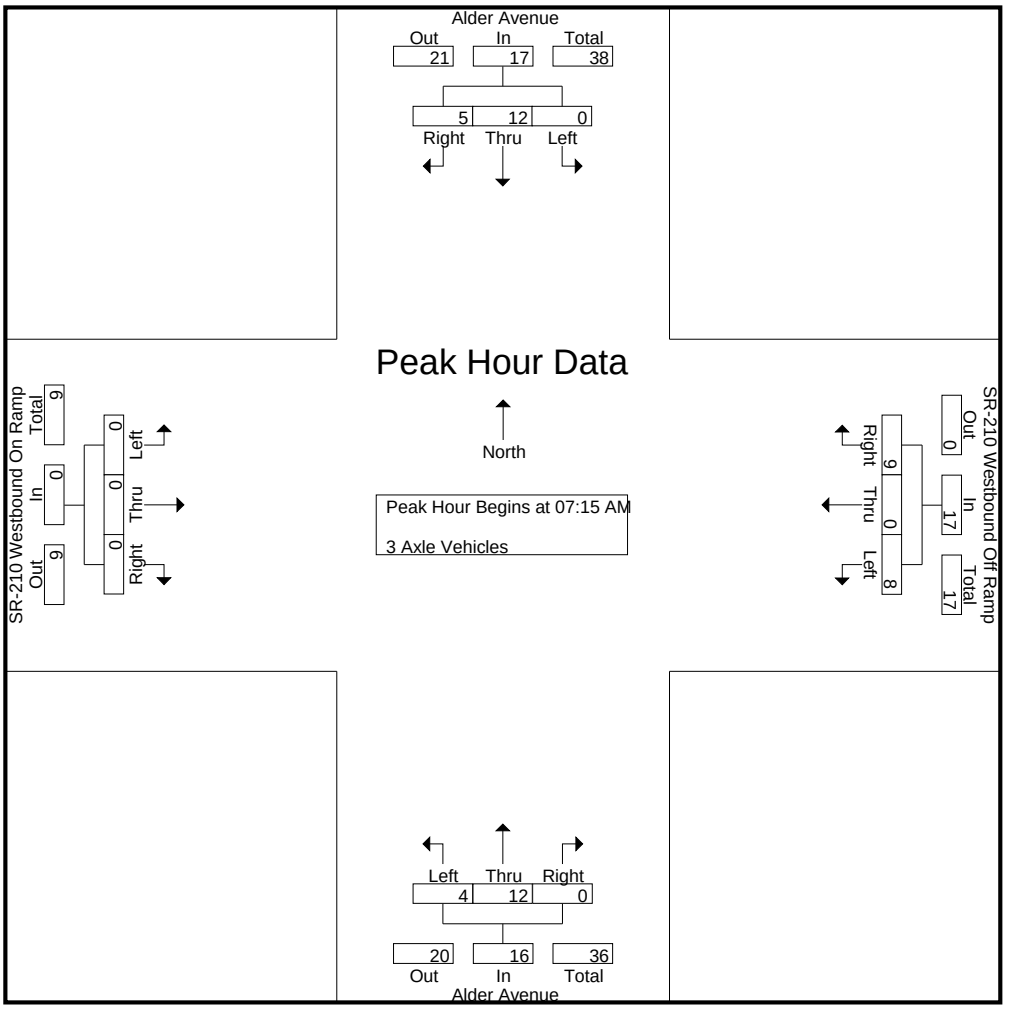
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	2	1	3	1	0	0	1	**2**	2	0	4	0	0	0	0
+15 mins.	0	1	0	1	1	0	**3**	4	0	2	0	2	0	0	0	0
+30 mins.	0	**6**	**2**	**8**	**5**	0	3	**8**	1	**4**	0	**5**	0	0	0	0
+45 mins.	0	3	2	5	1	0	3	4	1	4	0	5	0	0	0	0
Total Volume	0	12	5	17	8	0	9	17	4	12	0	16	0	0	0	0
% App. Total	0	70.6	29.4		47.1	0	52.9		25	75	0		0	0	0	
PHF	.000	.500	.625	.531	.400	.000	.750	.531	.500	.750	.000	.800	.000	.000	.000	.000

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	6	9	15	6	0	6	12	15	9	0	24	0	0	0	0	51
07:15 AM	0	3	16	19	5	0	11	16	7	12	0	19	0	0	0	0	54
07:30 AM	0	13	17	30	1	0	13	14	11	15	0	26	0	0	0	0	70
07:45 AM	0	14	23	37	4	0	6	10	11	13	0	24	0	0	0	0	71
Total	0	36	65	101	16	0	36	52	44	49	0	93	0	0	0	0	246
08:00 AM	0	11	15	26	2	0	3	5	7	18	0	25	0	0	0	0	56
08:15 AM	0	6	26	32	4	0	8	12	13	26	0	39	0	0	0	0	83
08:30 AM	0	11	24	35	3	0	14	17	9	14	0	23	0	0	0	0	75
08:45 AM	0	12	34	46	6	0	6	12	7	14	0	21	0	0	0	0	79
Total	0	40	99	139	15	0	31	46	36	72	0	108	0	0	0	0	293
Grand Total	0	76	164	240	31	0	67	98	80	121	0	201	0	0	0	0	539
Apprch %	0	31.7	68.3		31.6	0	68.4		39.8	60.2	0		0	0	0		
Total %	0	14.1	30.4	44.5	5.8	0	12.4	18.2	14.8	22.4	0	37.3	0	0	0	0	

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	3	16	19	**5**	0	11	**16**	7	12	0	19	0	0	0	0	54
07:30 AM	0	13	17	30	1	0	**13**	14	**11**	15	0	**26**	0	0	0	0	70
07:45 AM	0	**14**	**23**	**37**	4	0	6	10	11	13	0	24	0	0	0	0	**71**
08:00 AM	0	11	15	26	2	0	3	5	7	**18**	0	25	0	0	0	0	56
Total Volume	0	41	71	112	12	0	33	45	36	58	0	94	0	0	0	0	251
% App. Total	0	36.6	63.4		26.7	0	73.3		38.3	61.7	0		0	0	0		
PHF	.000	.732	.772	.757	.600	.000	.635	.703	.818	.806	.000	.904	.000	.000	.000	.000	.884

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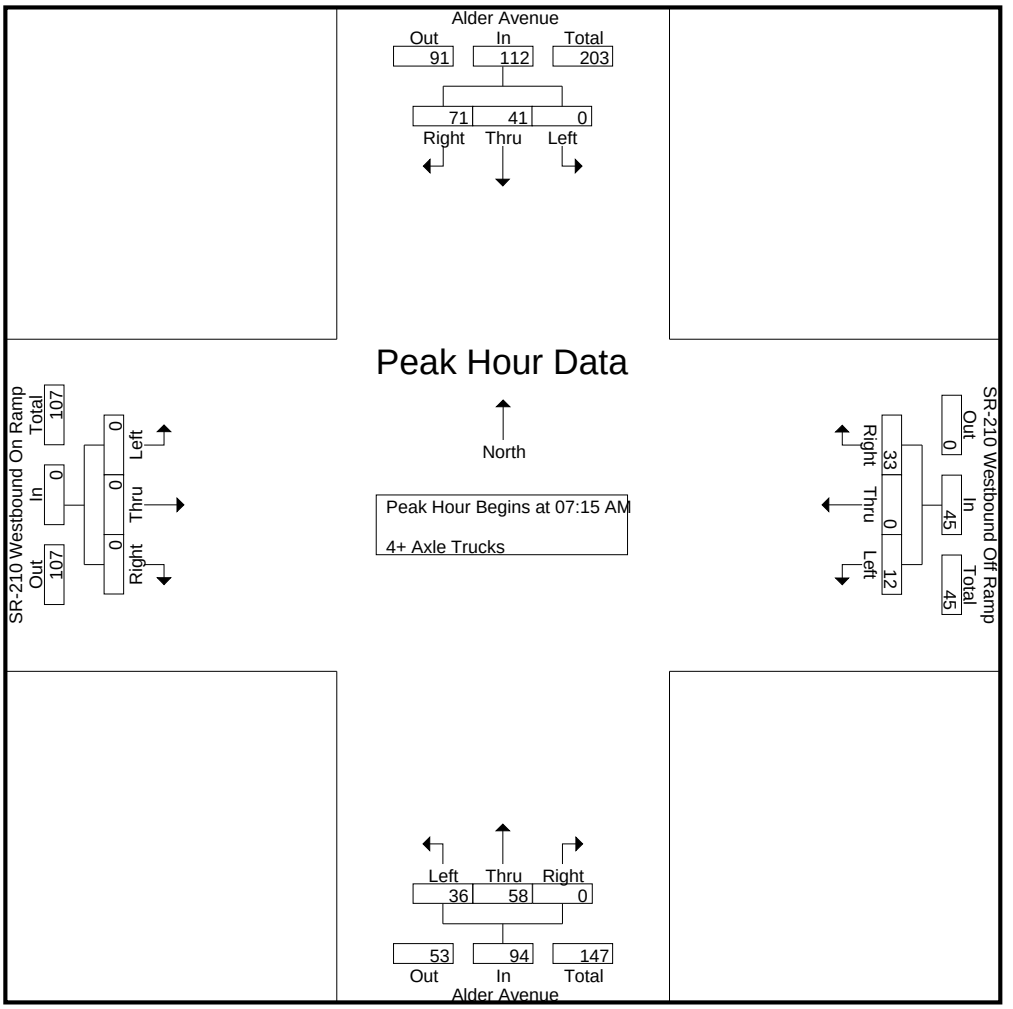
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	3	16	19	**5**	0	11	**16**	7	12	0	19	0	0	0	0
+15 mins.	0	13	17	30	1	0	**13**	14	**11**	15	0	**26**	0	0	0	0
+30 mins.	0	**14**	**23**	**37**	4	0	6	10	11	13	0	24	0	0	0	0
+45 mins.	0	11	15	26	2	0	3	5	7	**18**	0	25	0	0	0	0
Total Volume	0	41	71	112	12	0	33	45	36	58	0	94	0	0	0	0
% App. Total	0	36.6	63.4		26.7	0	73.3		38.3	61.7	0		0	0	0	
PHF	.000	.732	.772	.757	.600	.000	.635	.703	.818	.806	.000	.904	.000	.000	.000	.000

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	71	66	137	91	2	32	125	98	68	0	166	0	0	0	0	428
04:15 PM	0	92	66	158	69	1	29	99	83	68	0	151	0	0	0	0	408
04:30 PM	0	85	83	168	59	1	32	92	80	64	0	144	0	0	0	0	404
04:45 PM	0	58	82	140	76	1	29	106	100	56	0	156	0	0	0	0	402
Total	0	306	297	603	295	5	122	422	361	256	0	617	0	0	0	0	1642
05:00 PM	0	73	80	153	82	0	25	107	97	65	0	162	0	0	0	0	422
05:15 PM	0	41	56	97	87	1	24	112	92	66	0	158	0	0	0	0	367
05:30 PM	0	49	45	94	86	1	27	114	81	53	0	134	0	0	0	0	342
05:45 PM	0	42	54	96	80	0	22	102	85	47	0	132	0	0	0	0	330
Total	0	205	235	440	335	2	98	435	355	231	0	586	0	0	0	0	1461
Grand Total	0	511	532	1043	630	7	220	857	716	487	0	1203	0	0	0	0	3103
Apprch %	0	49	51		73.5	0.8	25.7		59.5	40.5	0		0	0	0		
Total %	0	16.5	17.1	33.6	20.3	0.2	7.1	27.6	23.1	15.7	0	38.8	0	0	0	0	
Passenger Vehicles	0	443	411	854	599	7	167	773	625	385	0	1010	0	0	0	0	2637
% Passenger Vehicles	0	86.7	77.3	81.9	95.1	100	75.9	90.2	87.3	79.1	0	84	0	0	0	0	85
Large 2 Axle Vehicles	0	11	13	24	6	0	6	12	6	12	0	18	0	0	0	0	54
% Large 2 Axle Vehicles	0	2.2	2.4	2.3	1	0	2.7	1.4	0.8	2.5	0	1.5	0	0	0	0	1.7
3 Axle Vehicles	0	23	18	41	5	0	9	14	11	26	0	37	0	0	0	0	92
% 3 Axle Vehicles	0	4.5	3.4	3.9	0.8	0	4.1	1.6	1.5	5.3	0	3.1	0	0	0	0	3
4+ Axle Trucks	0	34	90	124	20	0	38	58	74	64	0	138	0	0	0	0	320
% 4+ Axle Trucks	0	6.7	16.9	11.9	3.2	0	17.3	6.8	10.3	13.1	0	11.5	0	0	0	0	10.3

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	71	66	137	**91**	**2**	**32**	**125**	98	**68**	0	**166**	0	0	0	0	**428**
04:15 PM	0	**92**	66	158	69	1	29	99	83	68	0	151	0	0	0	0	408
04:30 PM	0	85	**83**	**168**	59	1	32	92	80	64	0	144	0	0	0	0	404
04:45 PM	0	58	82	140	76	1	29	106	**100**	56	0	156	0	0	0	0	402
Total Volume	0	306	297	603	295	5	122	422	361	256	0	617	0	0	0	0	1642
% App. Total	0	50.7	49.3		69.9	1.2	28.9		58.5	41.5	0		0	0	0		
PHF	.000	.832	.895	.897	.810	.625	.953	.844	.903	.941	.000	.929	.000	.000	.000	.000	.959

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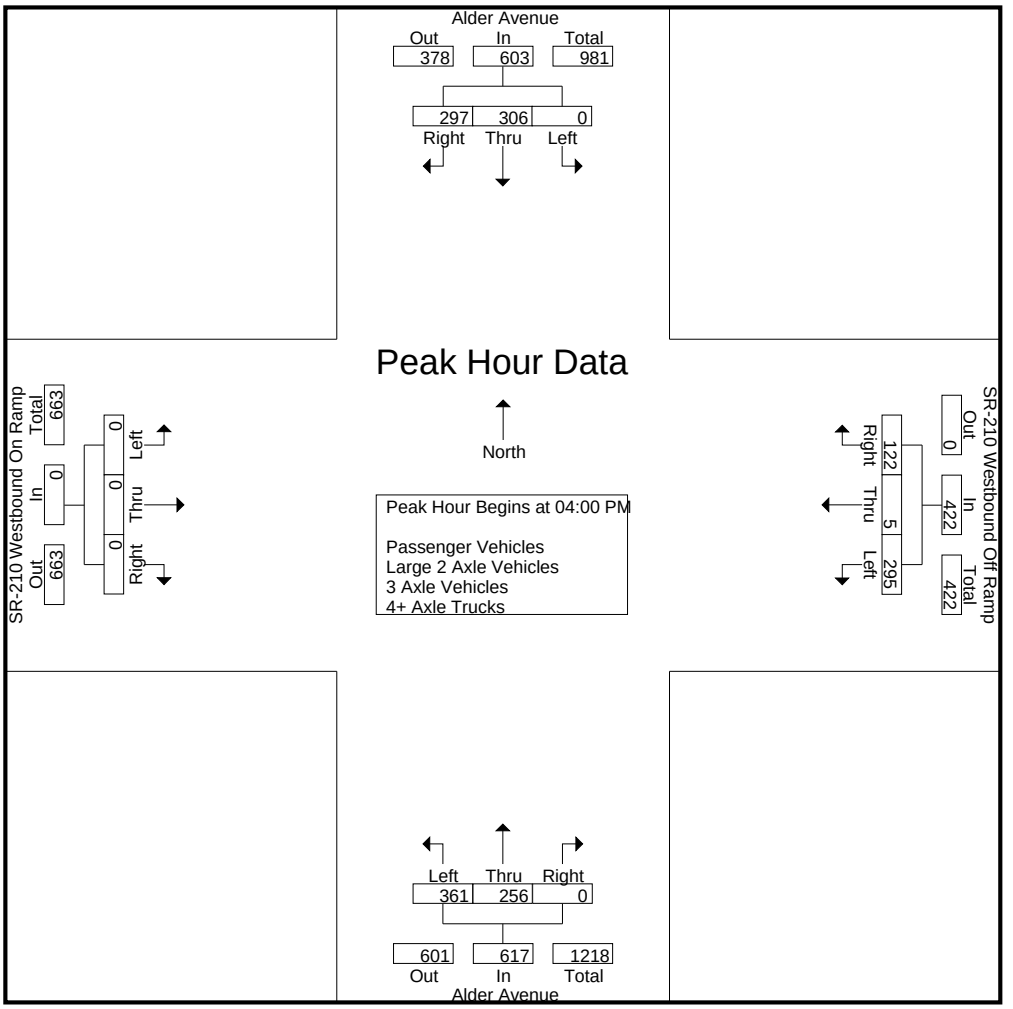
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:45 PM				04:30 PM				04:00 PM			
+0 mins.	0	**92**	66	158	76	**1**	**29**	106	80	64	0	144	0	0	0	0
+15 mins.	0	85	**83**	**168**	82	0	25	107	**100**	56	0	156	0	0	0	0
+30 mins.	0	58	82	140	**87**	1	24	112	97	65	0	**162**	0	0	0	0
+45 mins.	0	73	80	153	86	1	27	**114**	92	**66**	0	158	0	0	0	0
Total Volume	0	308	311	619	331	3	105	439	369	251	0	620	0	0	0	0
% App. Total	0	49.8	50.2		75.4	0.7	23.9		59.5	40.5	0		0	0	0	
PHF	.000	.837	.937	.921	.951	.750	.905	.963	.923	.951	.000	.957	.000	.000	.000	.000

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	57	55	112	82	2	25	109	86	54	0	140	0	0	0	0	361
04:15 PM	0	83	46	129	67	1	18	86	72	49	0	121	0	0	0	0	336
04:30 PM	0	76	66	142	56	1	20	77	64	51	0	115	0	0	0	0	334
04:45 PM	0	46	59	105	71	1	25	97	94	43	0	137	0	0	0	0	339
Total	0	262	226	488	276	5	88	369	316	197	0	513	0	0	0	0	1370
05:00 PM	0	64	62	126	78	0	23	101	82	58	0	140	0	0	0	0	367
05:15 PM	0	36	44	80	84	1	19	104	79	54	0	133	0	0	0	0	317
05:30 PM	0	44	37	81	85	1	19	105	72	43	0	115	0	0	0	0	301
05:45 PM	0	37	42	79	76	0	18	94	76	33	0	109	0	0	0	0	282
Total	0	181	185	366	323	2	79	404	309	188	0	497	0	0	0	0	1267
Grand Total	0	443	411	854	599	7	167	773	625	385	0	1010	0	0	0	0	2637
Apprch %	0	51.9	48.1		77.5	0.9	21.6		61.9	38.1	0		0	0	0		
Total %	0	16.8	15.6	32.4	22.7	0.3	6.3	29.3	23.7	14.6	0	38.3	0	0	0	0	

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	57	55	112	**82**	**2**	**25**	**109**	86	**54**	0	**140**	0	0	0	0	**361**
04:15 PM	0	**83**	46	129	67	1	18	86	72	49	0	121	0	0	0	0	336
04:30 PM	0	76	**66**	**142**	56	1	20	77	64	51	0	115	0	0	0	0	334
04:45 PM	0	46	59	105	71	1	25	97	**94**	43	0	137	0	0	0	0	339
Total Volume	0	262	226	488	276	5	88	369	316	197	0	513	0	0	0	0	1370
% App. Total	0	53.7	46.3		74.8	1.4	23.8		61.6	38.4	0		0	0	0		
PHF	.000	.789	.856	.859	.841	.625	.880	.846	.840	.912	.000	.916	.000	.000	.000	.000	.949

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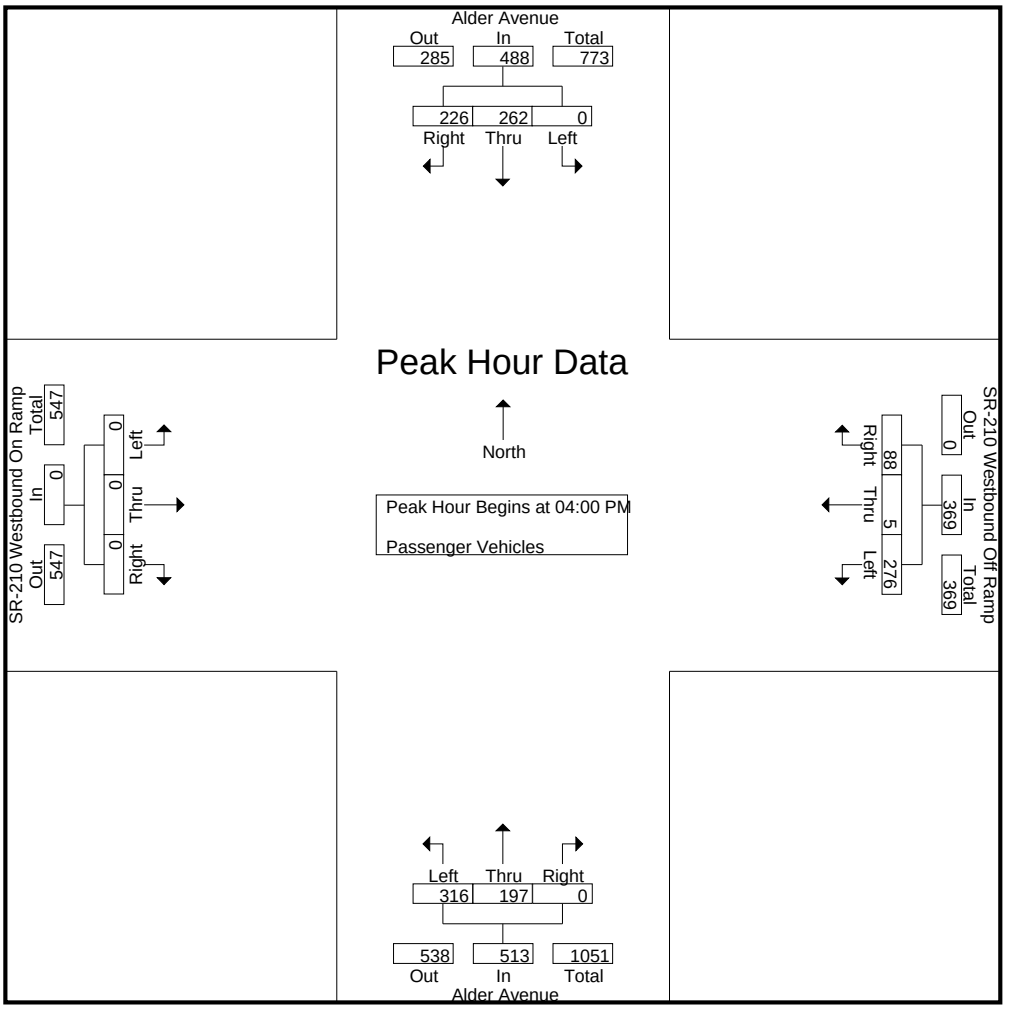
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	57	55	112	**82**	**2**	**25**	**109**	86	**54**	0	**140**	0	0	0	0
+15 mins.	0	**83**	46	129	67	1	18	86	72	49	0	121	0	0	0	0
+30 mins.	0	76	**66**	**142**	56	1	20	77	64	51	0	115	0	0	0	0
+45 mins.	0	46	59	105	71	1	25	97	**94**	43	0	137	0	0	0	0
Total Volume	0	262	226	488	276	5	88	369	316	197	0	513	0	0	0	0
% App. Total	0	53.7	46.3		74.8	1.4	23.8		61.6	38.4	0		0	0	0	
PHF	.000	.789	.856	.859	.841	.625	.880	.846	.840	.912	.000	.916	.000	.000	.000	.000

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	5	2	7	3	0	0	3	1	1	0	2	0	0	0	0	12
04:15 PM	0	1	2	3	1	0	3	4	0	2	0	2	0	0	0	0	9
04:30 PM	0	1	1	2	0	0	1	1	3	4	0	7	0	0	0	0	10
04:45 PM	0	2	3	5	1	0	1	2	1	1	0	2	0	0	0	0	9
Total	0	9	8	17	5	0	5	10	5	8	0	13	0	0	0	0	40
05:00 PM	0	1	2	3	0	0	0	0	1	0	0	1	0	0	0	0	4
05:15 PM	0	1	2	3	0	0	0	0	0	1	0	1	0	0	0	0	4
05:30 PM	0	0	1	1	1	0	0	1	0	1	0	1	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	1	1	0	2	0	2	0	0	0	0	3
Total	0	2	5	7	1	0	1	2	1	4	0	5	0	0	0	0	14
Grand Total	0	11	13	24	6	0	6	12	6	12	0	18	0	0	0	0	54
Apprch %	0	45.8	54.2		50	0	50		33.3	66.7	0		0	0	0		
Total %	0	20.4	24.1	44.4	11.1	0	11.1	22.2	11.1	22.2	0	33.3	0	0	0	0	

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**5**	2	**7**	**3**	0	0	3	1	1	0	2	0	0	0	0	**12**
04:15 PM	0	1	2	3	1	0	**3**	**4**	0	2	0	2	0	0	0	0	9
04:30 PM	0	1	1	2	0	0	1	1	**3**	**4**	0	**7**	0	0	0	0	10
04:45 PM	0	2	**3**	5	1	0	1	2	1	1	0	2	0	0	0	0	9
Total Volume	0	9	8	17	5	0	5	10	5	8	0	13	0	0	0	0	40
% App. Total	0	52.9	47.1		50	0	50		38.5	61.5	0		0	0	0		
PHF	.000	.450	.667	.607	.417	.000	.417	.625	.417	.500	.000	.464	.000	.000	.000	.000	.833

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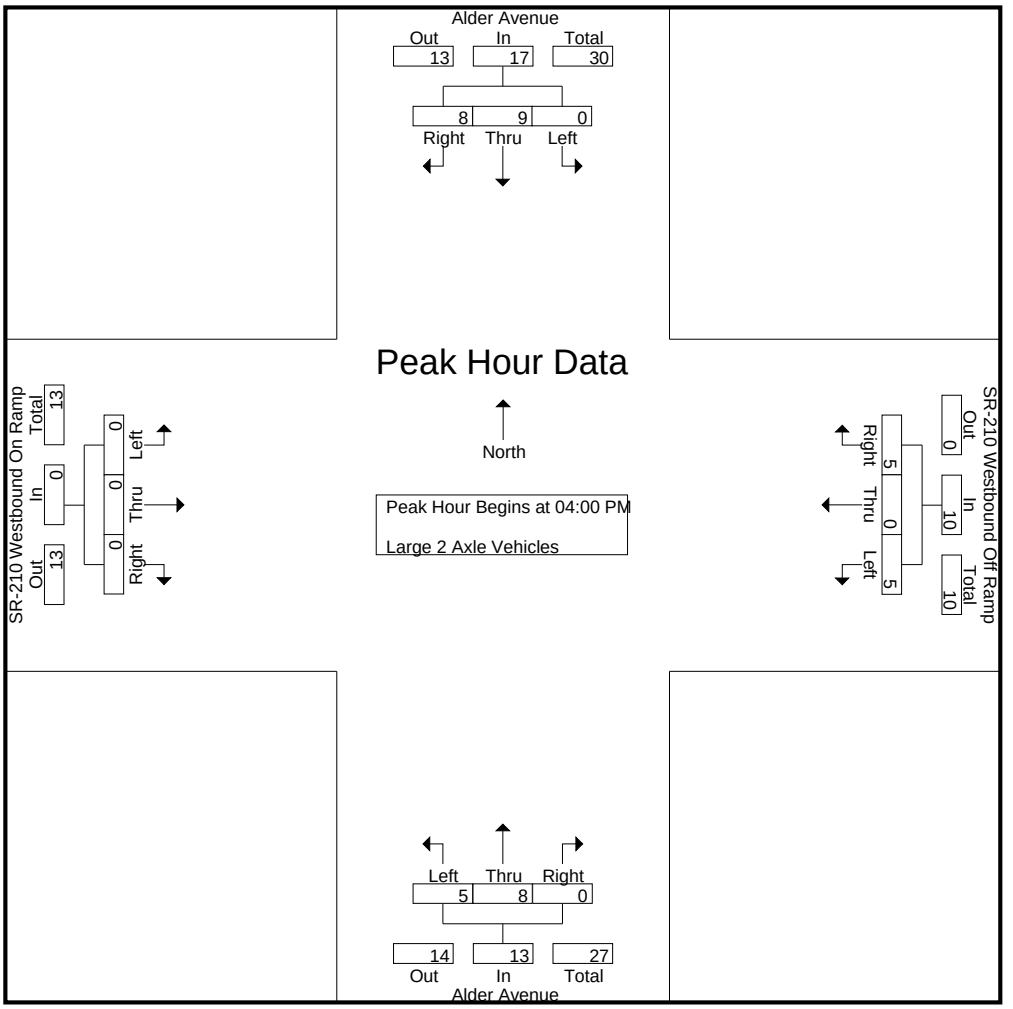
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**5**	2	**7**	**3**	0	0	3	1	1	0	2	0	0	0	0
+15 mins.	0	1	2	3	1	0	**3**	**4**	0	2	0	2	0	0	0	0
+30 mins.	0	1	1	2	0	0	1	1	**3**	**4**	0	**7**	0	0	0	0
+45 mins.	0	2	**3**	5	1	0	1	2	1	1	0	2	0	0	0	0
Total Volume	0	9	8	17	5	0	5	10	5	8	0	13	0	0	0	0
% App. Total	0	52.9	47.1		50	0	50		38.5	61.5	0		0	0	0	
PHF	.000	.450	.667	.607	.417	.000	.417	.625	.417	.500	.000	.464	.000	.000	.000	.000

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	3	4	3	0	3	6	1	5	0	6	0	0	0	0	16
04:15 PM	0	6	2	8	1	0	0	1	2	2	0	4	0	0	0	0	13
04:30 PM	0	3	3	6	0	0	4	4	1	3	0	4	0	0	0	0	14
04:45 PM	0	3	4	7	0	0	0	0	1	3	0	4	0	0	0	0	11
Total	0	13	12	25	4	0	7	11	5	13	0	18	0	0	0	0	54
05:00 PM	0	5	0	5	0	0	0	0	2	2	0	4	0	0	0	0	9
05:15 PM	0	0	1	1	0	0	1	1	3	4	0	7	0	0	0	0	9
05:30 PM	0	3	3	6	0	0	1	1	0	3	0	3	0	0	0	0	10
05:45 PM	0	2	2	4	1	0	0	1	1	4	0	5	0	0	0	0	10
Total	0	10	6	16	1	0	2	3	6	13	0	19	0	0	0	0	38
Grand Total	0	23	18	41	5	0	9	14	11	26	0	37	0	0	0	0	92
Apprch %	0	56.1	43.9		35.7	0	64.3		29.7	70.3	0		0	0	0		
Total %	0	25	19.6	44.6	5.4	0	9.8	15.2	12	28.3	0	40.2	0	0	0	0	

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	3	4	**3**	0	3	**6**	1	**5**	0	**6**	0	0	0	0	**16**
04:15 PM	0	**6**	2	**8**	1	0	0	1	**2**	2	0	4	0	0	0	0	13
04:30 PM	0	3	3	6	0	0	**4**	4	1	3	0	4	0	0	0	0	14
04:45 PM	0	3	**4**	7	0	0	0	0	1	3	0	4	0	0	0	0	11
Total Volume	0	13	12	25	4	0	7	11	5	13	0	18	0	0	0	0	54
% App. Total	0	52	48		36.4	0	63.6		27.8	72.2	0		0	0	0		
PHF	.000	.542	.750	.781	.333	.000	.438	.458	.625	.650	.000	.750	.000	.000	.000	.000	.844

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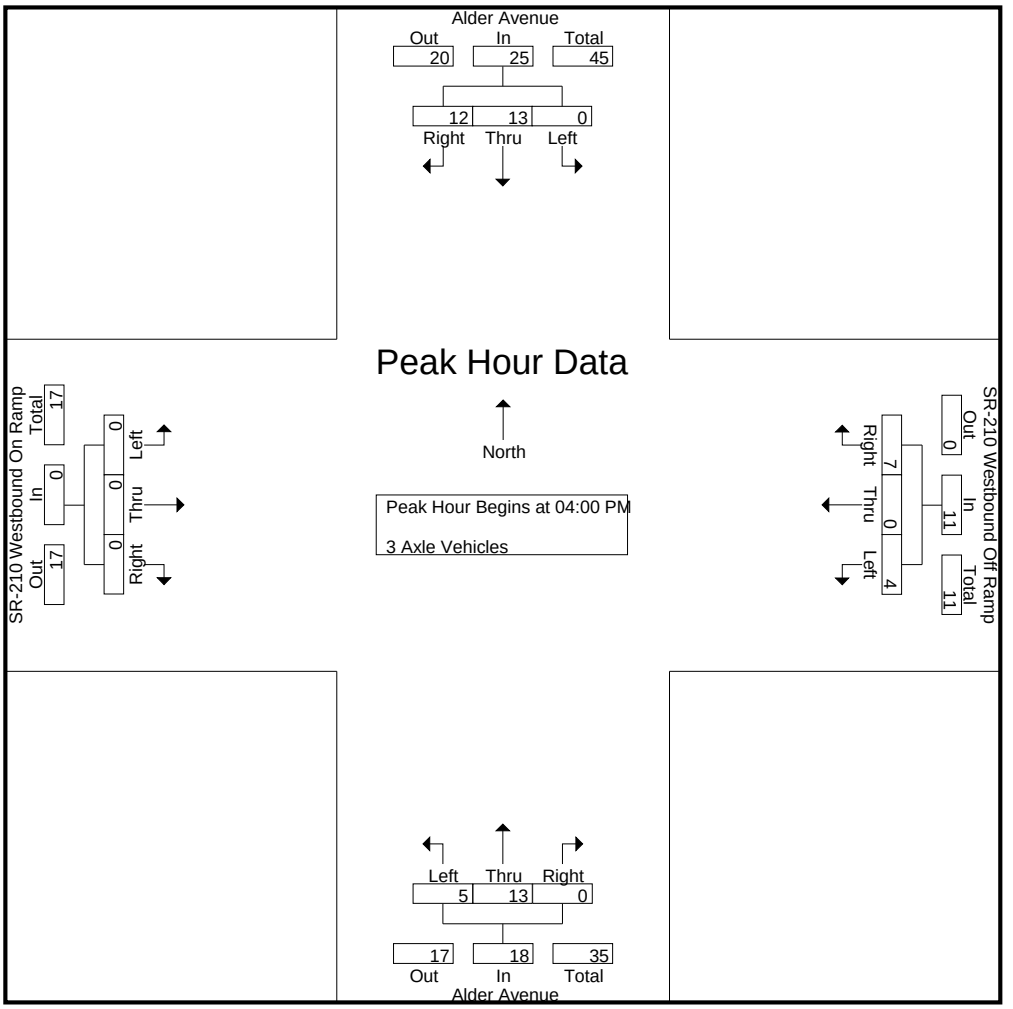
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	3	4	**3**	0	3	**6**	1	**5**	0	**6**	0	0	0	0
+15 mins.	0	**6**	2	**8**	1	0	0	1	**2**	2	0	4	0	0	0	0
+30 mins.	0	3	3	6	0	0	**4**	4	1	3	0	4	0	0	0	0
+45 mins.	0	3	**4**	7	0	0	0	0	1	3	0	4	0	0	0	0
Total Volume	0	13	12	25	4	0	7	11	5	13	0	18	0	0	0	0
% App. Total	0	52	48		36.4	0	63.6		27.8	72.2	0		0	0	0	
PHF	.000	.542	.750	.781	.333	.000	.438	.458	.625	.650	.000	.750	.000	.000	.000	.000

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	8	6	14	3	0	4	7	10	8	0	18	0	0	0	0	39
04:15 PM	0	2	16	18	0	0	8	8	9	15	0	24	0	0	0	0	50
04:30 PM	0	5	13	18	3	0	7	10	12	6	0	18	0	0	0	0	46
04:45 PM	0	7	16	23	4	0	3	7	4	9	0	13	0	0	0	0	43
Total	0	22	51	73	10	0	22	32	35	38	0	73	0	0	0	0	178
05:00 PM	0	3	16	19	4	0	2	6	12	5	0	17	0	0	0	0	42
05:15 PM	0	4	9	13	3	0	4	7	10	7	0	17	0	0	0	0	37
05:30 PM	0	2	4	6	0	0	7	7	9	6	0	15	0	0	0	0	28
05:45 PM	0	3	10	13	3	0	3	6	8	8	0	16	0	0	0	0	35
Total	0	12	39	51	10	0	16	26	39	26	0	65	0	0	0	0	142
Grand Total	0	34	90	124	20	0	38	58	74	64	0	138	0	0	0	0	320
Apprch %	0	27.4	72.6		34.5	0	65.5		53.6	46.4	0		0	0	0		
Total %	0	10.6	28.1	38.8	6.2	0	11.9	18.1	23.1	20	0	43.1	0	0	0	0	

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**8**	6	14	3	0	4	7	10	8	0	18	0	0	0	0	39
04:15 PM	0	2	**16**	18	0	0	**8**	8	9	**15**	0	**24**	0	0	0	0	**50**
04:30 PM	0	5	13	18	3	0	7	**10**	**12**	6	0	18	0	0	0	0	46
04:45 PM	0	7	16	**23**	**4**	0	3	7	4	9	0	13	0	0	0	0	43
Total Volume	0	22	51	73	10	0	22	32	35	38	0	73	0	0	0	0	178
% App. Total	0	30.1	69.9		31.2	0	68.8		47.9	52.1	0		0	0	0		
PHF	.000	.688	.797	.793	.625	.000	.688	.800	.729	.633	.000	.760	.000	.000	.000	.000	.890

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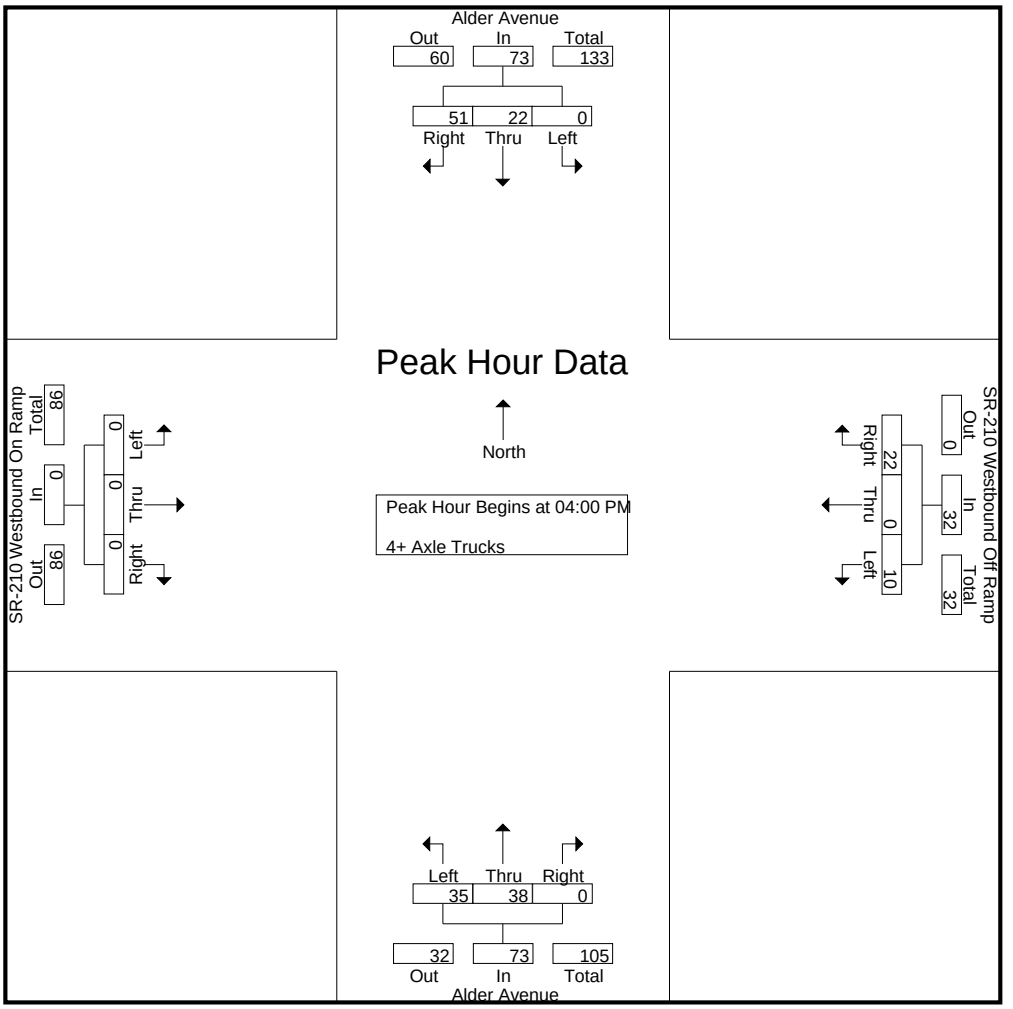
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**8**	6	14	3	0	4	7	10	8	0	18	0	0	0	0
+15 mins.	0	2	**16**	18	0	0	**8**	8	9	**15**	0	**24**	0	0	0	0
+30 mins.	0	5	13	18	3	0	7	**10**	**12**	6	0	18	0	0	0	0
+45 mins.	0	7	16	**23**	**4**	0	3	7	4	9	0	13	0	0	0	0
Total Volume	0	22	51	73	10	0	22	32	35	38	0	73	0	0	0	0
% App. Total	0	30.1	69.9		31.2	0	68.8		47.9	52.1	0		0	0	0	
PHF	.000	.688	.797	.793	.625	.000	.688	.800	.729	.633	.000	.760	.000	.000	.000	.000

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	26	68	94	50	0	37	87	75	53	0	128	0	0	1	1	310
07:15 AM	0	27	68	95	93	0	28	121	69	44	0	113	0	0	0	0	329
07:30 AM	0	38	61	99	97	0	22	119	59	42	0	101	0	0	0	0	319
07:45 AM	0	44	48	92	99	0	39	138	66	71	0	137	0	0	0	0	367
Total	0	135	245	380	339	0	126	465	269	210	0	479	0	0	1	1	1325
08:00 AM	0	42	72	114	55	1	26	82	63	75	0	138	0	0	0	0	334
08:15 AM	0	34	72	106	65	0	30	95	62	62	0	124	0	0	0	0	325
08:30 AM	0	36	70	106	70	0	30	100	48	72	0	120	0	0	0	0	326
08:45 AM	0	44	71	115	82	1	36	119	52	55	0	107	0	0	0	0	341
Total	0	156	285	441	272	2	122	396	225	264	0	489	0	0	0	0	1326
Grand Total	0	291	530	821	611	2	248	861	494	474	0	968	0	0	1	1	2651
Apprch %	0	35.4	64.6		71	0.2	28.8		51	49	0		0	0	100		
Total %	0	11	20	31	23	0.1	9.4	32.5	18.6	17.9	0	36.5	0	0	0	0	
Passenger Vehicles	0	204	331	535	580	1	161	742	425	323	0	748	0	0	0	0	2025
% Passenger Vehicles	0	70.1	62.5	65.2	94.9	50	64.9	86.2	86	68.1	0	77.3	0	0	0	0	76.4
Large 2 Axle Vehicles	0	13	29	42	6	1	10	17	5	19	0	24	0	0	1	1	84
% Large 2 Axle Vehicles	0	4.5	5.5	5.1	1	50	4	2	1	4	0	2.5	0	0	100	100	3.2
3 Axle Vehicles	0	16	12	28	6	0	20	26	9	35	0	44	0	0	0	0	98
% 3 Axle Vehicles	0	5.5	2.3	3.4	1	0	8.1	3	1.8	7.4	0	4.5	0	0	0	0	3.7
4+ Axle Trucks	0	58	158	216	19	0	57	76	55	97	0	152	0	0	0	0	444
% 4+ Axle Trucks	0	19.9	29.8	26.3	3.1	0	23	8.8	11.1	20.5	0	15.7	0	0	0	0	16.7

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**44**	48	92	**99**	0	**39**	**138**	**66**	71	0	137	0	0	0	0	**367**
08:00 AM	0	42	**72**	**114**	55	**1**	26	82	63	**75**	0	**138**	0	0	0	0	334
08:15 AM	0	34	72	106	65	0	30	95	62	62	0	124	0	0	0	0	325
08:30 AM	0	36	70	106	70	0	30	100	48	72	0	120	0	0	0	0	326
Total Volume	0	156	262	418	289	1	125	415	239	280	0	519	0	0	0	0	1352
% App. Total	0	37.3	62.7		69.6	0.2	30.1		46.1	53.9	0		0	0	0		
PHF	.000	.886	.910	.917	.730	.250	.801	.752	.905	.933	.000	.940	.000	.000	.000	.000	.921

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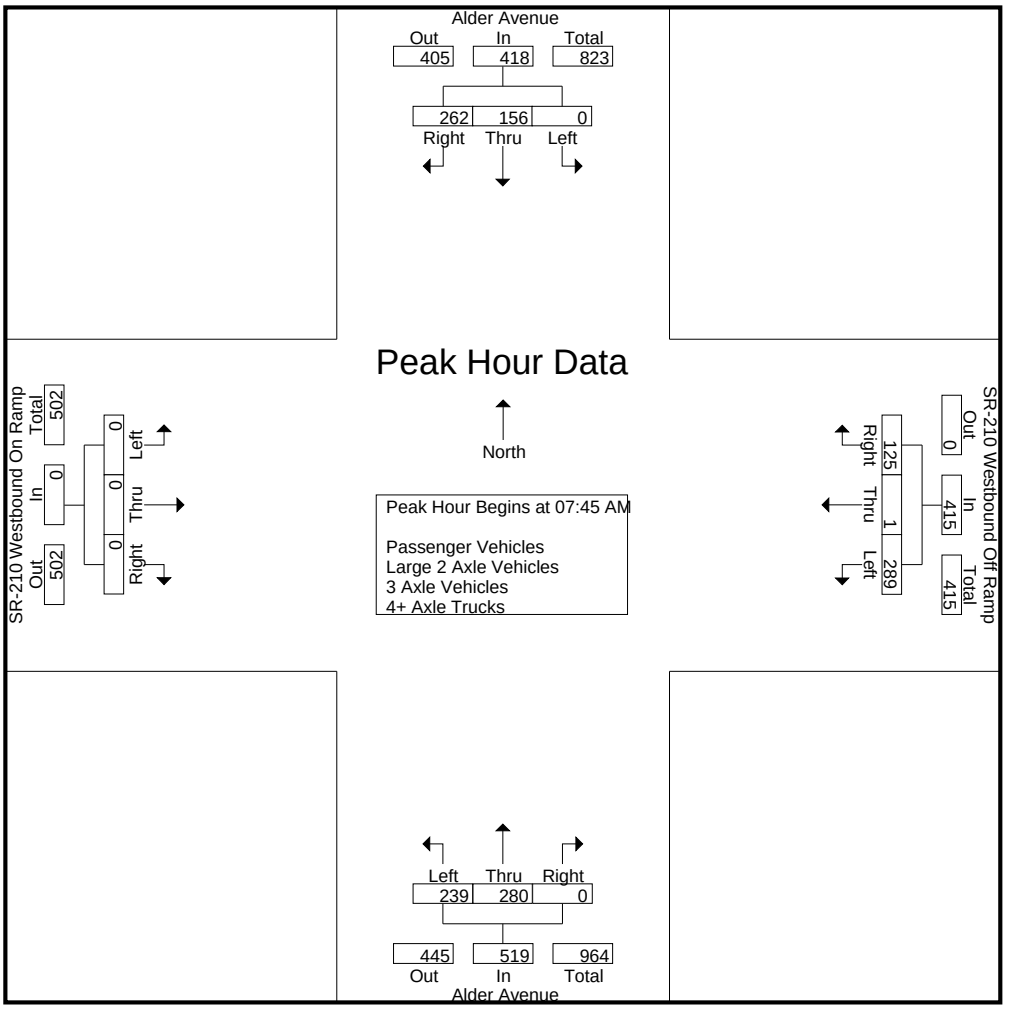
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				07:45 AM				07:00 AM			
+0 mins.	0	42	**72**	114	50	0	37	87	**66**	71	0	137	0	0	**1**	**1**
+15 mins.	0	34	72	106	93	0	28	121	63	**75**	0	**138**	0	0	0	0
+30 mins.	0	36	70	106	97	0	22	119	62	62	0	124	0	0	0	0
+45 mins.	0	**44**	71	**115**	**99**	0	**39**	**138**	48	72	0	120	0	0	0	0
Total Volume	0	156	285	441	339	0	126	465	239	280	0	519	0	0	1	1
% App. Total	0	35.4	64.6		72.9	0	27.1		46.1	53.9	0		0	0	100	
PHF	.000	.886	.990	.959	.856	.000	.808	.842	.905	.933	.000	.940	.000	.000	.250	.250

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Passenger Vehicles

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	18	46	64	45	0	24	69	67	44	0	111	0	0	0	0	244
07:15 AM	0	19	52	71	92	0	18	110	59	30	0	89	0	0	0	0	270
07:30 AM	0	26	38	64	94	0	16	110	52	28	0	80	0	0	0	0	254
07:45 AM	0	28	31	59	94	0	27	121	58	48	0	106	0	0	0	0	286
Total	0	91	167	258	325	0	85	410	236	150	0	386	0	0	0	0	1054
08:00 AM	0	29	45	74	50	1	19	70	55	51	0	106	0	0	0	0	250
08:15 AM	0	25	41	66	61	0	19	80	50	44	0	94	0	0	0	0	240
08:30 AM	0	27	46	73	66	0	16	82	39	44	0	83	0	0	0	0	238
08:45 AM	0	32	32	64	78	0	22	100	45	34	0	79	0	0	0	0	243
Total	0	113	164	277	255	1	76	332	189	173	0	362	0	0	0	0	971
Grand Total	0	204	331	535	580	1	161	742	425	323	0	748	0	0	0	0	2025
Apprch %	0	38.1	61.9		78.2	0.1	21.7		56.8	43.2	0		0	0	0		
Total %	0	10.1	16.3	26.4	28.6	0	8	36.6	21	16	0	36.9	0	0	0	0	

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	28	31	59	**94**	0	**27**	**121**	**58**	48	0	**106**	0	0	0	0	**286**
08:00 AM	0	**29**	45	**74**	50	**1**	19	70	55	**51**	0	106	0	0	0	0	250
08:15 AM	0	25	41	66	61	0	19	80	50	44	0	94	0	0	0	0	240
08:30 AM	0	27	**46**	73	66	0	16	82	39	44	0	83	0	0	0	0	238
Total Volume	0	109	163	272	271	1	81	353	202	187	0	389	0	0	0	0	1014
% App. Total	0	40.1	59.9		76.8	0.3	22.9		51.9	48.1	0		0	0	0		
PHF	.000	.940	.886	.919	.721	.250	.750	.729	.871	.917	.000	.917	.000	.000	.000	.000	.886

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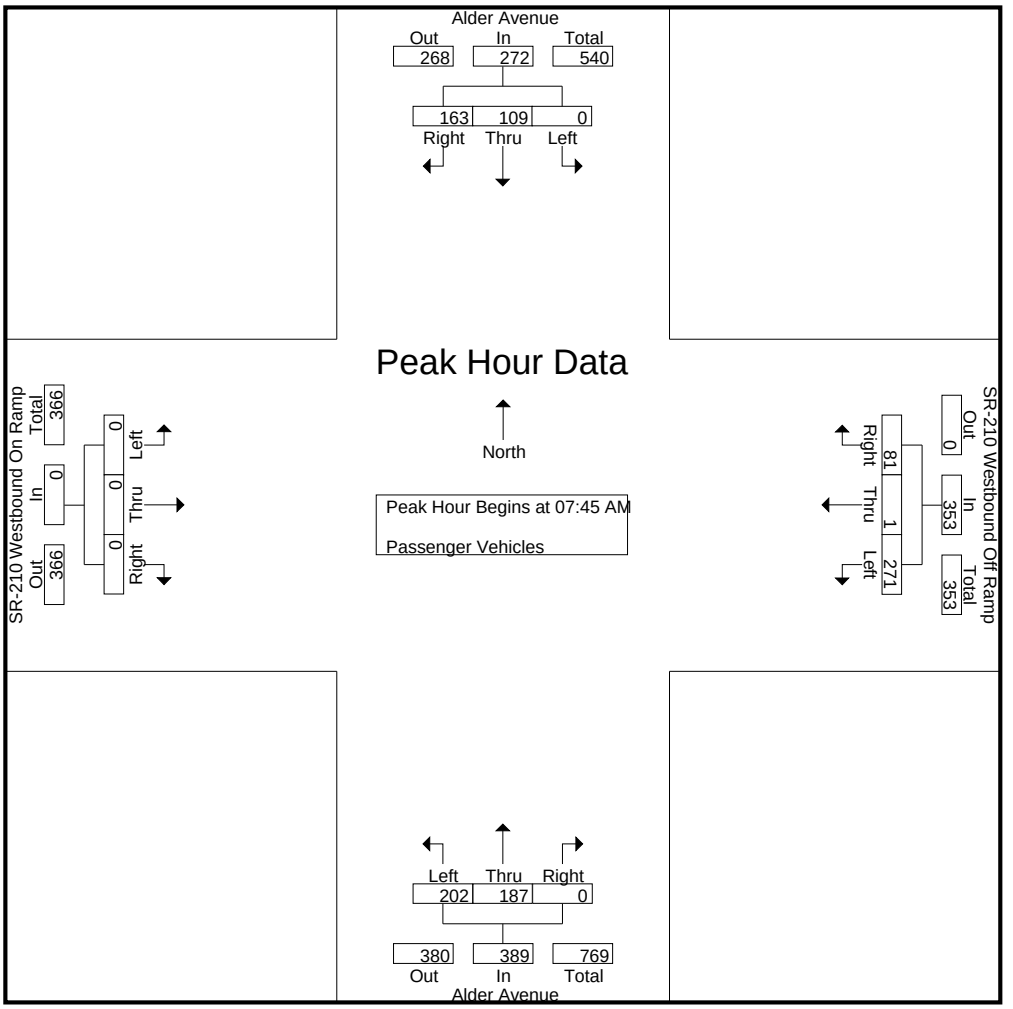
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	28	31	59	**94**	0	**27**	**121**	**58**	48	0	**106**	0	0	0	0
+15 mins.	0	**29**	45	**74**	50	**1**	19	70	55	**51**	0	106	0	0	0	0
+30 mins.	0	25	41	66	61	0	19	80	50	44	0	94	0	0	0	0
+45 mins.	0	27	**46**	73	66	0	16	82	39	44	0	83	0	0	0	0
Total Volume	0	109	163	272	271	1	81	353	202	187	0	389	0	0	0	0
% App. Total	0	40.1	59.9		76.8	0.3	22.9		51.9	48.1	0		0	0	0	
PHF	.000	.940	.886	.919	.721	.250	.750	.729	.871	.917	.000	.917	.000	.000	.000	.000

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	3	6	2	0	0	2	0	0	0	0	0	0	1	1	9
07:15 AM	0	1	7	8	0	0	1	1	0	1	0	1	0	0	0	0	10
07:30 AM	0	1	0	1	0	0	1	1	0	2	0	2	0	0	0	0	4
07:45 AM	0	2	1	3	0	0	2	2	2	4	0	6	0	0	0	0	11
Total	0	7	11	18	2	0	4	6	2	7	0	9	0	0	1	1	34
08:00 AM	0	1	5	6	0	0	1	1	2	3	0	5	0	0	0	0	12
08:15 AM	0	2	6	8	2	0	0	2	1	0	0	1	0	0	0	0	11
08:30 AM	0	2	1	3	1	0	2	3	0	5	0	5	0	0	0	0	11
08:45 AM	0	1	6	7	1	1	3	5	0	4	0	4	0	0	0	0	16
Total	0	6	18	24	4	1	6	11	3	12	0	15	0	0	0	0	50
Grand Total	0	13	29	42	6	1	10	17	5	19	0	24	0	0	1	1	84
Apprch %	0	31	69		35.3	5.9	58.8		20.8	79.2	0		0	0	100		
Total %	0	15.5	34.5	50	7.1	1.2	11.9	20.2	6	22.6	0	28.6	0	0	1.2	1.2	

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**2**	1	3	0	0	**2**	2	**2**	4	0	**6**	0	0	0	0	11
08:00 AM	0	1	5	6	0	0	1	1	2	3	0	5	0	0	0	0	**12**
08:15 AM	0	2	**6**	**8**	**2**	0	0	2	1	0	0	1	0	0	0	0	11
08:30 AM	0	2	1	3	1	0	2	**3**	0	**5**	0	5	0	0	0	0	11
Total Volume	0	7	13	20	3	0	5	8	5	12	0	17	0	0	0	0	45
% App. Total	0	35	65		37.5	0	62.5		29.4	70.6	0		0	0	0		
PHF	.000	.875	.542	.625	.375	.000	.625	.667	.625	.600	.000	.708	.000	.000	.000	.000	.938

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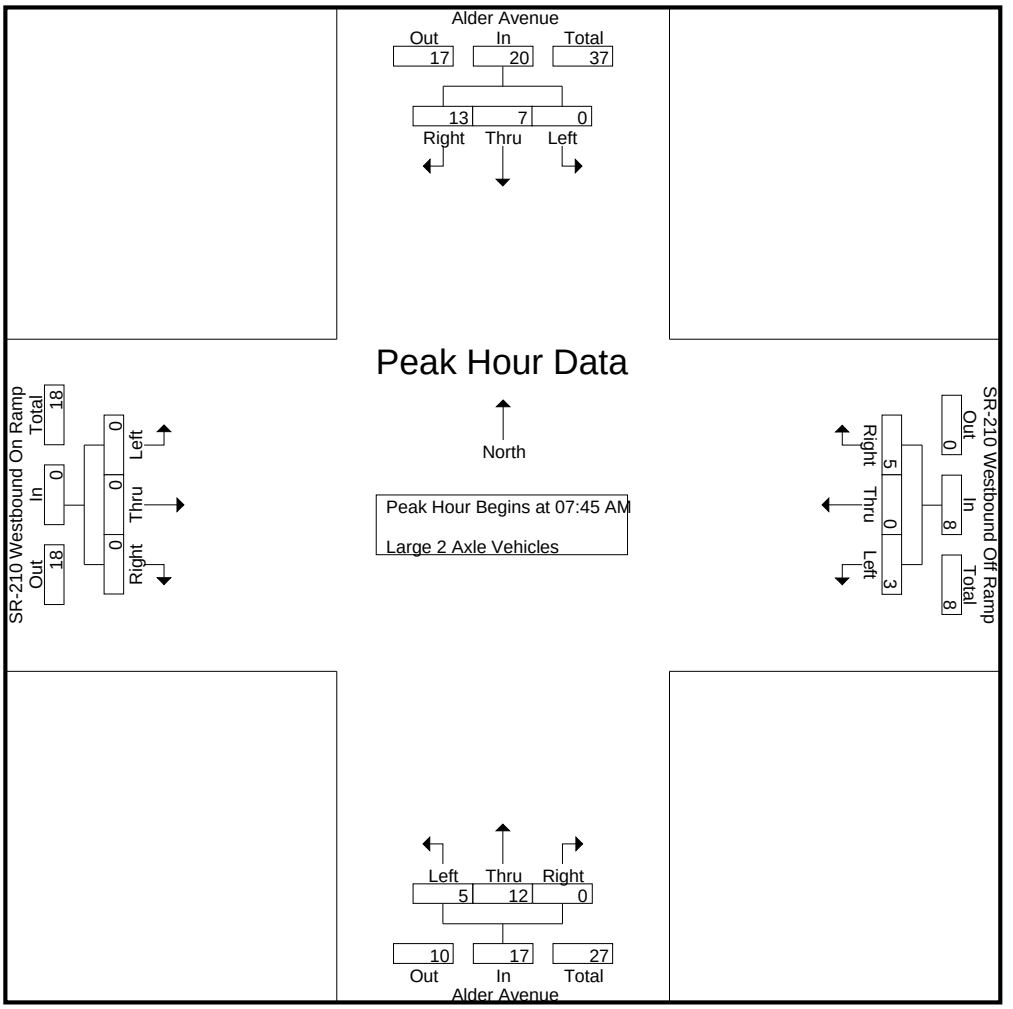
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	**2**	1	3	0	0	**2**	2	**2**	4	0	**6**	0	0	0	0
+15 mins.	0	1	5	6	0	0	1	1	2	3	0	5	0	0	0	0
+30 mins.	0	2	**6**	**8**	**2**	0	0	2	1	0	0	1	0	0	0	0
+45 mins.	0	2	1	3	1	0	2	**3**	0	**5**	0	5	0	0	0	0
Total Volume	0	7	13	20	3	0	5	8	5	12	0	17	0	0	0	0
% App. Total	0	35	65		37.5	0	62.5		29.4	70.6	0		0	0	0	
PHF	.000	.875	.542	.625	.375	.000	.625	.667	.625	.600	.000	.708	.000	.000	.000	.000

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	0	1	1	2	3	0	5	0	0	0	0	7
07:15 AM	0	0	0	0	0	0	0	0	1	6	0	7	0	0	0	0	7
07:30 AM	0	4	4	8	1	0	1	2	2	2	0	4	0	0	0	0	14
07:45 AM	0	4	1	5	0	0	1	1	0	3	0	3	0	0	0	0	9
Total	0	8	6	14	1	0	3	4	5	14	0	19	0	0	0	0	37
08:00 AM	0	2	2	4	3	0	2	5	0	4	0	4	0	0	0	0	13
08:15 AM	0	1	1	2	1	0	4	5	0	2	0	2	0	0	0	0	9
08:30 AM	0	2	3	5	1	0	5	6	2	6	0	8	0	0	0	0	19
08:45 AM	0	3	0	3	0	0	6	6	2	9	0	11	0	0	0	0	20
Total	0	8	6	14	5	0	17	22	4	21	0	25	0	0	0	0	61
Grand Total	0	16	12	28	6	0	20	26	9	35	0	44	0	0	0	0	98
Apprch %	0	57.1	42.9		23.1	0	76.9		20.5	79.5	0		0	0	0		
Total %	0	16.3	12.2	28.6	6.1	0	20.4	26.5	9.2	35.7	0	44.9	0	0	0	0	

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**4**	1	**5**	0	0	1	1	0	3	0	3	0	0	0	0	9
08:00 AM	0	2	2	4	**3**	0	2	5	0	4	0	4	0	0	0	0	13
08:15 AM	0	1	1	2	1	0	4	5	0	2	0	2	0	0	0	0	9
08:30 AM	0	2	**3**	5	1	0	**5**	**6**	**2**	**6**	0	**8**	0	0	0	0	**19**
Total Volume	0	9	7	16	5	0	12	17	2	15	0	17	0	0	0	0	50
% App. Total	0	56.2	43.8		29.4	0	70.6		11.8	88.2	0		0	0	0		
PHF	.000	.563	.583	.800	.417	.000	.600	.708	.250	.625	.000	.531	.000	.000	.000	.000	.658

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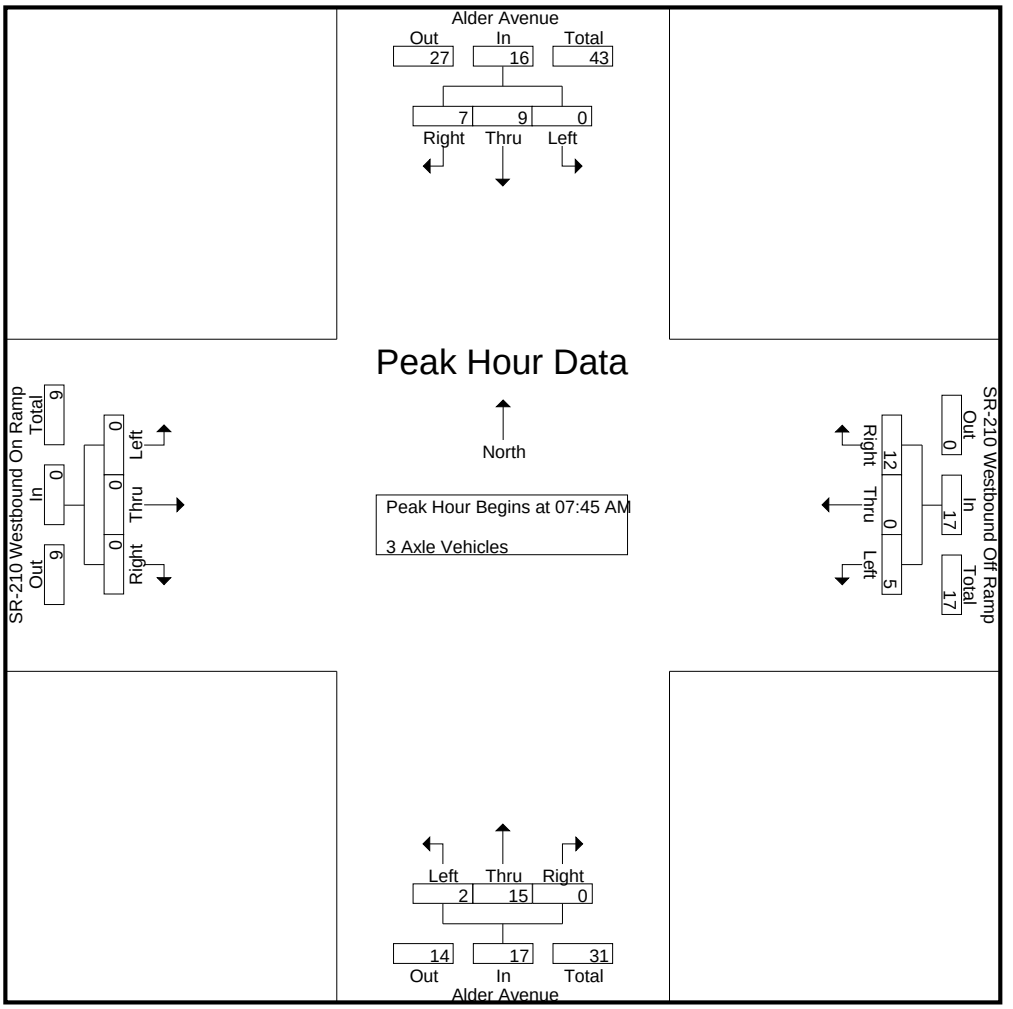
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	**4**	1	**5**	0	0	1	1	0	3	0	3	0	0	0	0
+15 mins.	0	2	2	4	**3**	0	2	5	0	4	0	4	0	0	0	0
+30 mins.	0	1	1	2	1	0	4	5	0	2	0	2	0	0	0	0
+45 mins.	0	2	**3**	5	1	0	**5**	**6**	**2**	**6**	0	**8**	0	0	0	0
Total Volume	0	9	7	16	5	0	12	17	2	15	0	17	0	0	0	0
% App. Total	0	56.2	43.8		29.4	0	70.6		11.8	88.2	0		0	0	0	
PHF	.000	.563	.583	.800	.417	.000	.600	.708	.250	.625	.000	.531	.000	.000	.000	.000

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	18	23	3	0	12	15	6	6	0	12	0	0	0	0	50
07:15 AM	0	7	9	16	1	0	9	10	9	7	0	16	0	0	0	0	42
07:30 AM	0	7	19	26	2	0	4	6	5	10	0	15	0	0	0	0	47
07:45 AM	0	10	15	25	5	0	9	14	6	16	0	22	0	0	0	0	61
Total	0	29	61	90	11	0	34	45	26	39	0	65	0	0	0	0	200
08:00 AM	0	10	20	30	2	0	4	6	6	17	0	23	0	0	0	0	59
08:15 AM	0	6	24	30	1	0	7	8	11	16	0	27	0	0	0	0	65
08:30 AM	0	5	20	25	2	0	7	9	7	17	0	24	0	0	0	0	58
08:45 AM	0	8	33	41	3	0	5	8	5	8	0	13	0	0	0	0	62
Total	0	29	97	126	8	0	23	31	29	58	0	87	0	0	0	0	244
Grand Total	0	58	158	216	19	0	57	76	55	97	0	152	0	0	0	0	444
Apprch %	0	26.9	73.1		25	0	75		36.2	63.8	0		0	0	0		
Total %	0	13.1	35.6	48.6	4.3	0	12.8	17.1	12.4	21.8	0	34.2	0	0	0	0	

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**10**	15	25	**5**	0	**9**	**14**	6	16	0	22	0	0	0	0	61
08:00 AM	0	10	20	**30**	2	0	4	6	6	**17**	0	23	0	0	0	0	59
08:15 AM	0	6	**24**	30	1	0	7	8	**11**	16	0	**27**	0	0	0	0	**65**
08:30 AM	0	5	20	25	2	0	7	9	7	17	0	24	0	0	0	0	58
Total Volume	0	31	79	110	10	0	27	37	30	66	0	96	0	0	0	0	243
% App. Total	0	28.2	71.8		27	0	73		31.2	68.8	0		0	0	0		
PHF	.000	.775	.823	.917	.500	.000	.750	.661	.682	.971	.000	.889	.000	.000	.000	.000	.935

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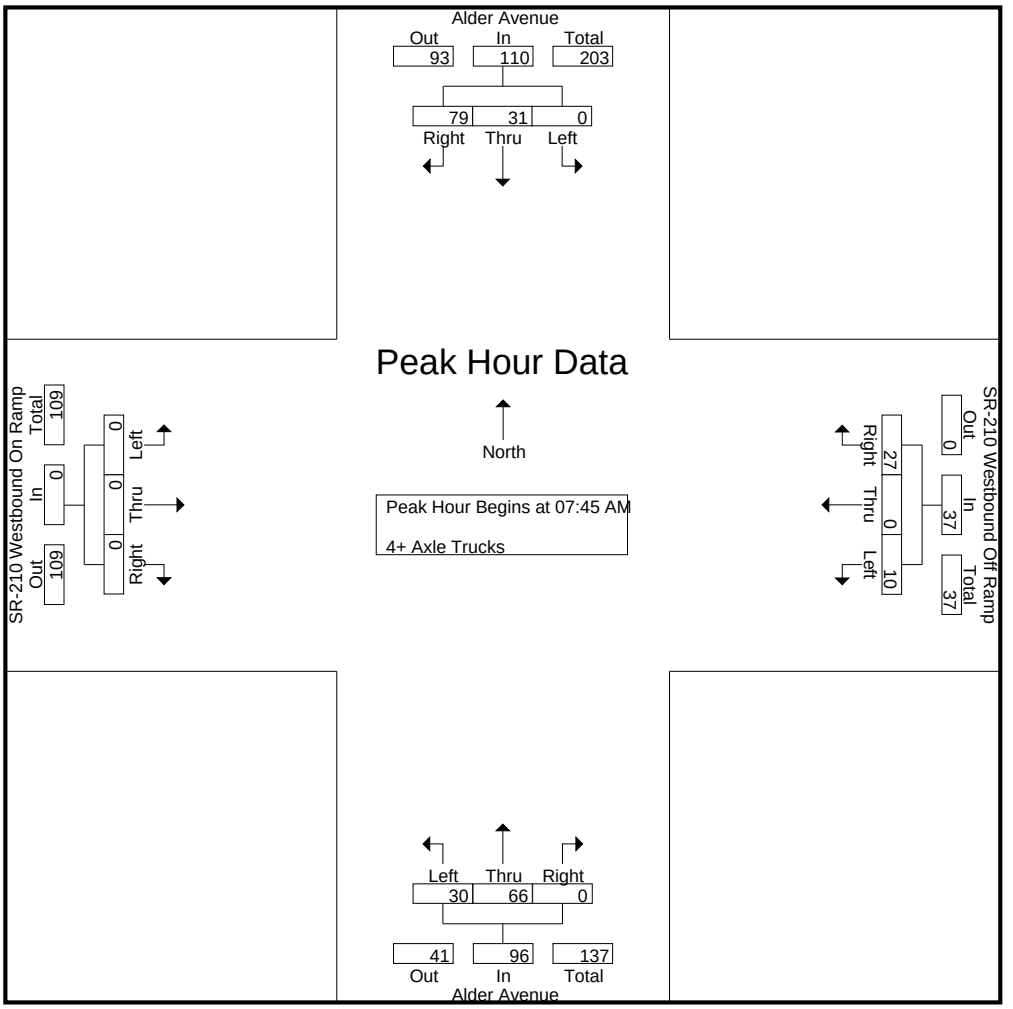
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	**10**	15	25	**5**	0	**9**	**14**	6	16	0	22	0	0	0	0
+15 mins.	0	10	20	**30**	2	0	4	6	6	**17**	0	23	0	0	0	0
+30 mins.	0	6	**24**	30	1	0	7	8	**11**	16	0	**27**	0	0	0	0
+45 mins.	0	5	20	25	2	0	7	9	7	17	0	24	0	0	0	0
Total Volume	0	31	79	110	10	0	27	37	30	66	0	96	0	0	0	0
% App. Total	0	28.2	71.8		27	0	73		31.2	68.8	0		0	0	0	
PHF	.000	.775	.823	.917	.500	.000	.750	.661	.682	.971	.000	.889	.000	.000	.000	.000

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	97	74	171	76	0	35	111	79	64	0	143	0	0	0	0	425
04:15 PM	0	71	72	143	71	0	29	100	78	62	0	140	0	0	0	0	383
04:30 PM	0	62	83	145	62	2	30	94	90	55	0	145	0	0	0	0	384
04:45 PM	0	64	74	138	64	0	30	94	85	51	0	136	0	0	0	0	368
Total	0	294	303	597	273	2	124	399	332	232	0	564	0	0	0	0	1560
05:00 PM	0	50	58	108	93	0	20	113	90	42	0	132	0	0	0	0	353
05:15 PM	0	63	41	104	87	2	22	111	92	48	0	140	0	0	0	0	355
05:30 PM	0	56	54	110	90	0	17	107	89	62	0	151	0	0	0	0	368
05:45 PM	0	36	43	79	104	1	25	130	77	51	0	128	0	0	0	0	337
Total	0	205	196	401	374	3	84	461	348	203	0	551	0	0	0	0	1413
Grand Total	0	499	499	998	647	5	208	860	680	435	0	1115	0	0	0	0	2973
Apprch %	0	50	50		75.2	0.6	24.2		61	39	0		0	0	0		
Total %	0	16.8	16.8	33.6	21.8	0.2	7	28.9	22.9	14.6	0	37.5	0	0	0	0	
Passenger Vehicles	0	426	392	818	603	5	171	779	580	355	0	935	0	0	0	0	2532
% Passenger Vehicles	0	85.4	78.6	82	93.2	100	82.2	90.6	85.3	81.6	0	83.9	0	0	0	0	85.2
Large 2 Axle Vehicles	0	10	8	18	14	0	4	18	12	14	0	26	0	0	0	0	62
% Large 2 Axle Vehicles	0	2	1.6	1.8	2.2	0	1.9	2.1	1.8	3.2	0	2.3	0	0	0	0	2.1
3 Axle Vehicles	0	29	12	41	7	0	8	15	7	15	0	22	0	0	0	0	78
% 3 Axle Vehicles	0	5.8	2.4	4.1	1.1	0	3.8	1.7	1	3.4	0	2	0	0	0	0	2.6
4+ Axle Trucks	0	34	87	121	23	0	25	48	81	51	0	132	0	0	0	0	301
% 4+ Axle Trucks	0	6.8	17.4	12.1	3.6	0	12	5.6	11.9	11.7	0	11.8	0	0	0	0	10.1

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**97**	74	**171**	**76**	0	**35**	**111**	79	**64**	0	143	0	0	0	0	**425**
04:15 PM	0	71	72	143	71	0	29	100	78	62	0	140	0	0	0	0	383
04:30 PM	0	62	**83**	145	62	**2**	30	94	**90**	55	0	**145**	0	0	0	0	384
04:45 PM	0	64	74	138	64	0	30	94	85	51	0	136	0	0	0	0	368
Total Volume	0	294	303	597	273	2	124	399	332	232	0	564	0	0	0	0	1560
% App. Total	0	49.2	50.8		68.4	0.5	31.1		58.9	41.1	0		0	0	0		
PHF	.000	.758	.913	.873	.898	.250	.886	.899	.922	.906	.000	.972	.000	.000	.000	.000	.918

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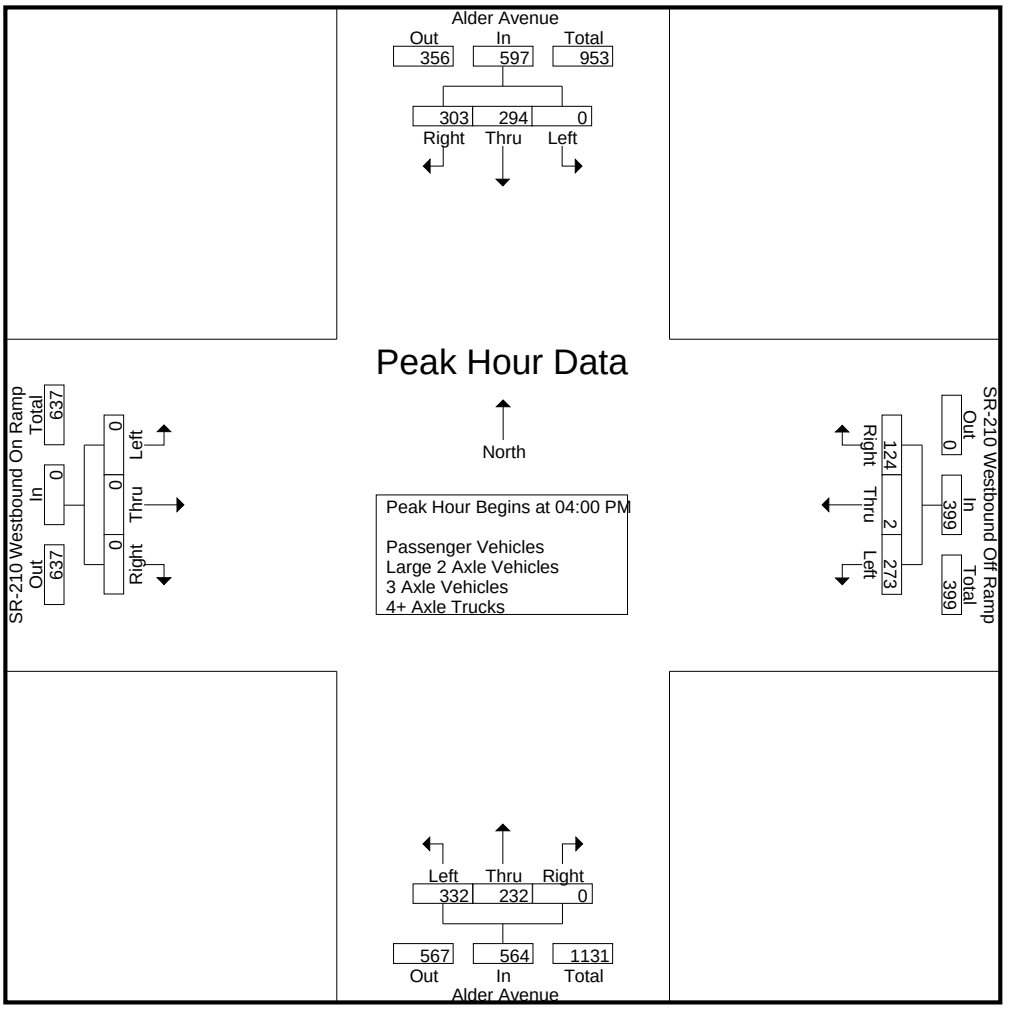
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**97**	74	**171**	93	0	20	113	79	**64**	0	143	0	0	0	0
+15 mins.	0	71	72	143	87	**2**	22	111	78	62	0	140	0	0	0	0
+30 mins.	0	62	**83**	145	90	0	17	107	**90**	55	0	**145**	0	0	0	0
+45 mins.	0	64	74	138	**104**	1	**25**	**130**	85	51	0	136	0	0	0	0
Total Volume	0	294	303	597	374	3	84	461	332	232	0	564	0	0	0	0
% App. Total	0	49.2	50.8		81.1	0.7	18.2		58.9	41.1	0		0	0	0	
PHF	.000	.758	.913	.873	.899	.375	.840	.887	.922	.906	.000	.972	.000	.000	.000	.000

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Passenger Vehicles

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	84	56	140	67	0	28	95	73	48	0	121	0	0	0	0	356
04:15 PM	0	58	56	114	66	0	21	87	60	51	0	111	0	0	0	0	312
04:30 PM	0	57	65	122	57	2	25	84	74	43	0	117	0	0	0	0	323
04:45 PM	0	52	53	105	58	0	24	82	70	35	0	105	0	0	0	0	292
Total	0	251	230	481	248	2	98	348	277	177	0	454	0	0	0	0	1283
05:00 PM	0	44	48	92	88	0	19	107	82	38	0	120	0	0	0	0	319
05:15 PM	0	51	29	80	82	2	20	104	81	42	0	123	0	0	0	0	307
05:30 PM	0	49	47	96	86	0	14	100	73	57	0	130	0	0	0	0	326
05:45 PM	0	31	38	69	99	1	20	120	67	41	0	108	0	0	0	0	297
Total	0	175	162	337	355	3	73	431	303	178	0	481	0	0	0	0	1249
Grand Total	0	426	392	818	603	5	171	779	580	355	0	935	0	0	0	0	2532
Apprch %	0	52.1	47.9		77.4	0.6	22		62	38	0		0	0	0		
Total %	0	16.8	15.5	32.3	23.8	0.2	6.8	30.8	22.9	14	0	36.9	0	0	0	0	

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**84**	56	**140**	**67**	0	**28**	**95**	73	48	0	**121**	0	0	0	0	**356**
04:15 PM	0	58	56	114	66	0	21	87	60	**51**	0	111	0	0	0	0	312
04:30 PM	0	57	**65**	122	57	**2**	25	84	**74**	43	0	117	0	0	0	0	323
04:45 PM	0	52	53	105	58	0	24	82	70	35	0	105	0	0	0	0	292
Total Volume	0	251	230	481	248	2	98	348	277	177	0	454	0	0	0	0	1283
% App. Total	0	52.2	47.8		71.3	0.6	28.2		61	39	0		0	0	0		
PHF	.000	.747	.885	.859	.925	.250	.875	.916	.936	.868	.000	.938	.000	.000	.000	.000	.901

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed PM
Site Code : 10824406
Start Date : 5/8/2024
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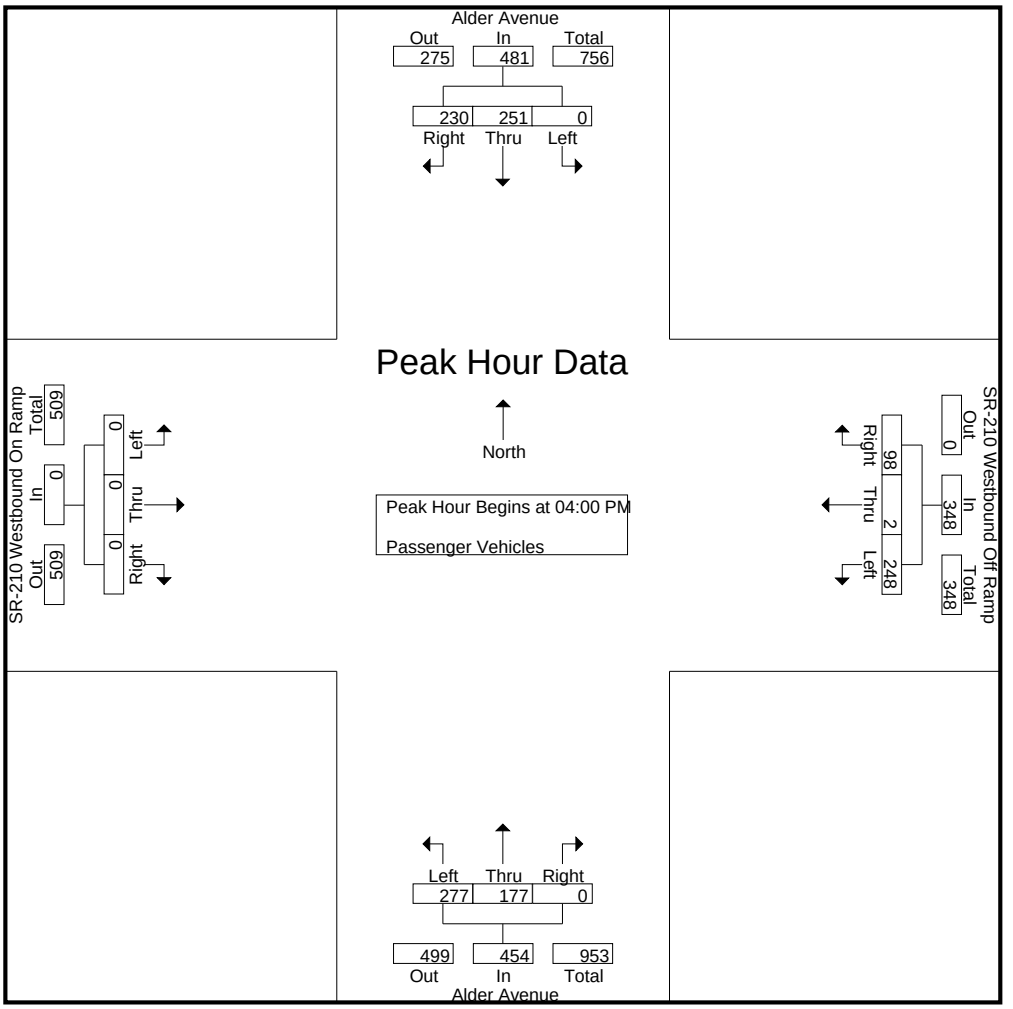

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**84**	56	**140**	**67**	0	**28**	**95**	73	48	0	**121**	0	0	0	0
+15 mins.	0	58	56	114	66	0	21	87	60	**51**	0	111	0	0	0	0
+30 mins.	0	57	**65**	122	57	**2**	25	84	**74**	43	0	117	0	0	0	0
+45 mins.	0	52	53	105	58	0	24	82	70	35	0	105	0	0	0	0
Total Volume	0	251	230	481	248	2	98	348	277	177	0	454	0	0	0	0
% App. Total	0	52.2	47.8		71.3	0.6	28.2		61	39	0		0	0	0	
PHF	.000	.747	.885	.859	.925	.250	.875	.916	.936	.868	.000	.938	.000	.000	.000	.000

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	1	4	5	0	0	5	0	3	0	3	0	0	0	0	12
04:15 PM	0	1	2	3	0	0	1	1	3	2	0	5	0	0	0	0	9
04:30 PM	0	1	0	1	2	0	2	4	1	2	0	3	0	0	0	0	8
04:45 PM	0	1	4	5	3	0	0	3	2	3	0	5	0	0	0	0	13
Total	0	6	7	13	10	0	3	13	6	10	0	16	0	0	0	0	42
05:00 PM	0	2	0	2	2	0	1	3	1	1	0	2	0	0	0	0	7
05:15 PM	0	2	0	2	1	0	0	1	2	1	0	3	0	0	0	0	6
05:30 PM	0	0	1	1	0	0	0	0	3	1	0	4	0	0	0	0	5
05:45 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
Total	0	4	1	5	4	0	1	5	6	4	0	10	0	0	0	0	20
Grand Total	0	10	8	18	14	0	4	18	12	14	0	26	0	0	0	0	62
Apprch %	0	55.6	44.4		77.8	0	22.2		46.2	53.8	0		0	0	0		
Total %	0	16.1	12.9	29	22.6	0	6.5	29	19.4	22.6	0	41.9	0	0	0	0	

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**3**	1	4	**5**	0	0	**5**	0	**3**	0	3	0	0	0	0	12
04:15 PM	0	1	2	3	0	0	1	1	**3**	2	0	**5**	0	0	0	0	9
04:30 PM	0	1	0	1	2	0	**2**	4	1	2	0	3	0	0	0	0	8
04:45 PM	0	1	**4**	**5**	3	0	0	3	2	3	0	5	0	0	0	0	**13**
Total Volume	0	6	7	13	10	0	3	13	6	10	0	16	0	0	0	0	42
% App. Total	0	46.2	53.8		76.9	0	23.1		37.5	62.5	0		0	0	0		
PHF	.000	.500	.438	.650	.500	.000	.375	.650	.500	.833	.000	.800	.000	.000	.000	.000	.808

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed PM
Site Code : 10824406
Start Date : 5/8/2024
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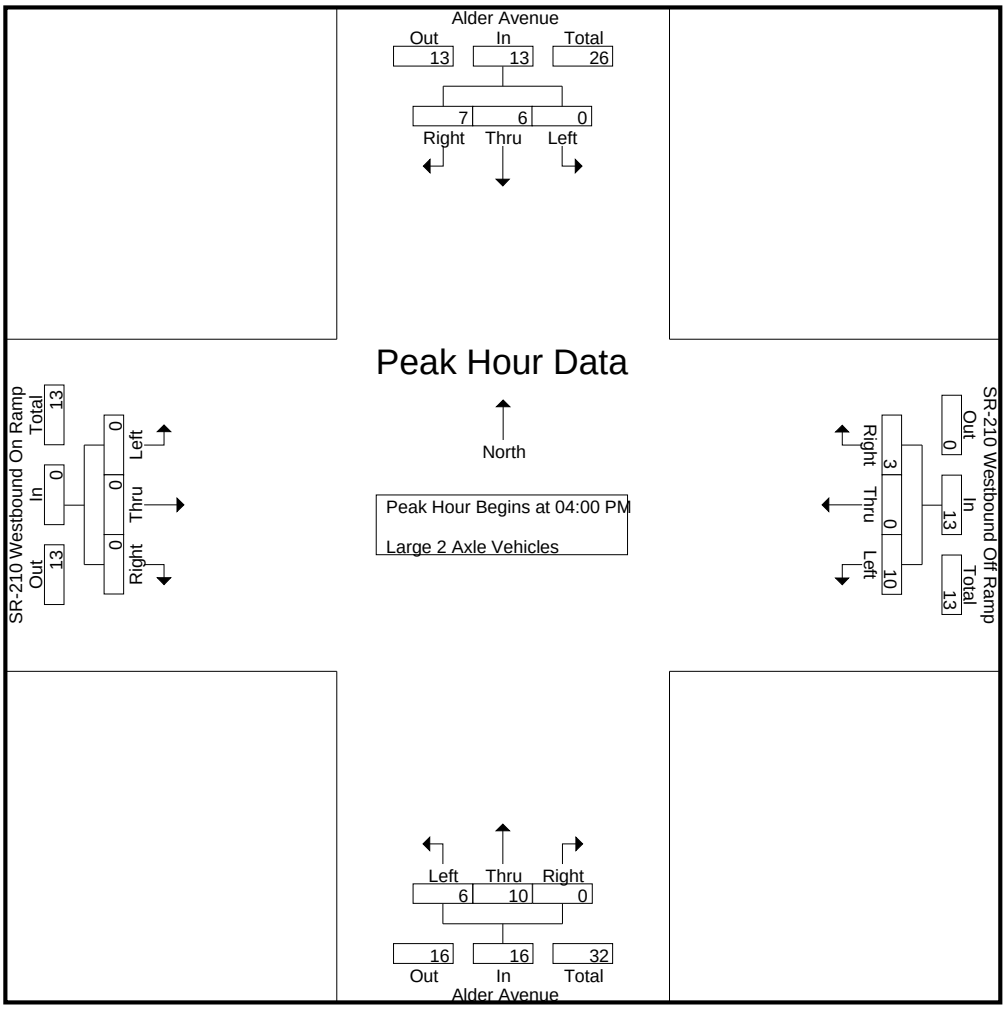

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**3**	1	4	**5**	0	0	**5**	0	**3**	0	3	0	0	0	0
+15 mins.	0	1	2	3	0	0	1	1	**3**	2	0	**5**	0	0	0	0
+30 mins.	0	1	0	1	2	0	**2**	4	1	2	0	3	0	0	0	0
+45 mins.	0	1	**4**	**5**	3	0	0	3	2	3	0	5	0	0	0	0
Total Volume	0	6	7	13	10	0	3	13	6	10	0	16	0	0	0	0
% App. Total	0	46.2	53.8		76.9	0	23.1		37.5	62.5	0		0	0	0	
PHF	.000	.500	.438	.650	.500	.000	.375	.650	.500	.833	.000	.800	.000	.000	.000	.000

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	4	0	4	2	0	0	2	0	3	0	3	0	0	0	0	9
04:15 PM	0	6	2	8	1	0	2	3	1	2	0	3	0	0	0	0	14
04:30 PM	0	1	1	2	1	0	1	2	0	2	0	2	0	0	0	0	6
04:45 PM	0	5	6	11	0	0	3	3	1	5	0	6	0	0	0	0	20
Total	0	16	9	25	4	0	6	10	2	12	0	14	0	0	0	0	49
05:00 PM	0	3	2	5	1	0	0	1	1	0	0	1	0	0	0	0	7
05:15 PM	0	4	1	5	2	0	0	2	2	0	0	2	0	0	0	0	9
05:30 PM	0	2	0	2	0	0	1	1	1	0	0	1	0	0	0	0	4
05:45 PM	0	4	0	4	0	0	1	1	1	3	0	4	0	0	0	0	9
Total	0	13	3	16	3	0	2	5	5	3	0	8	0	0	0	0	29
Grand Total	0	29	12	41	7	0	8	15	7	15	0	22	0	0	0	0	78
Apprch %	0	70.7	29.3		46.7	0	53.3		31.8	68.2	0		0	0	0		
Total %	0	37.2	15.4	52.6	9	0	10.3	19.2	9	19.2	0	28.2	0	0	0	0	

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	4	0	4	**2**	0	0	2	0	3	0	3	0	0	0	0	9
04:15 PM	0	**6**	2	8	1	0	2	**3**	**1**	2	0	3	0	0	0	0	14
04:30 PM	0	1	1	2	1	0	1	2	0	2	0	2	0	0	0	0	6
04:45 PM	0	5	**6**	**11**	0	0	**3**	3	1	**5**	0	**6**	0	0	0	0	**20**
Total Volume	0	16	9	25	4	0	6	10	2	12	0	14	0	0	0	0	49
% App. Total	0	64	36		40	0	60		14.3	85.7	0		0	0	0		
PHF	.000	.667	.375	.568	.500	.000	.500	.833	.500	.600	.000	.583	.000	.000	.000	.000	.613

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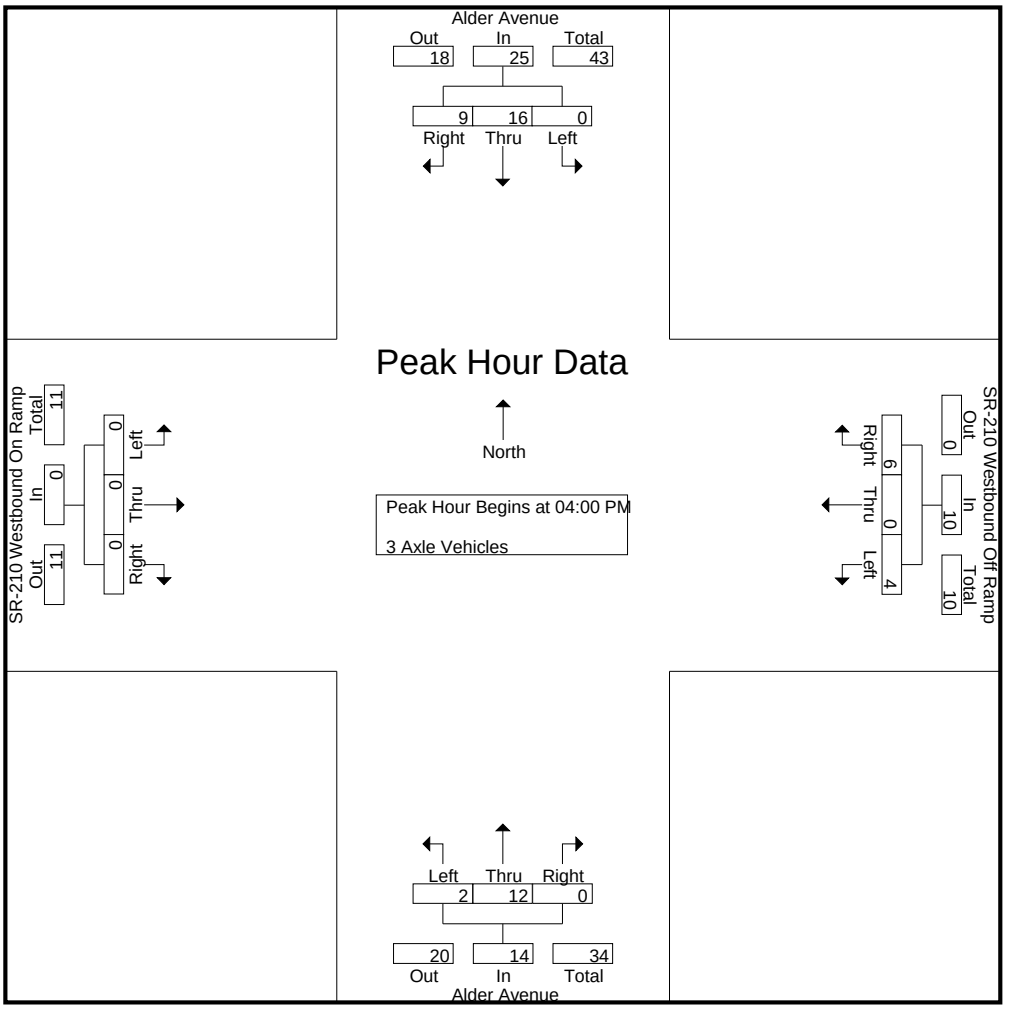
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	4	0	4	**2**	0	0	2	0	3	0	3	0	0	0	0
+15 mins.	0	**6**	2	8	1	0	2	**3**	**1**	2	0	3	0	0	0	0
+30 mins.	0	1	1	2	1	0	1	2	0	2	0	2	0	0	0	0
+45 mins.	0	5	**6**	**11**	0	0	**3**	3	1	**5**	0	**6**	0	0	0	0
Total Volume	0	16	9	25	4	0	6	10	2	12	0	14	0	0	0	0
% App. Total	0	64	36		40	0	60		14.3	85.7	0		0	0	0	
PHF	.000	.667	.375	.568	.500	.000	.500	.833	.500	.600	.000	.583	.000	.000	.000	.000

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	6	17	23	2	0	7	9	6	10	0	16	0	0	0	0	48
04:15 PM	0	6	12	18	4	0	5	9	14	7	0	21	0	0	0	0	48
04:30 PM	0	3	17	20	2	0	2	4	15	8	0	23	0	0	0	0	47
04:45 PM	0	6	11	17	3	0	3	6	12	8	0	20	0	0	0	0	43
Total	0	21	57	78	11	0	17	28	47	33	0	80	0	0	0	0	186
05:00 PM	0	1	8	9	2	0	0	2	6	3	0	9	0	0	0	0	20
05:15 PM	0	6	11	17	2	0	2	4	7	5	0	12	0	0	0	0	33
05:30 PM	0	5	6	11	4	0	2	6	12	4	0	16	0	0	0	0	33
05:45 PM	0	1	5	6	4	0	4	8	9	6	0	15	0	0	0	0	29
Total	0	13	30	43	12	0	8	20	34	18	0	52	0	0	0	0	115
Grand Total	0	34	87	121	23	0	25	48	81	51	0	132	0	0	0	0	301
Apprch %	0	28.1	71.9		47.9	0	52.1		61.4	38.6	0		0	0	0		
Total %	0	11.3	28.9	40.2	7.6	0	8.3	15.9	26.9	16.9	0	43.9	0	0	0	0	

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**6**	**17**	**23**	2	0	**7**	**9**	6	**10**	0	16	0	0	0	0	**48**
04:15 PM	0	6	12	18	**4**	0	5	9	14	7	0	21	0	0	0	0	48
04:30 PM	0	3	17	20	2	0	2	4	**15**	8	0	**23**	0	0	0	0	47
04:45 PM	0	6	11	17	3	0	3	6	12	8	0	20	0	0	0	0	43
Total Volume	0	21	57	78	11	0	17	28	47	33	0	80	0	0	0	0	186
% App. Total	0	26.9	73.1		39.3	0	60.7		58.8	41.2	0		0	0	0		
PHF	.000	.875	.838	.848	.688	.000	.607	.778	.783	.825	.000	.870	.000	.000	.000	.000	.969

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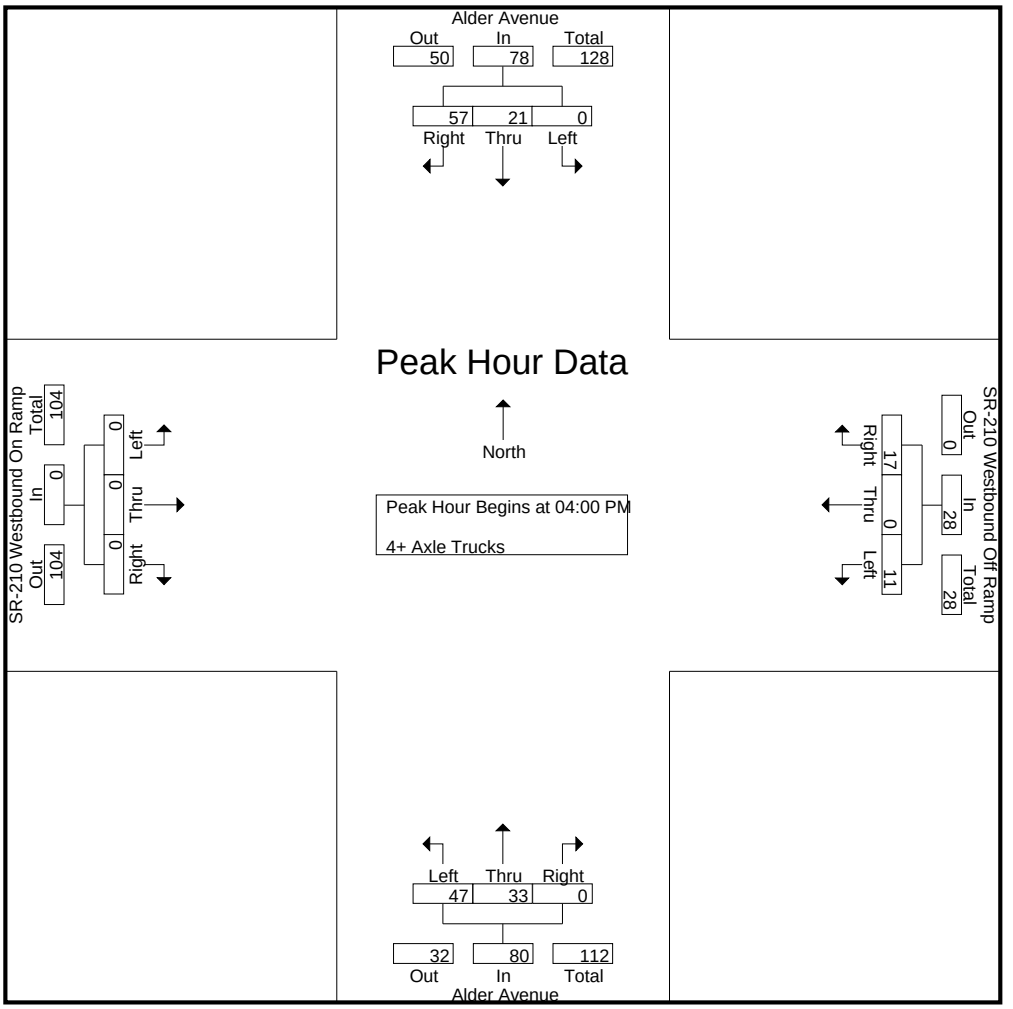
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**6**	**17**	**23**	2	0	**7**	**9**	6	**10**	0	16	0	0	0	0
+15 mins.	0	6	12	18	**4**	0	5	9	14	7	0	21	0	0	0	0
+30 mins.	0	3	17	20	2	0	2	4	**15**	8	0	**23**	0	0	0	0
+45 mins.	0	6	11	17	3	0	3	6	12	8	0	20	0	0	0	0
Total Volume	0	21	57	78	11	0	17	28	47	33	0	80	0	0	0	0
% App. Total	0	26.9	73.1		39.3	0	60.7		58.8	41.2	0		0	0	0	
PHF	.000	.875	.838	.848	.688	.000	.607	.778	.783	.825	.000	.870	.000	.000	.000	.000

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	23	72	95	73	0	20	93	73	56	0	129	0	0	0	0	317
07:15 AM	0	22	68	90	80	1	28	109	82	58	0	140	0	0	0	0	339
07:30 AM	0	30	82	112	100	2	39	141	57	53	0	110	0	0	0	0	363
07:45 AM	0	42	67	109	87	2	28	117	80	69	0	149	0	0	0	0	375
Total	0	117	289	406	340	5	115	460	292	236	0	528	0	0	0	0	1394
08:00 AM	0	40	85	125	87	2	27	116	55	59	0	114	0	0	0	0	355
08:15 AM	0	42	54	96	70	0	26	96	64	65	0	129	0	0	0	0	321
08:30 AM	0	39	64	103	63	0	45	108	61	62	0	123	0	0	0	0	334
08:45 AM	0	49	58	107	71	2	34	107	49	67	0	116	0	0	0	0	330
Total	0	170	261	431	291	4	132	427	229	253	0	482	0	0	0	0	1340
Grand Total	0	287	550	837	631	9	247	887	521	489	0	1010	0	0	0	0	2734
Apprch %	0	34.3	65.7		71.1	1	27.8		51.6	48.4	0		0	0	0		
Total %	0	10.5	20.1	30.6	23.1	0.3	9	32.4	19.1	17.9	0	36.9	0	0	0	0	
Passenger Vehicles	0	170	349	519	588	8	157	753	426	316	0	742	0	0	0	0	2014
% Passenger Vehicles	0	59.2	63.5	62	93.2	88.9	63.6	84.9	81.8	64.6	0	73.5	0	0	0	0	73.7
Large 2 Axle Vehicles	0	17	32	49	6	1	19	26	14	33	0	47	0	0	0	0	122
% Large 2 Axle Vehicles	0	5.9	5.8	5.9	1	11.1	7.7	2.9	2.7	6.7	0	4.7	0	0	0	0	4.5
3 Axle Vehicles	0	28	20	48	8	0	26	34	8	34	0	42	0	0	0	0	124
% 3 Axle Vehicles	0	9.8	3.6	5.7	1.3	0	10.5	3.8	1.5	7	0	4.2	0	0	0	0	4.5
4+ Axle Trucks	0	72	149	221	29	0	45	74	73	106	0	179	0	0	0	0	474
% 4+ Axle Trucks	0	25.1	27.1	26.4	4.6	0	18.2	8.3	14	21.7	0	17.7	0	0	0	0	17.3

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	22	68	90	80	1	28	109	**82**	58	0	140	0	0	0	0	339
07:30 AM	0	30	82	112	**100**	**2**	**39**	**141**	57	53	0	110	0	0	0	0	363
07:45 AM	0	**42**	67	109	87	2	28	117	80	**69**	0	**149**	0	0	0	0	**375**
08:00 AM	0	40	**85**	**125**	87	2	27	116	55	59	0	114	0	0	0	0	355
Total Volume	0	134	302	436	354	7	122	483	274	239	0	513	0	0	0	0	1432
% App. Total	0	30.7	69.3		73.3	1.4	25.3		53.4	46.6	0		0	0	0		
PHF	.000	.798	.888	.872	.885	.875	.782	.856	.835	.866	.000	.861	.000	.000	.000	.000	.955

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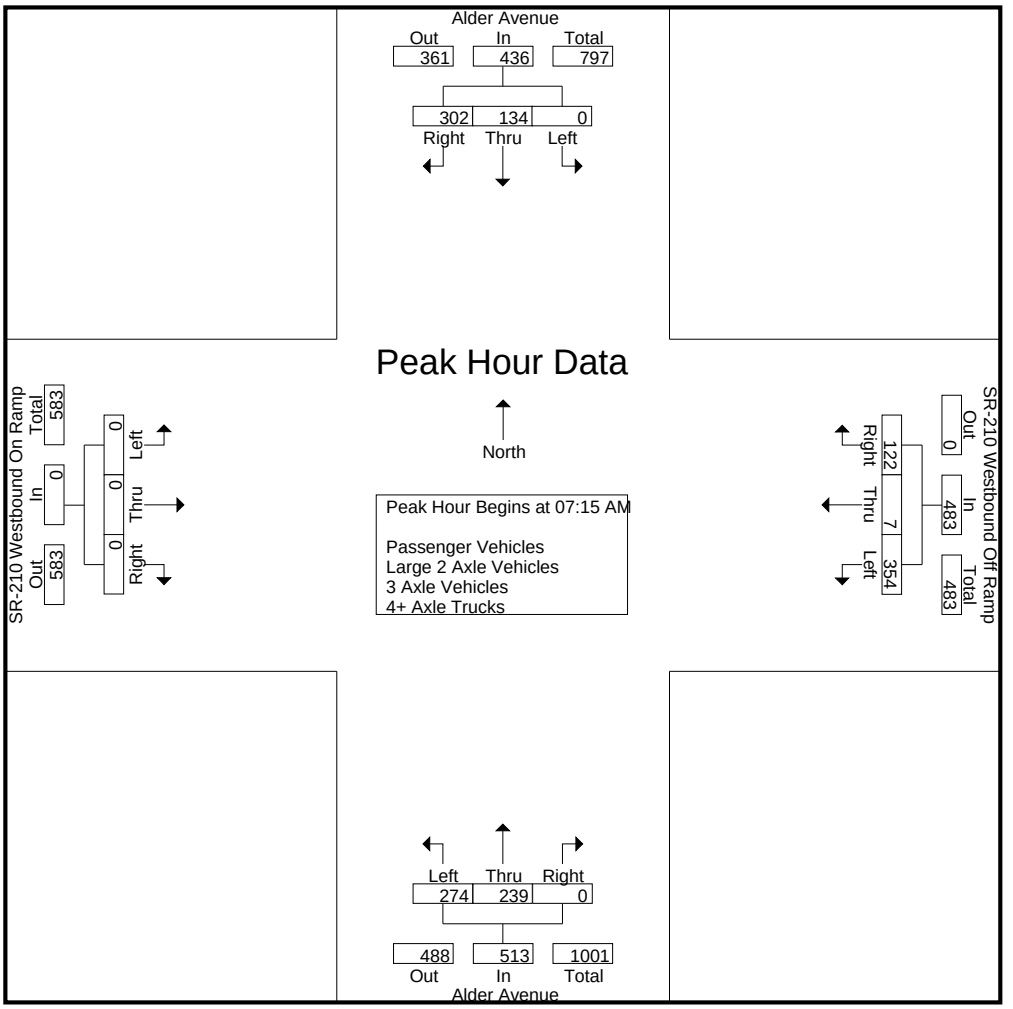
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:00 AM				07:00 AM			
+0 mins.	0	30	82	112	80	1	28	109	73	56	0	129	0	0	0	0
+15 mins.	0	**42**	67	109	**100**	**2**	**39**	**141**	**82**	58	0	140	0	0	0	0
+30 mins.	0	40	**85**	**125**	87	2	28	117	57	53	0	110	0	0	0	0
+45 mins.	0	42	54	96	87	2	27	116	80	**69**	0	**149**	0	0	0	0
Total Volume	0	154	288	442	354	7	122	483	292	236	0	528	0	0	0	0
% App. Total	0	34.8	65.2		73.3	1.4	25.3		55.3	44.7	0		0	0	0	
PHF	.000	.917	.847	.884	.885	.875	.782	.856	.890	.855	.000	.886	.000	.000	.000	.000

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Passenger Vehicles

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	11	54	65	69	0	7	76	66	37	0	103	0	0	0	0	244
07:15 AM	0	8	47	55	77	1	18	96	67	35	0	102	0	0	0	0	253
07:30 AM	0	15	48	63	94	2	29	125	51	41	0	92	0	0	0	0	280
07:45 AM	0	23	44	67	82	1	21	104	66	46	0	112	0	0	0	0	283
Total	0	57	193	250	322	4	75	401	250	159	0	409	0	0	0	0	1060
08:00 AM	0	24	51	75	82	2	18	102	44	44	0	88	0	0	0	0	265
08:15 AM	0	30	36	66	64	0	18	82	43	36	0	79	0	0	0	0	227
08:30 AM	0	22	42	64	58	0	25	83	51	37	0	88	0	0	0	0	235
08:45 AM	0	37	27	64	62	2	21	85	38	40	0	78	0	0	0	0	227
Total	0	113	156	269	266	4	82	352	176	157	0	333	0	0	0	0	954
Grand Total	0	170	349	519	588	8	157	753	426	316	0	742	0	0	0	0	2014
Apprch %	0	32.8	67.2		78.1	1.1	20.8		57.4	42.6	0		0	0	0		
Total %	0	8.4	17.3	25.8	29.2	0.4	7.8	37.4	21.2	15.7	0	36.8	0	0	0	0	

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	8	47	55	77	1	18	96	**67**	35	0	102	0	0	0	0	253
07:30 AM	0	15	48	63	**94**	**2**	**29**	**125**	51	41	0	92	0	0	0	0	280
07:45 AM	0	23	44	67	82	1	21	104	66	**46**	0	**112**	0	0	0	0	**283**
08:00 AM	0	**24**	**51**	**75**	82	2	18	102	44	44	0	88	0	0	0	0	265
Total Volume	0	70	190	260	335	6	86	427	228	166	0	394	0	0	0	0	1081
% App. Total	0	26.9	73.1		78.5	1.4	20.1		57.9	42.1	0		0	0	0		
PHF	.000	.729	.931	.867	.891	.750	.741	.854	.851	.902	.000	.879	.000	.000	.000	.000	.955

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City of Rialto
N/S: Alder Avenue
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File Name : 07_RLT_Ald_210W Thu AM
Site Code : 10824406
Start Date : 5/9/2024
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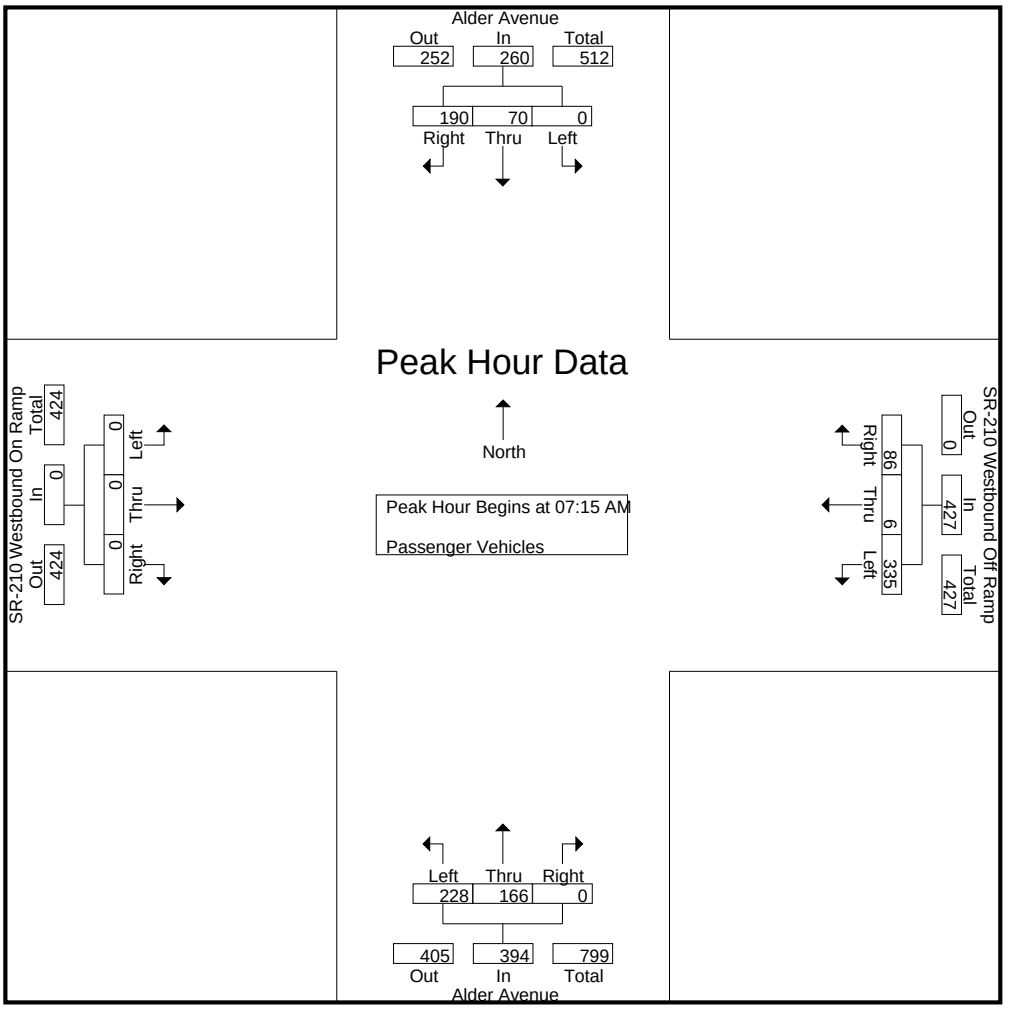

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	8	47	55	77	1	18	96	**67**	35	0	102	0	0	0	0
+15 mins.	0	15	48	63	**94**	**2**	**29**	**125**	51	41	0	92	0	0	0	0
+30 mins.	0	23	44	67	82	1	21	104	66	**46**	0	**112**	0	0	0	0
+45 mins.	0	**24**	**51**	**75**	82	2	18	102	44	44	0	88	0	0	0	0
Total Volume	0	70	190	260	335	6	86	427	228	166	0	394	0	0	0	0
% App. Total	0	26.9	73.1		78.5	1.4	20.1		57.9	42.1	0		0	0	0	
PHF	.000	.729	.931	.867	.891	.750	.741	.854	.851	.902	.000	.879	.000	.000	.000	.000

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	6	8	1	0	3	4	0	4	0	4	0	0	0	0	16
07:15 AM	0	1	1	2	1	0	3	4	0	5	0	5	0	0	0	0	11
07:30 AM	0	2	6	8	0	0	2	2	2	1	0	3	0	0	0	0	13
07:45 AM	0	1	4	5	1	1	3	5	1	5	0	6	0	0	0	0	16
Total	0	6	17	23	3	1	11	15	3	15	0	18	0	0	0	0	56
08:00 AM	0	4	7	11	1	0	1	2	4	2	0	6	0	0	0	0	19
08:15 AM	0	2	2	4	1	0	1	2	3	7	0	10	0	0	0	0	16
08:30 AM	0	2	1	3	1	0	3	4	2	4	0	6	0	0	0	0	13
08:45 AM	0	3	5	8	0	0	3	3	2	5	0	7	0	0	0	0	18
Total	0	11	15	26	3	0	8	11	11	18	0	29	0	0	0	0	66
Grand Total	0	17	32	49	6	1	19	26	14	33	0	47	0	0	0	0	122
Apprch %	0	34.7	65.3		23.1	3.8	73.1		29.8	70.2	0		0	0	0		
Total %	0	13.9	26.2	40.2	4.9	0.8	15.6	21.3	11.5	27	0	38.5	0	0	0	0	

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	1	2	**1**	0	**3**	4	0	**5**	0	5	0	0	0	0	11
07:30 AM	0	2	6	8	0	0	2	2	2	1	0	3	0	0	0	0	13
07:45 AM	0	1	4	5	1	**1**	3	**5**	1	5	0	**6**	0	0	0	0	16
08:00 AM	0	**4**	**7**	**11**	1	0	1	2	**4**	2	0	6	0	0	0	0	**19**
Total Volume	0	8	18	26	3	1	9	13	7	13	0	20	0	0	0	0	59
% App. Total	0	30.8	69.2		23.1	7.7	69.2		35	65	0		0	0	0		
PHF	.000	.500	.643	.591	.750	.250	.750	.650	.438	.650	.000	.833	.000	.000	.000	.000	.776

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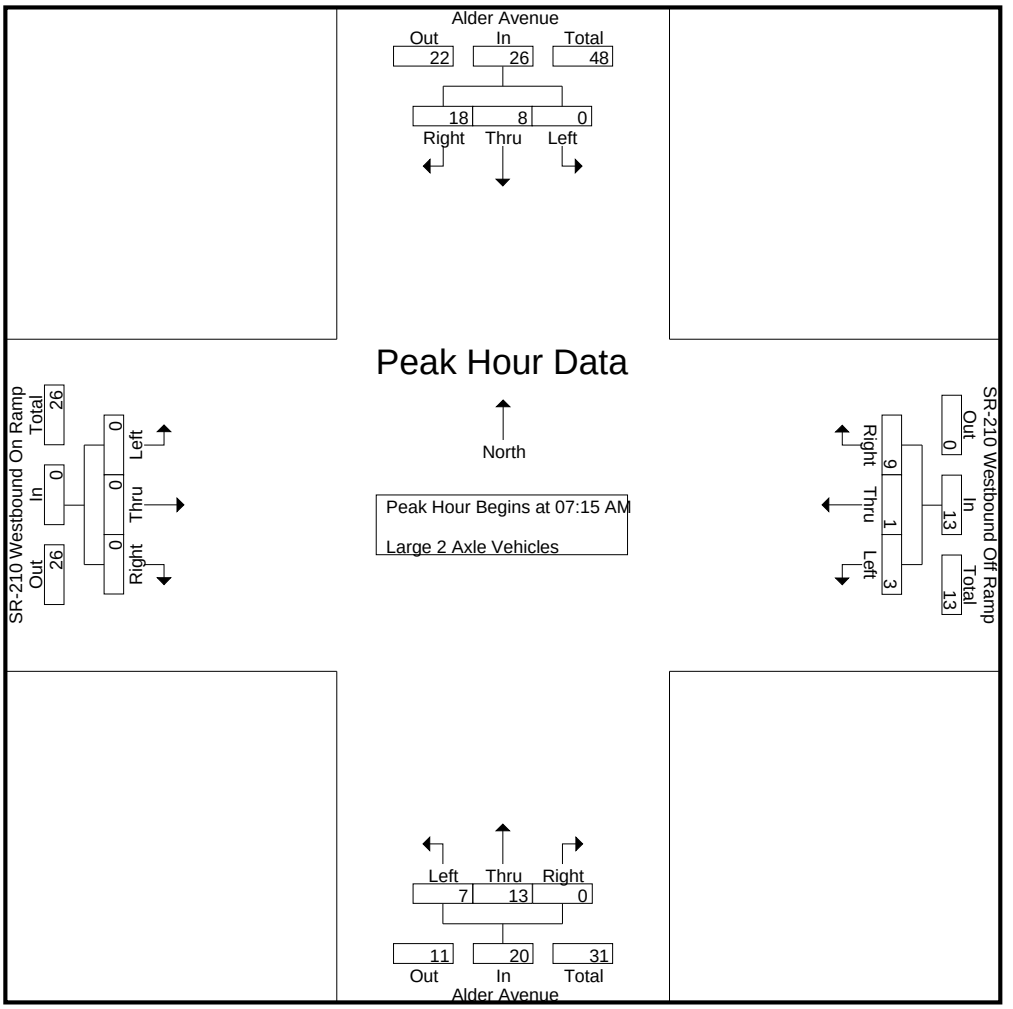
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	1	2	**1**	0	**3**	4	0	**5**	0	5	0	0	0	0
+15 mins.	0	2	6	8	0	0	2	2	2	1	0	3	0	0	0	0
+30 mins.	0	1	4	5	1	**1**	3	**5**	1	5	0	**6**	0	0	0	0
+45 mins.	0	**4**	**7**	**11**	1	0	1	2	**4**	2	0	6	0	0	0	0
Total Volume	0	8	18	26	3	1	9	13	7	13	0	20	0	0	0	0
% App. Total	0	30.8	69.2		23.1	7.7	69.2		35	65	0		0	0	0	
PHF	.000	.500	.643	.591	.750	.250	.750	.650	.438	.650	.000	.833	.000	.000	.000	.000

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	3	5	0	0	3	3	0	4	0	4	0	0	0	0	12
07:15 AM	0	2	2	4	0	0	1	1	0	2	0	2	0	0	0	0	7
07:30 AM	0	3	3	6	4	0	2	6	0	2	0	2	0	0	0	0	14
07:45 AM	0	4	2	6	0	0	2	2	3	3	0	6	0	0	0	0	14
Total	0	11	10	21	4	0	8	12	3	11	0	14	0	0	0	0	47
08:00 AM	0	5	1	6	2	0	2	4	2	5	0	7	0	0	0	0	17
08:15 AM	0	2	2	4	2	0	6	8	3	7	0	10	0	0	0	0	22
08:30 AM	0	4	2	6	0	0	6	6	0	6	0	6	0	0	0	0	18
08:45 AM	0	6	5	11	0	0	4	4	0	5	0	5	0	0	0	0	20
Total	0	17	10	27	4	0	18	22	5	23	0	28	0	0	0	0	77
Grand Total	0	28	20	48	8	0	26	34	8	34	0	42	0	0	0	0	124
Apprch %	0	58.3	41.7		23.5	0	76.5		19	81	0		0	0	0		
Total %	0	22.6	16.1	38.7	6.5	0	21	27.4	6.5	27.4	0	33.9	0	0	0	0	

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	2	2	4	0	0	1	1	0	2	0	2	0	0	0	0	7
07:30 AM	0	3	**3**	**6**	**4**	0	**2**	**6**	0	2	0	2	0	0	0	0	14
07:45 AM	0	4	2	6	0	0	2	2	**3**	3	0	6	0	0	0	0	14
08:00 AM	0	**5**	1	6	2	0	2	4	2	**5**	0	**7**	0	0	0	0	**17**
Total Volume	0	14	8	22	6	0	7	13	5	12	0	17	0	0	0	0	52
% App. Total	0	63.6	36.4		46.2	0	53.8		29.4	70.6	0		0	0	0		
PHF	.000	.700	.667	.917	.375	.000	.875	.542	.417	.600	.000	.607	.000	.000	.000	.000	.765

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Thu AM
Site Code : 10824406
Start Date : 5/9/2024
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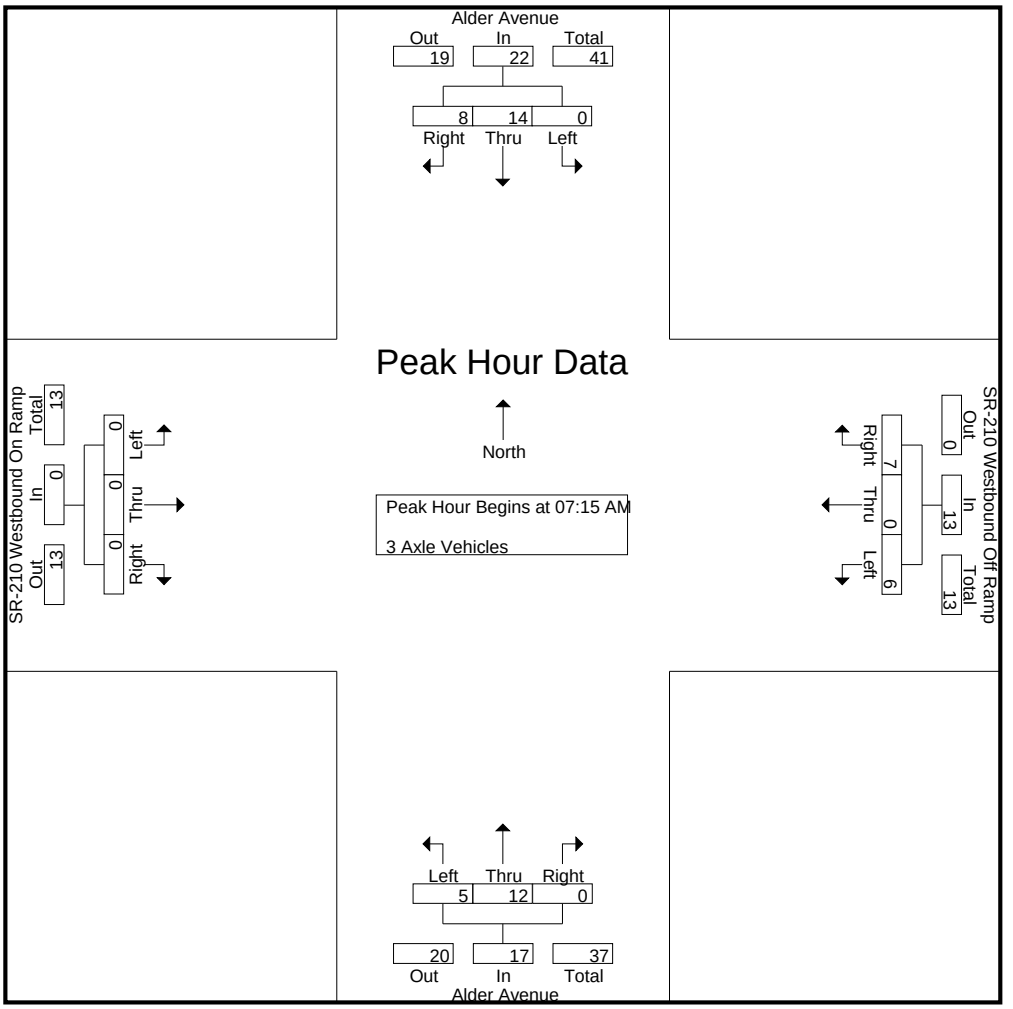

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	2	2	4	0	0	1	1	0	2	0	2	0	0	0	0
+15 mins.	0	3	**3**	**6**	**4**	0	**2**	**6**	0	2	0	2	0	0	0	0
+30 mins.	0	4	2	6	0	0	2	2	**3**	3	0	6	0	0	0	0
+45 mins.	0	**5**	1	6	2	0	2	4	2	**5**	0	**7**	0	0	0	0
Total Volume	0	14	8	22	6	0	7	13	5	12	0	17	0	0	0	0
% App. Total	0	63.6	36.4		46.2	0	53.8		29.4	70.6	0		0	0	0	
PHF	.000	.700	.667	.917	.375	.000	.875	.542	.417	.600	.000	.607	.000	.000	.000	.000

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	8	9	17	3	0	7	10	7	11	0	18	0	0	0	0	45
07:15 AM	0	11	18	29	2	0	6	8	15	16	0	31	0	0	0	0	68
07:30 AM	0	10	25	35	2	0	6	8	4	9	0	13	0	0	0	0	56
07:45 AM	0	14	17	31	4	0	2	6	10	15	0	25	0	0	0	0	62
Total	0	43	69	112	11	0	21	32	36	51	0	87	0	0	0	0	231
08:00 AM	0	7	26	33	2	0	6	8	5	8	0	13	0	0	0	0	54
08:15 AM	0	8	14	22	3	0	1	4	15	15	0	30	0	0	0	0	56
08:30 AM	0	11	19	30	4	0	11	15	8	15	0	23	0	0	0	0	68
08:45 AM	0	3	21	24	9	0	6	15	9	17	0	26	0	0	0	0	65
Total	0	29	80	109	18	0	24	42	37	55	0	92	0	0	0	0	243
Grand Total	0	72	149	221	29	0	45	74	73	106	0	179	0	0	0	0	474
Apprch %	0	32.6	67.4		39.2	0	60.8		40.8	59.2	0		0	0	0		
Total %	0	15.2	31.4	46.6	6.1	0	9.5	15.6	15.4	22.4	0	37.8	0	0	0	0	

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	11	18	29	2	0	**6**	**8**	**15**	**16**	0	**31**	0	0	0	0	**68**
07:30 AM	0	10	25	**35**	2	0	6	8	4	9	0	13	0	0	0	0	56
07:45 AM	0	**14**	17	31	**4**	0	2	6	10	15	0	25	0	0	0	0	62
08:00 AM	0	7	**26**	33	2	0	6	8	5	8	0	13	0	0	0	0	54
Total Volume	0	42	86	128	10	0	20	30	34	48	0	82	0	0	0	0	240
% App. Total	0	32.8	67.2		33.3	0	66.7		41.5	58.5	0		0	0	0		
PHF	.000	.750	.827	.914	.625	.000	.833	.938	.567	.750	.000	.661	.000	.000	.000	.000	.882

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City of Rialto
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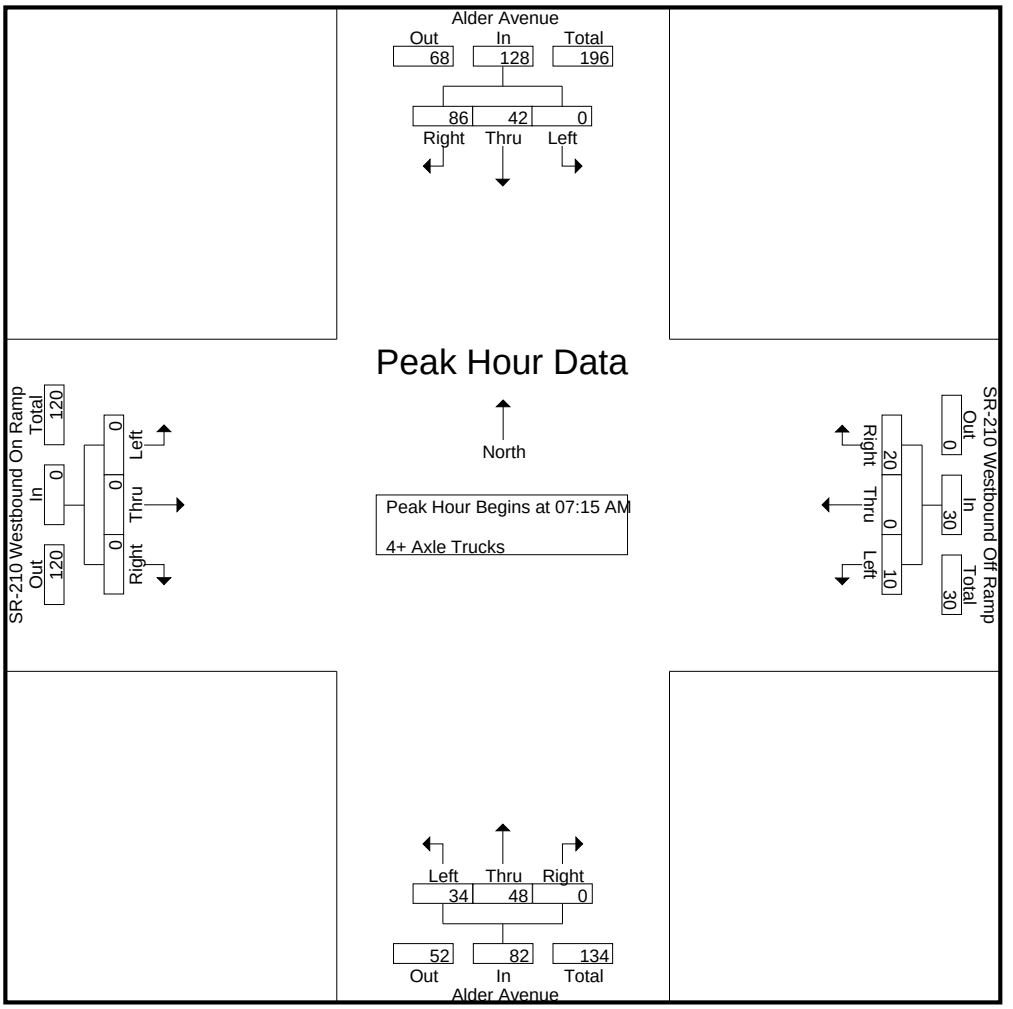
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	11	18	29	2	0	**6**	**8**	**15**	**16**	0	**31**	0	0	0	0
+15 mins.	0	10	25	**35**	2	0	6	8	4	9	0	13	0	0	0	0
+30 mins.	0	**14**	17	31	**4**	0	2	6	10	15	0	25	0	0	0	0
+45 mins.	0	7	**26**	33	2	0	6	8	5	8	0	13	0	0	0	0
Total Volume	0	42	86	128	10	0	20	30	34	48	0	82	0	0	0	0
% App. Total	0	32.8	67.2		33.3	0	66.7		41.5	58.5	0		0	0	0	
PHF	.000	.750	.827	.914	.625	.000	.833	.938	.567	.750	.000	.661	.000	.000	.000	.000

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	85	74	159	78	0	39	117	69	54	0	123	0	0	0	0	399
04:15 PM	0	66	70	136	71	1	26	98	83	64	0	147	0	0	0	0	381
04:30 PM	0	80	77	157	81	1	41	123	74	54	0	128	0	0	0	0	408
04:45 PM	0	72	66	138	69	0	31	100	98	63	0	161	0	0	0	0	399
Total	0	303	287	590	299	2	137	438	324	235	0	559	0	0	0	0	1587
05:00 PM	0	64	71	135	73	2	26	101	107	60	0	167	0	0	0	0	403
05:15 PM	0	51	68	119	73	0	16	89	89	54	0	143	0	0	0	0	351
05:30 PM	0	51	48	99	97	0	21	118	84	46	0	130	0	0	0	0	347
05:45 PM	0	49	34	83	82	0	28	110	69	58	0	127	0	0	0	0	320
Total	0	215	221	436	325	2	91	418	349	218	0	567	0	0	0	0	1421
Grand Total	0	518	508	1026	624	4	228	856	673	453	0	1126	0	0	0	0	3008
Apprch %	0	50.5	49.5		72.9	0.5	26.6		59.8	40.2	0		0	0	0		
Total %	0	17.2	16.9	34.1	20.7	0.1	7.6	28.5	22.4	15.1	0	37.4	0	0	0	0	
Passenger Vehicles	0	464	393	857	584	3	186	773	565	379	0	944	0	0	0	0	2574
% Passenger Vehicles	0	89.6	77.4	83.5	93.6	75	81.6	90.3	84	83.7	0	83.8	0	0	0	0	85.6
Large 2 Axle Vehicles	0	6	16	22	7	0	4	11	17	6	0	23	0	0	0	0	56
% Large 2 Axle Vehicles	0	1.2	3.1	2.1	1.1	0	1.8	1.3	2.5	1.3	0	2	0	0	0	0	1.9
3 Axle Vehicles	0	17	16	33	7	0	7	14	10	18	0	28	0	0	0	0	75
% 3 Axle Vehicles	0	3.3	3.1	3.2	1.1	0	3.1	1.6	1.5	4	0	2.5	0	0	0	0	2.5
4+ Axle Trucks	0	31	83	114	26	1	31	58	81	50	0	131	0	0	0	0	303
% 4+ Axle Trucks	0	6	16.3	11.1	4.2	25	13.6	6.8	12	11	0	11.6	0	0	0	0	10.1

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	66	70	136	71	1	26	98	83	**64**	0	147	0	0	0	0	381
04:30 PM	0	**80**	**77**	**157**	**81**	1	**41**	**123**	74	54	0	128	0	0	0	0	**408**
04:45 PM	0	72	66	138	69	0	31	100	98	63	0	161	0	0	0	0	399
05:00 PM	0	64	71	135	73	**2**	26	101	**107**	60	0	**167**	0	0	0	0	403
Total Volume	0	282	284	566	294	4	124	422	362	241	0	603	0	0	0	0	1591
% App. Total	0	49.8	50.2		69.7	0.9	29.4		60	40	0		0	0	0		
PHF	.000	.881	.922	.901	.907	.500	.756	.858	.846	.941	.000	.903	.000	.000	.000	.000	.975

Counts Unlimited, Inc.
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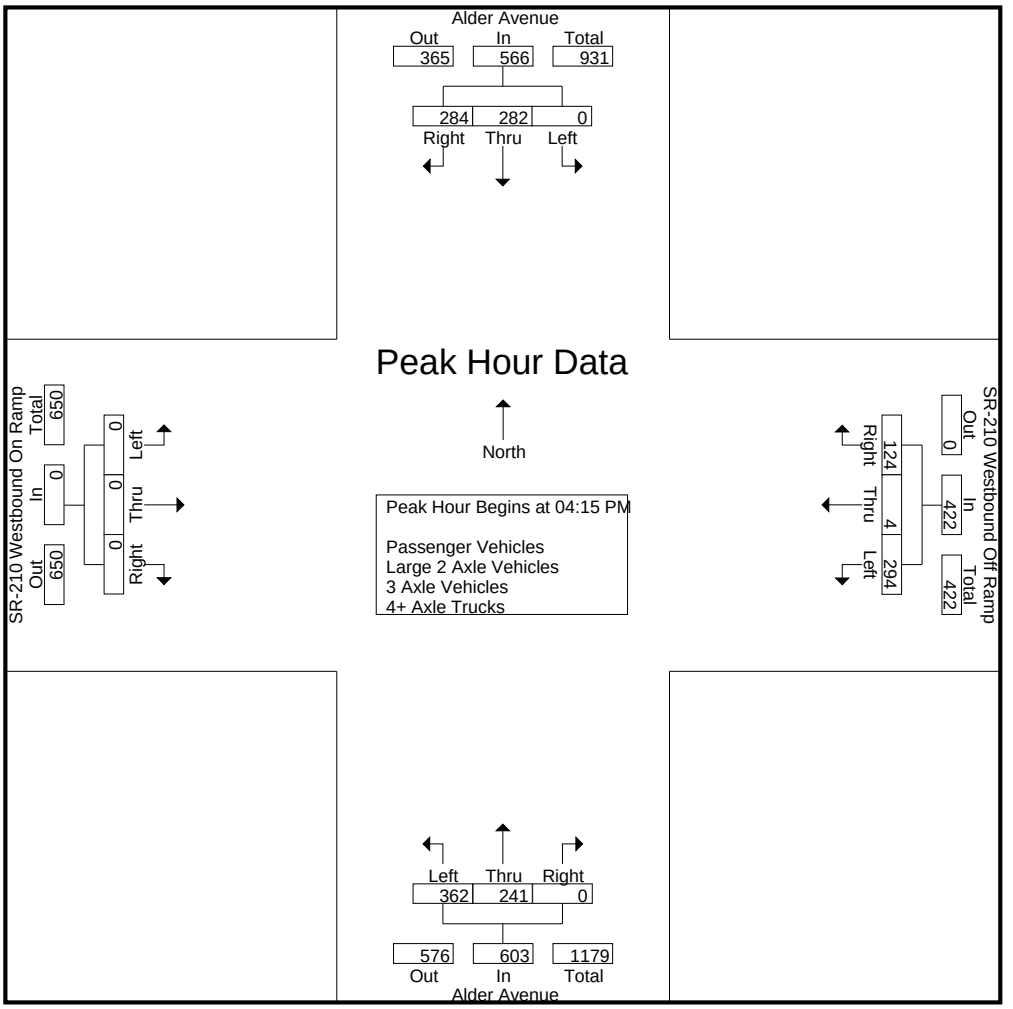
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:15 PM				04:00 PM			
+0 mins.	0	**85**	74	**159**	78	0	39	117	83	**64**	0	147	0	0	0	0
+15 mins.	0	66	70	136	71	**1**	26	98	74	54	0	128	0	0	0	0
+30 mins.	0	80	**77**	157	**81**	1	**41**	**123**	98	63	0	161	0	0	0	0
+45 mins.	0	72	66	138	69	0	31	100	**107**	60	0	**167**	0	0	0	0
Total Volume	0	303	287	590	299	2	137	438	362	241	0	603	0	0	0	0
% App. Total	0	51.4	48.6		68.3	0.5	31.3		60	40	0		0	0	0	
PHF	.000	.891	.932	.928	.923	.500	.835	.890	.846	.941	.000	.903	.000	.000	.000	.000

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City of Rialto
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E/W: SR-210 Westbound Ramps
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File Name : 07_RLT_Ald_210W Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Passenger Vehicles

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	76	57	133	71	0	29	100	58	38	0	96	0	0	0	0	329
04:15 PM	0	59	42	101	67	1	18	86	65	57	0	122	0	0	0	0	309
04:30 PM	0	74	60	134	76	1	37	114	66	41	0	107	0	0	0	0	355
04:45 PM	0	62	51	113	63	0	28	91	79	50	0	129	0	0	0	0	333
Total	0	271	210	481	277	2	112	391	268	186	0	454	0	0	0	0	1326
05:00 PM	0	58	60	118	66	1	20	87	92	55	0	147	0	0	0	0	352
05:15 PM	0	46	53	99	70	0	13	83	75	49	0	124	0	0	0	0	306
05:30 PM	0	46	39	85	91	0	16	107	76	40	0	116	0	0	0	0	308
05:45 PM	0	43	31	74	80	0	25	105	54	49	0	103	0	0	0	0	282
Total	0	193	183	376	307	1	74	382	297	193	0	490	0	0	0	0	1248
Grand Total	0	464	393	857	584	3	186	773	565	379	0	944	0	0	0	0	2574
Apprch %	0	54.1	45.9		75.5	0.4	24.1		59.9	40.1	0		0	0	0		
Total %	0	18	15.3	33.3	22.7	0.1	7.2	30	22	14.7	0	36.7	0	0	0	0	

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	59	42	101	67	**1**	18	86	65	**57**	0	122	0	0	0	0	309
04:30 PM	0	**74**	**60**	**134**	**76**	1	**37**	**114**	66	41	0	107	0	0	0	0	**355**
04:45 PM	0	62	51	113	63	0	28	91	79	50	0	129	0	0	0	0	333
05:00 PM	0	58	60	118	66	1	20	87	**92**	55	0	**147**	0	0	0	0	352
Total Volume	0	253	213	466	272	3	103	378	302	203	0	505	0	0	0	0	1349
% App. Total	0	54.3	45.7		72	0.8	27.2		59.8	40.2	0		0	0	0		
PHF	.000	.855	.888	.869	.895	.750	.696	.829	.821	.890	.000	.859	.000	.000	.000	.000	.950

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Weather: Clear

File Name : 07_RLT_Ald_210W Thu PM
Site Code : 10824406
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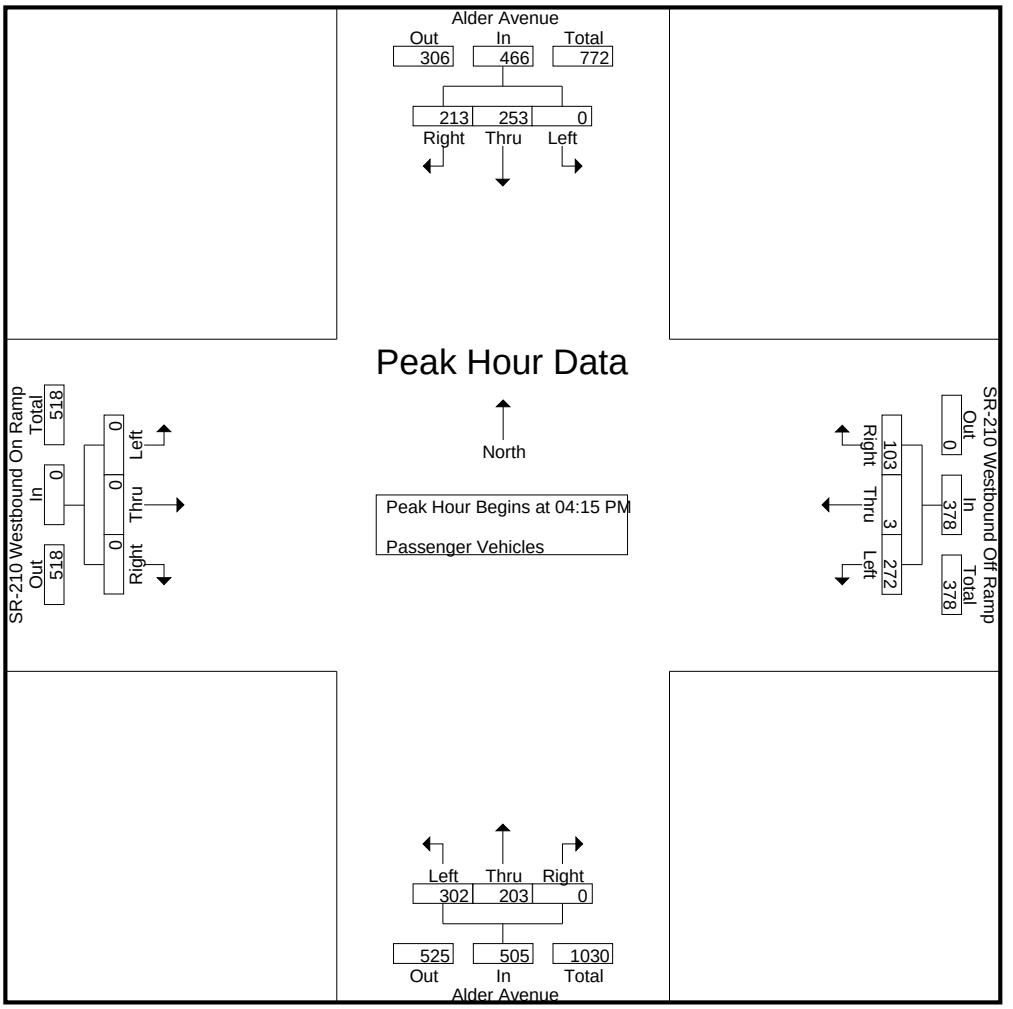

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	59	42	101	67	**1**	18	86	65	**57**	0	122	0	0	0	0
+15 mins.	0	**74**	**60**	**134**	**76**	1	**37**	**114**	66	41	0	107	0	0	0	0
+30 mins.	0	62	51	113	63	0	28	91	79	50	0	129	0	0	0	0
+45 mins.	0	58	60	118	66	1	20	87	**92**	55	0	**147**	0	0	0	0
Total Volume	0	253	213	466	272	3	103	378	302	203	0	505	0	0	0	0
% App. Total	0	54.3	45.7		72	0.8	27.2		59.8	40.2	0		0	0	0	
PHF	.000	.855	.888	.869	.895	.750	.696	.829	.821	.890	.000	.859	.000	.000	.000	.000

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

City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	2	3	1	0	1	2	1	0	0	1	0	0	0	0	6
04:15 PM	0	0	3	3	2	0	0	2	3	0	0	3	0	0	0	0	8
04:30 PM	0	2	4	6	0	0	1	1	1	4	0	5	0	0	0	0	12
04:45 PM	0	1	1	2	0	0	1	1	4	1	0	5	0	0	0	0	8
Total	0	4	10	14	3	0	3	6	9	5	0	14	0	0	0	0	34
05:00 PM	0	2	2	4	0	0	1	1	2	0	0	2	0	0	0	0	7
05:15 PM	0	0	3	3	2	0	0	2	2	0	0	2	0	0	0	0	7
05:30 PM	0	0	0	0	2	0	0	2	1	0	0	1	0	0	0	0	3
05:45 PM	0	0	1	1	0	0	0	0	3	1	0	4	0	0	0	0	5
Total	0	2	6	8	4	0	1	5	8	1	0	9	0	0	0	0	22
Grand Total	0	6	16	22	7	0	4	11	17	6	0	23	0	0	0	0	56
Apprch %	0	27.3	72.7		63.6	0	36.4		73.9	26.1	0		0	0	0		
Total %	0	10.7	28.6	39.3	12.5	0	7.1	19.6	30.4	10.7	0	41.1	0	0	0	0	

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	3	3	**2**	0	0	**2**	3	0	0	3	0	0	0	0	8
04:30 PM	0	**2**	**4**	**6**	0	0	**1**	1	1	**4**	0	**5**	0	0	0	0	**12**
04:45 PM	0	1	1	2	0	0	1	1	**4**	1	0	5	0	0	0	0	8
05:00 PM	0	2	2	4	0	0	1	1	2	0	0	2	0	0	0	0	7
Total Volume	0	5	10	15	2	0	3	5	10	5	0	15	0	0	0	0	35
% App. Total	0	33.3	66.7		40	0	60		66.7	33.3	0		0	0	0		
PHF	.000	.625	.625	.625	.250	.000	.750	.625	.625	.313	.000	.750	.000	.000	.000	.000	.729

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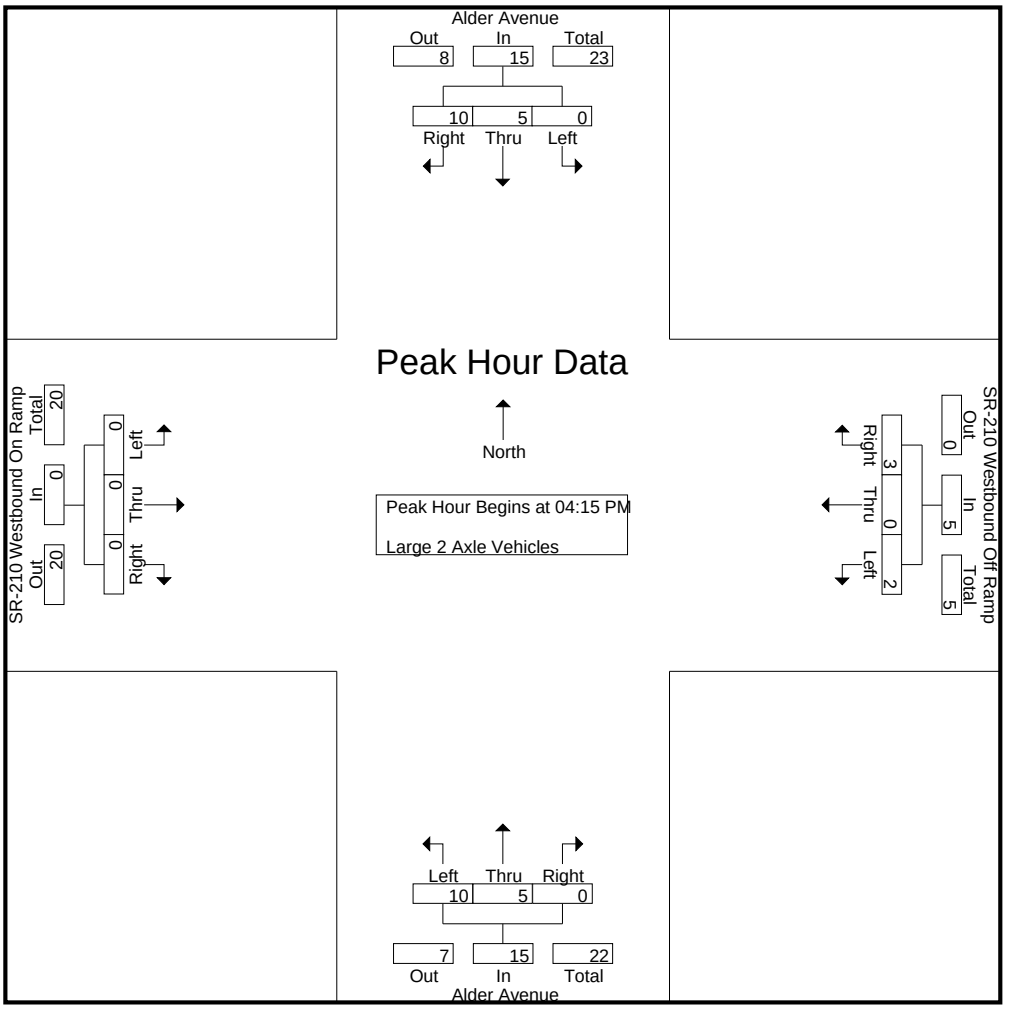
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	3	3	**2**	0	0	**2**	3	0	0	3	0	0	0	0
+15 mins.	0	**2**	**4**	**6**	0	0	**1**	1	1	**4**	0	**5**	0	0	0	0
+30 mins.	0	1	1	2	0	0	1	1	**4**	1	0	5	0	0	0	0
+45 mins.	0	2	2	4	0	0	1	1	2	0	0	2	0	0	0	0
Total Volume	0	5	10	15	2	0	3	5	10	5	0	15	0	0	0	0
% App. Total	0	33.3	66.7		40	0	60		66.7	33.3	0		0	0	0	
PHF	.000	.625	.625	.625	.250	.000	.750	.625	.625	.313	.000	.750	.000	.000	.000	.000

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	6	2	8	3	0	2	5	0	3	0	3	0	0	0	0	16
04:15 PM	0	1	4	5	1	0	2	3	3	0	0	3	0	0	0	0	11
04:30 PM	0	2	0	2	2	0	1	3	0	1	0	1	0	0	0	0	6
04:45 PM	0	3	2	5	0	0	0	0	4	4	0	8	0	0	0	0	13
Total	0	12	8	20	6	0	5	11	7	8	0	15	0	0	0	0	46
05:00 PM	0	1	2	3	1	0	0	1	0	2	0	2	0	0	0	0	6
05:15 PM	0	3	3	6	0	0	2	2	2	0	0	2	0	0	0	0	10
05:30 PM	0	0	3	3	0	0	0	0	0	3	0	3	0	0	0	0	6
05:45 PM	0	1	0	1	0	0	0	0	1	5	0	6	0	0	0	0	7
Total	0	5	8	13	1	0	2	3	3	10	0	13	0	0	0	0	29
Grand Total	0	17	16	33	7	0	7	14	10	18	0	28	0	0	0	0	75
Apprch %	0	51.5	48.5		50	0	50		35.7	64.3	0		0	0	0		
Total %	0	22.7	21.3	44	9.3	0	9.3	18.7	13.3	24	0	37.3	0	0	0	0	

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	1	**4**	**5**	1	0	**2**	**3**	3	0	0	3	0	0	0	0	11
04:30 PM	0	2	0	2	**2**	0	1	3	0	1	0	1	0	0	0	0	6
04:45 PM	0	**3**	2	5	0	0	0	0	**4**	**4**	0	**8**	0	0	0	0	**13**
05:00 PM	0	1	2	3	1	0	0	1	0	2	0	2	0	0	0	0	6
Total Volume	0	7	8	15	4	0	3	7	7	7	0	14	0	0	0	0	36
% App. Total	0	46.7	53.3		57.1	0	42.9		50	50	0		0	0	0		
PHF	.000	.583	.500	.750	.500	.000	.375	.583	.438	.438	.000	.438	.000	.000	.000	.000	.692

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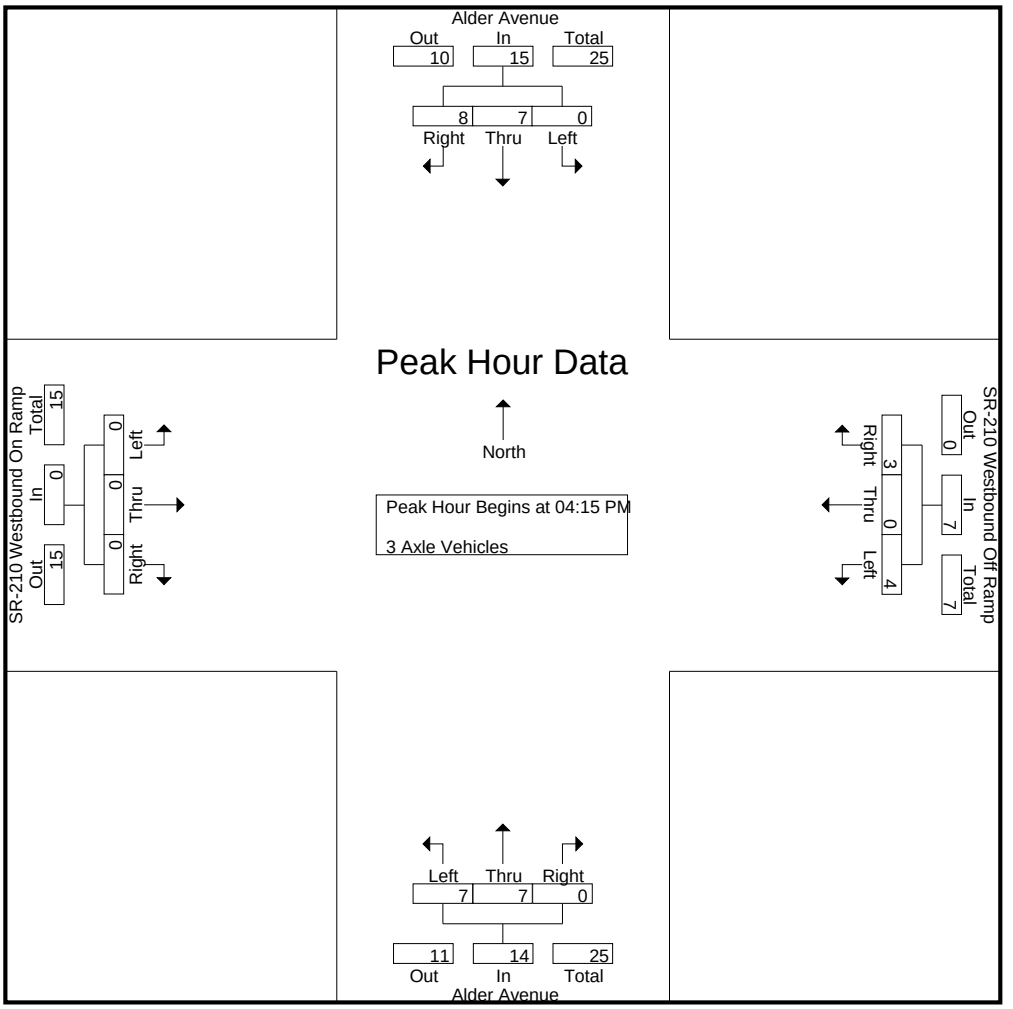
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	1	**4**	**5**	1	0	**2**	**3**	3	0	0	3	0	0	0	0
+15 mins.	0	2	0	2	**2**	0	1	3	0	1	0	1	0	0	0	0
+30 mins.	0	**3**	2	5	0	0	0	0	**4**	**4**	0	**8**	0	0	0	0
+45 mins.	0	1	2	3	1	0	0	1	0	2	0	2	0	0	0	0
Total Volume	0	7	8	15	4	0	3	7	7	7	0	14	0	0	0	0
% App. Total	0	46.7	53.3		57.1	0	42.9		50	50	0		0	0	0	
PHF	.000	.583	.500	.750	.500	.000	.375	.583	.438	.438	.000	.438	.000	.000	.000	.000

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	13	15	3	0	7	10	10	13	0	23	0	0	0	0	48
04:15 PM	0	6	21	27	1	0	6	7	12	7	0	19	0	0	0	0	53
04:30 PM	0	2	13	15	3	0	2	5	7	8	0	15	0	0	0	0	35
04:45 PM	0	6	12	18	6	0	2	8	11	8	0	19	0	0	0	0	45
Total	0	16	59	75	13	0	17	30	40	36	0	76	0	0	0	0	181
05:00 PM	0	3	7	10	6	1	5	12	13	3	0	16	0	0	0	0	38
05:15 PM	0	2	9	11	1	0	1	2	10	5	0	15	0	0	0	0	28
05:30 PM	0	5	6	11	4	0	5	9	7	3	0	10	0	0	0	0	30
05:45 PM	0	5	2	7	2	0	3	5	11	3	0	14	0	0	0	0	26
Total	0	15	24	39	13	1	14	28	41	14	0	55	0	0	0	0	122
Grand Total	0	31	83	114	26	1	31	58	81	50	0	131	0	0	0	0	303
Apprch %	0	27.2	72.8		44.8	1.7	53.4		61.8	38.2	0		0	0	0		
Total %	0	10.2	27.4	37.6	8.6	0.3	10.2	19.1	26.7	16.5	0	43.2	0	0	0	0	

	Alder Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Alder Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	**6**	**21**	**27**	1	0	**6**	7	12	7	0	**19**	0	0	0	0	**53**
04:30 PM	0	2	13	15	3	0	2	5	7	**8**	0	15	0	0	0	0	35
04:45 PM	0	6	12	18	**6**	0	2	8	11	8	0	19	0	0	0	0	45
05:00 PM	0	3	7	10	6	**1**	5	**12**	**13**	3	0	16	0	0	0	0	38
Total Volume	0	17	53	70	16	1	15	32	43	26	0	69	0	0	0	0	171
% App. Total	0	24.3	75.7		50	3.1	46.9		62.3	37.7	0		0	0	0		
PHF	.000	.708	.631	.648	.667	.250	.625	.667	.827	.813	.000	.908	.000	.000	.000	.000	.807

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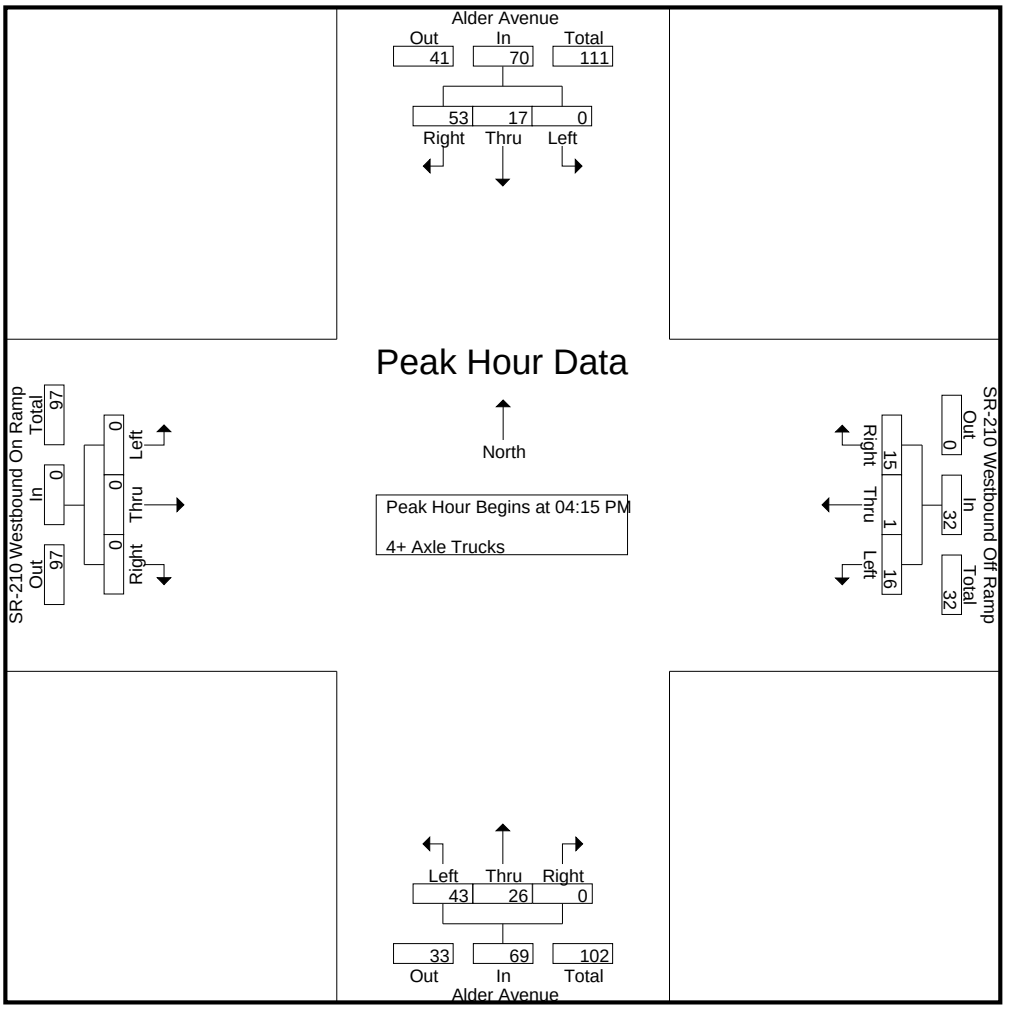
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	**6**	**21**	**27**	1	0	**6**	7	12	7	0	**19**	0	0	0	0
+15 mins.	0	2	13	15	3	0	2	5	7	**8**	0	15	0	0	0	0
+30 mins.	0	6	12	18	**6**	0	2	8	11	8	0	19	0	0	0	0
+45 mins.	0	3	7	10	6	**1**	5	**12**	**13**	3	0	16	0	0	0	0
Total Volume	0	17	53	70	16	1	15	32	43	26	0	69	0	0	0	0
% App. Total	0	24.3	75.7		50	3.1	46.9		62.3	37.7	0		0	0	0	
PHF	.000	.708	.631	.648	.667	.250	.625	.667	.827	.813	.000	.908	.000	.000	.000	.000

Location: Rialto
N/S: Alder Avenue
E/W: SR-210 WB Ramps

Date: 5/7/2024
Day: Tuesday

PEDESTRIANS

	North Leg Alder Avenue	East Leg SR-210 WB Ramps	South Leg Alder Avenue	West Leg SR-210 WB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Alder Avenue	East Leg SR-210 WB Ramps	South Leg Alder Avenue	West Leg SR-210 WB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	1	0	2	3
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	2	3

Location: Rialto
N/S: Alder Avenue
E/W: SR-210 WB Ramps

Date: 5/7/2024
Day: Tuesday

BICYCLES

	Southbound Alder Avenue			Westbound SR-210 WB Ramps			Northbound Alder Avenue			Eastbound SR-210 WB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Alder Avenue			Westbound SR-210 WB Ramps			Northbound Alder Avenue			Eastbound SR-210 WB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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PO Box 1178
Corona, CA 92878
951-268-6268

Location: Rialto
N/S: Alder Avenue
E/W: SR-210 WB Ramps

Date: 5/8/2024
Day: Wednesday

PEDESTRIANS

	North Leg Alder Avenue	East Leg SR-210 WB Ramps	South Leg Alder Avenue	West Leg SR-210 WB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	1	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	1

	North Leg Alder Avenue	East Leg SR-210 WB Ramps	South Leg Alder Avenue	West Leg SR-210 WB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	1	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	1	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	2	2
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	3	4

Location: Rialto
N/S: Alder Avenue
E/W: SR-210 WB Ramps

Date: 5/8/2024
Day: Wednesday

BICYCLES

	Southbound Alder Avenue			Westbound SR-210 WB Ramps			Northbound Alder Avenue			Eastbound SR-210 WB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Alder Avenue			Westbound SR-210 WB Ramps			Northbound Alder Avenue			Eastbound SR-210 WB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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951-268-6268

Location: Rialto
N/S: Alder Avenue
E/W: SR-210 WB Ramps

Date: 5/9/2024
Day: Thursday

PEDESTRIANS

	North Leg Alder Avenue	East Leg SR-210 WB Ramps	South Leg Alder Avenue	West Leg SR-210 WB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	1	1
8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	1	2

	North Leg Alder Avenue	East Leg SR-210 WB Ramps	South Leg Alder Avenue	West Leg SR-210 WB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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PO Box 1178
Corona, CA 92878
951-268-6268

Location: Rialto
N/S: Alder Avenue
E/W: SR-210 WB Ramps

Date: 5/9/2024
Day: Thursday

BICYCLES

	Southbound Alder Avenue			Westbound SR-210 WB Ramps			Northbound Alder Avenue			Eastbound SR-210 WB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Alder Avenue			Westbound SR-210 WB Ramps			Northbound Alder Avenue			Eastbound SR-210 WB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	17	99	0	116	0	0	0	0	0	89	49	138	34	0	102	136	390
07:15 AM	18	107	0	125	0	0	0	0	0	91	75	166	40	1	101	142	433
07:30 AM	26	107	0	133	0	0	0	0	0	78	86	164	44	0	88	132	429
07:45 AM	28	131	0	159	0	0	0	0	0	85	71	156	32	1	91	124	439
Total	89	444	0	533	0	0	0	0	0	343	281	624	150	2	382	534	1691
08:00 AM	20	86	0	106	0	0	0	0	0	90	66	156	54	2	96	152	414
08:15 AM	19	81	0	100	0	0	0	0	0	75	81	156	41	0	72	113	369
08:30 AM	26	84	0	110	0	0	0	0	0	75	71	146	51	1	72	124	380
08:45 AM	24	109	0	133	0	0	0	0	0	82	53	135	35	0	80	115	383
Total	89	360	0	449	0	0	0	0	0	322	271	593	181	3	320	504	1546
Grand Total	178	804	0	982	0	0	0	0	0	665	552	1217	331	5	702	1038	3237
Apprch %	18.1	81.9	0		0	0	0		0	54.6	45.4		31.9	0.5	67.6		
Total %	5.5	24.8	0	30.3	0	0	0	0	0	20.5	17.1	37.6	10.2	0.2	21.7	32.1	
Passenger Vehicles	99	715	0	814	0	0	0	0	0	529	491	1020	198	4	572	774	2608
% Passenger Vehicles	55.6	88.9	0	82.9	0	0	0	0	0	79.5	88.9	83.8	59.8	80	81.5	74.6	80.6
Large 2 Axle Vehicles	6	15	0	21	0	0	0	0	0	14	8	22	12	0	14	26	69
% Large 2 Axle Vehicles	3.4	1.9	0	2.1	0	0	0	0	0	2.1	1.4	1.8	3.6	0	2	2.5	2.1
3 Axle Vehicles	16	24	0	40	0	0	0	0	0	16	13	29	21	1	8	30	99
% 3 Axle Vehicles	9	3	0	4.1	0	0	0	0	0	2.4	2.4	2.4	6.3	20	1.1	2.9	3.1
4+ Axle Trucks	57	50	0	107	0	0	0	0	0	106	40	146	100	0	108	208	461
% 4+ Axle Trucks	32	6.2	0	10.9	0	0	0	0	0	15.9	7.2	12	30.2	0	15.4	20	14.2

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	18	107	0	125	0	0	0	0	0	**91**	75	**166**	40	1	**101**	142	433
07:30 AM	26	107	0	133	0	0	0	0	0	78	**86**	164	44	0	88	132	429
07:45 AM	**28**	**131**	0	**159**	0	0	0	0	0	85	71	156	32	1	91	124	**439**
08:00 AM	20	86	0	106	0	0	0	0	0	90	66	156	**54**	**2**	96	**152**	414
Total Volume	92	431	0	523	0	0	0	0	0	344	298	642	170	4	376	550	1715
% App. Total	17.6	82.4	0		0	0	0		0	53.6	46.4		30.9	0.7	68.4		
PHF	.821	.823	.000	.822	.000	.000	.000	.000	.000	.945	.866	.967	.787	.500	.931	.905	.977

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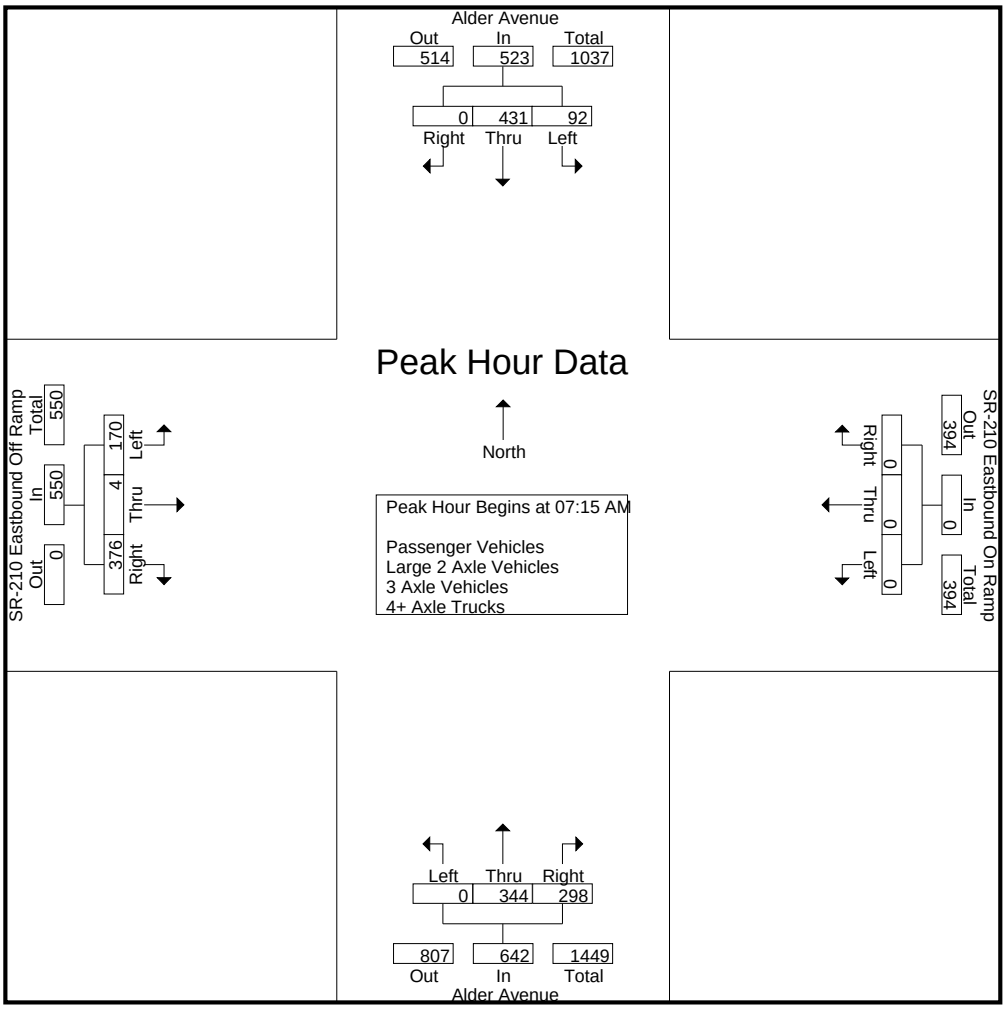
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	17	99	0	116	0	0	0	0	0	**91**	75	**166**	40	1	**101**	142
+15 mins.	18	107	0	125	0	0	0	0	0	78	**86**	164	44	0	88	132
+30 mins.	26	107	0	133	0	0	0	0	0	85	71	156	32	1	91	124
+45 mins.	**28**	**131**	0	**159**	0	0	0	0	0	90	66	156	**54**	**2**	96	**152**
Total Volume	89	444	0	533	0	0	0	0	0	344	298	642	170	4	376	550
% App. Total	16.7	83.3	0		0	0	0		0	53.6	46.4		30.9	0.7	68.4	
PHF	.795	.847	.000	.838	.000	.000	.000	.000	.000	.945	.866	.967	.787	.500	.931	.905

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	13	86	0	99	0	0	0	0	0	68	43	111	23	0	84	107	317
07:15 AM	15	102	0	117	0	0	0	0	0	78	71	149	28	1	84	113	379
07:30 AM	13	99	0	112	0	0	0	0	0	62	81	143	28	0	74	102	357
07:45 AM	12	112	0	124	0	0	0	0	0	71	60	131	18	1	79	98	353
Total	53	399	0	452	0	0	0	0	0	279	255	534	97	2	321	420	1406
08:00 AM	10	81	0	91	0	0	0	0	0	73	59	132	29	1	78	108	331
08:15 AM	10	67	0	77	0	0	0	0	0	51	72	123	20	0	56	76	276
08:30 AM	13	72	0	85	0	0	0	0	0	60	58	118	31	1	56	88	291
08:45 AM	13	96	0	109	0	0	0	0	0	66	47	113	21	0	61	82	304
Total	46	316	0	362	0	0	0	0	0	250	236	486	101	2	251	354	1202
Grand Total	99	715	0	814	0	0	0	0	0	529	491	1020	198	4	572	774	2608
Apprch %	12.2	87.8	0		0	0	0		0	51.9	48.1		25.6	0.5	73.9		
Total %	3.8	27.4	0	31.2	0	0	0	0	0	20.3	18.8	39.1	7.6	0.2	21.9	29.7	

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**15**	102	0	117	0	0	0	0	0	**78**	71	**149**	28	**1**	**84**	**113**	**379**
07:30 AM	13	99	0	112	0	0	0	0	0	62	**81**	143	28	0	74	102	357
07:45 AM	12	**112**	0	**124**	0	0	0	0	0	71	60	131	18	1	79	98	353
08:00 AM	10	81	0	91	0	0	0	0	0	73	59	132	**29**	1	78	108	331
Total Volume	50	394	0	444	0	0	0	0	0	284	271	555	103	3	315	421	1420
% App. Total	11.3	88.7	0		0	0	0		0	51.2	48.8		24.5	0.7	74.8		
PHF	.833	.879	.000	.895	.000	.000	.000	.000	.000	.910	.836	.931	.888	.750	.938	.931	.937

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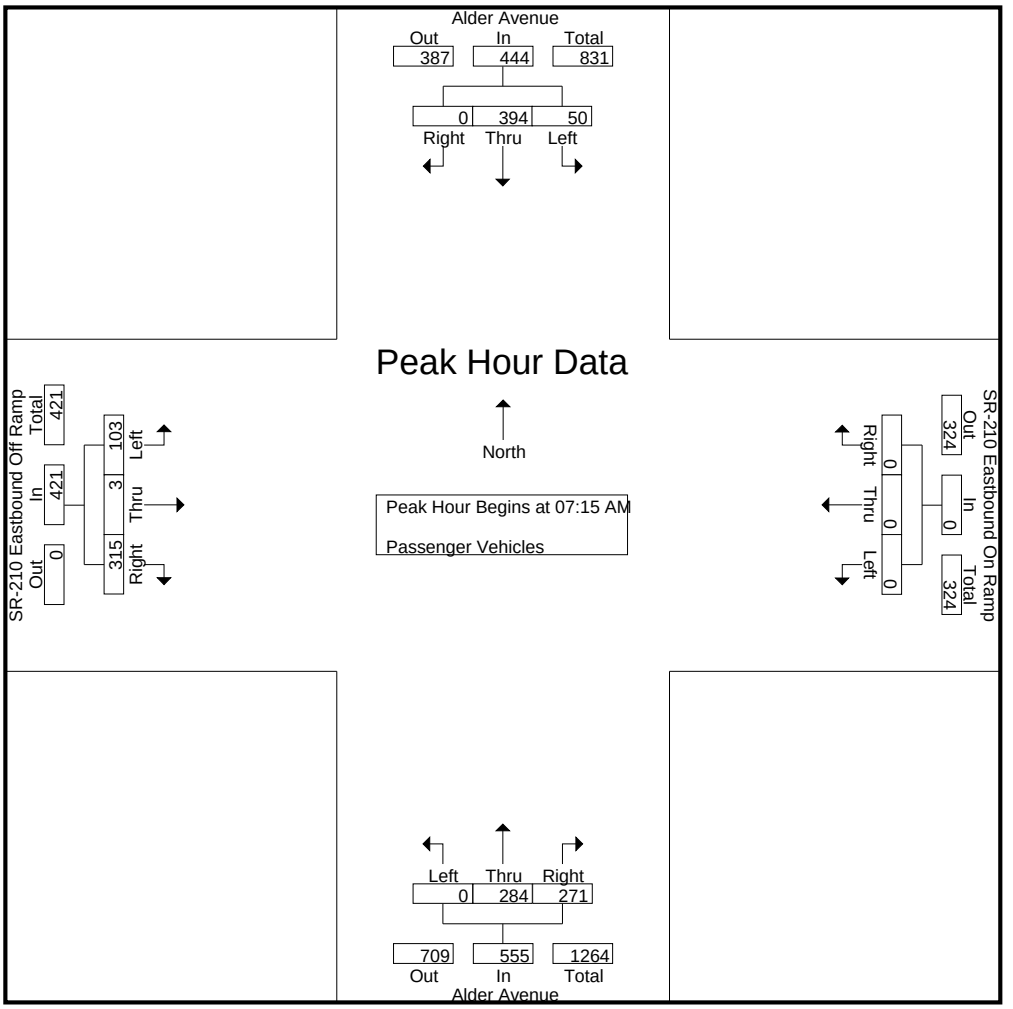
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**15**	102	0	117	0	0	0	0	0	**78**	71	**149**	28	**1**	**84**	**113**
+15 mins.	13	99	0	112	0	0	0	0	0	62	**81**	143	28	0	74	102
+30 mins.	12	**112**	0	**124**	0	0	0	0	0	71	60	131	18	1	79	98
+45 mins.	10	81	0	91	0	0	0	0	0	73	59	132	**29**	1	78	108
Total Volume	50	394	0	444	0	0	0	0	0	284	271	555	103	3	315	421
% App. Total	11.3	88.7	0		0	0	0		0	51.2	48.8		24.5	0.7	74.8	
PHF	.833	.879	.000	.895	.000	.000	.000	.000	.000	.910	.836	.931	.888	.750	.938	.931

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	0	1	1	2	0	0	1	1	5
07:15 AM	1	0	0	1	0	0	0	0	0	2	0	2	2	0	3	5	8
07:30 AM	0	5	0	5	0	0	0	0	0	1	2	3	1	0	0	1	9
07:45 AM	0	3	0	3	0	0	0	0	0	0	2	2	0	0	1	1	6
Total	1	10	0	11	0	0	0	0	0	4	5	9	3	0	5	8	28
08:00 AM	1	1	0	2	0	0	0	0	0	2	0	2	5	0	1	6	10
08:15 AM	2	1	0	3	0	0	0	0	0	4	1	5	1	0	3	4	12
08:30 AM	1	2	0	3	0	0	0	0	0	2	1	3	2	0	1	3	9
08:45 AM	1	1	0	2	0	0	0	0	0	2	1	3	1	0	4	5	10
Total	5	5	0	10	0	0	0	0	0	10	3	13	9	0	9	18	41
Grand Total	6	15	0	21	0	0	0	0	0	14	8	22	12	0	14	26	69
Apprch %	28.6	71.4	0		0	0	0		0	63.6	36.4		46.2	0	53.8		
Total %	8.7	21.7	0	30.4	0	0	0	0	0	20.3	11.6	31.9	17.4	0	20.3	37.7	

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	0	0	1	0	0	0	0	0	**2**	0	2	2	0	**3**	5	8
07:30 AM	0	**5**	0	**5**	0	0	0	0	0	1	**2**	**3**	1	0	0	1	9
07:45 AM	0	3	0	3	0	0	0	0	0	0	2	2	0	0	1	1	6
08:00 AM	1	1	0	2	0	0	0	0	0	2	0	2	**5**	0	1	**6**	**10**
Total Volume	2	9	0	11	0	0	0	0	0	5	4	9	8	0	5	13	33
% App. Total	18.2	81.8	0		0	0	0		0	55.6	44.4		61.5	0	38.5		
PHF	.500	.450	.000	.550	.000	.000	.000	.000	.000	.625	.500	.750	.400	.000	.417	.542	.825

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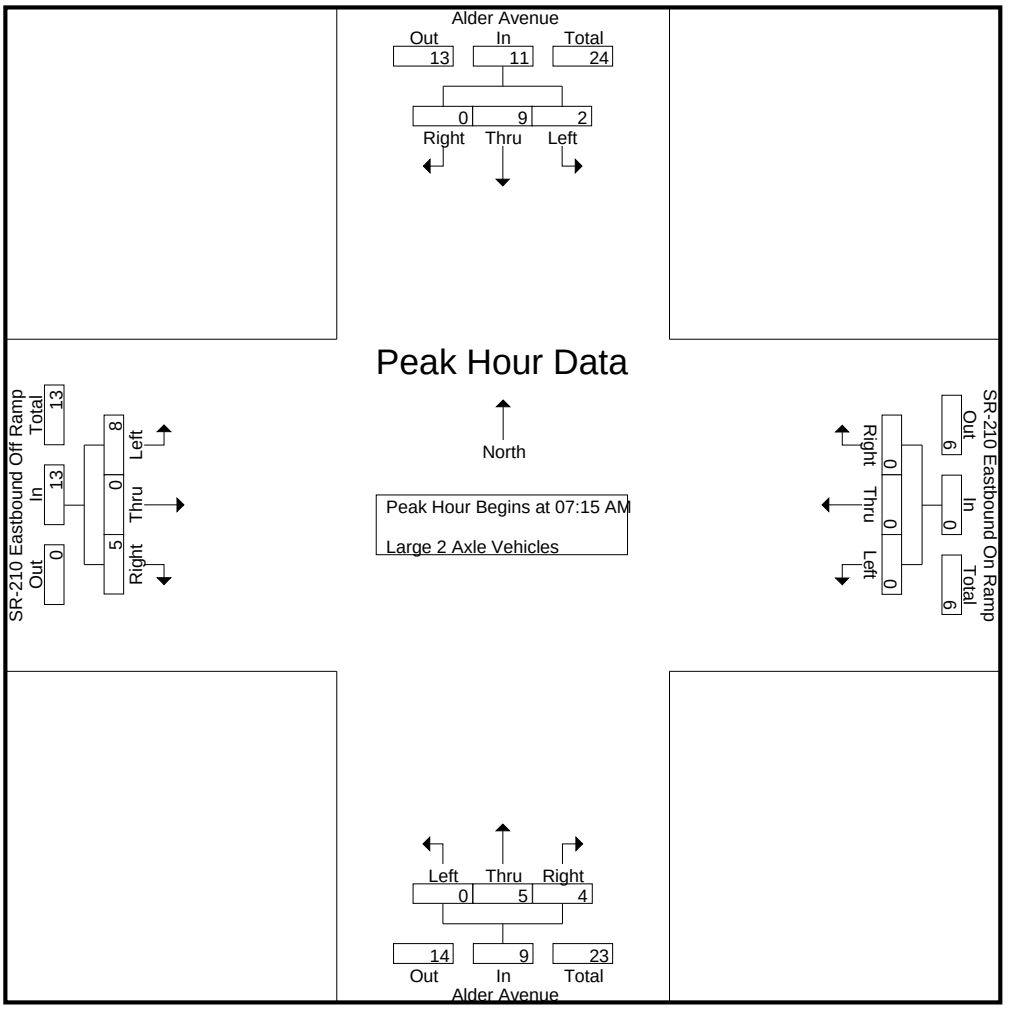
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**1**	0	0	1	0	0	0	0	0	**2**	0	2	2	0	**3**	5
+15 mins.	0	**5**	0	**5**	0	0	0	0	0	1	**2**	**3**	1	0	0	1
+30 mins.	0	3	0	3	0	0	0	0	0	0	2	2	0	0	1	1
+45 mins.	1	1	0	2	0	0	0	0	0	2	0	2	**5**	0	1	**6**
Total Volume	2	9	0	11	0	0	0	0	0	5	4	9	8	0	5	13
% App. Total	18.2	81.8	0		0	0	0		0	55.6	44.4		61.5	0	38.5	
PHF	.500	.450	.000	.550	.000	.000	.000	.000	.000	.625	.500	.750	.400	.000	.417	.542

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	2	0	3	0	0	0	0	0	1	0	1	3	0	1	4	8
07:15 AM	0	3	0	3	0	0	0	0	0	3	3	6	0	0	3	3	12
07:30 AM	1	0	0	1	0	0	0	0	0	2	0	2	1	0	1	2	5
07:45 AM	2	9	0	11	0	0	0	0	0	2	1	3	3	0	0	3	17
Total	4	14	0	18	0	0	0	0	0	8	4	12	7	0	5	12	42
08:00 AM	1	2	0	3	0	0	0	0	0	3	3	6	4	1	0	5	14
08:15 AM	3	4	0	7	0	0	0	0	0	2	4	6	2	0	0	2	15
08:30 AM	5	3	0	8	0	0	0	0	0	1	1	2	6	0	3	9	19
08:45 AM	3	1	0	4	0	0	0	0	0	2	1	3	2	0	0	2	9
Total	12	10	0	22	0	0	0	0	0	8	9	17	14	1	3	18	57
Grand Total	16	24	0	40	0	0	0	0	0	16	13	29	21	1	8	30	99
Apprch %	40	60	0		0	0	0		0	55.2	44.8		70	3.3	26.7		
Total %	16.2	24.2	0	40.4	0	0	0	0	0	16.2	13.1	29.3	21.2	1	8.1	30.3	

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	3	0	3	0	0	0	0	0	**3**	**3**	**6**	0	0	**3**	3	12
07:30 AM	1	0	0	1	0	0	0	0	0	2	0	2	1	0	1	2	5
07:45 AM	**2**	**9**	0	**11**	0	0	0	0	0	2	1	3	3	0	0	3	**17**
08:00 AM	1	2	0	3	0	0	0	0	0	3	3	6	**4**	**1**	0	**5**	14
Total Volume	4	14	0	18	0	0	0	0	0	10	7	17	8	1	4	13	48
% App. Total	22.2	77.8	0		0	0	0		0	58.8	41.2		61.5	7.7	30.8		
PHF	.500	.389	.000	.409	.000	.000	.000	.000	.000	.833	.583	.708	.500	.250	.333	.650	.706

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue AM
Site Code : 10824406
Start Date : 5/7/2024
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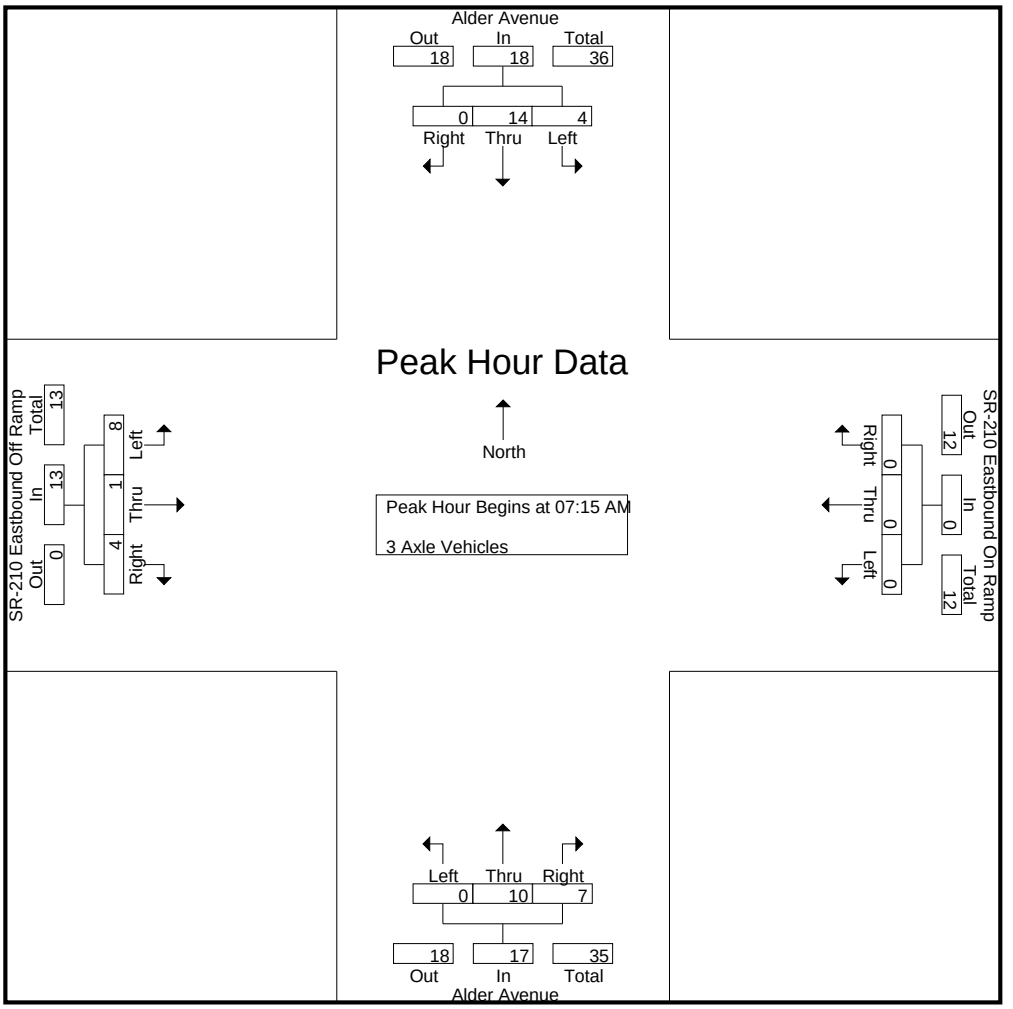

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	3	0	3	0	0	0	0	0	**3**	**3**	**6**	0	0	**3**	3
+15 mins.	1	0	0	1	0	0	0	0	0	2	0	2	1	0	1	2
+30 mins.	**2**	**9**	0	**11**	0	0	0	0	0	2	1	3	3	0	0	3
+45 mins.	1	2	0	3	0	0	0	0	0	3	3	6	**4**	**1**	0	**5**
Total Volume	4	14	0	18	0	0	0	0	0	10	7	17	8	1	4	13
% App. Total	22.2	77.8	0		0	0	0		0	58.8	41.2		61.5	7.7	30.8	
PHF	.500	.389	.000	.409	.000	.000	.000	.000	.000	.833	.583	.708	.500	.250	.333	.650

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	9	0	12	0	0	0	0	0	19	5	24	8	0	16	24	60
07:15 AM	2	2	0	4	0	0	0	0	0	8	1	9	10	0	11	21	34
07:30 AM	12	3	0	15	0	0	0	0	0	13	3	16	14	0	13	27	58
07:45 AM	14	7	0	21	0	0	0	0	0	12	8	20	11	0	11	22	63
Total	31	21	0	52	0	0	0	0	0	52	17	69	43	0	51	94	215
08:00 AM	8	2	0	10	0	0	0	0	0	12	4	16	16	0	17	33	59
08:15 AM	4	9	0	13	0	0	0	0	0	18	4	22	18	0	13	31	66
08:30 AM	7	7	0	14	0	0	0	0	0	12	11	23	12	0	12	24	61
08:45 AM	7	11	0	18	0	0	0	0	0	12	4	16	11	0	15	26	60
Total	26	29	0	55	0	0	0	0	0	54	23	77	57	0	57	114	246
Grand Total	57	50	0	107	0	0	0	0	0	106	40	146	100	0	108	208	461
Apprch %	53.3	46.7	0		0	0	0		0	72.6	27.4		48.1	0	51.9		
Total %	12.4	10.8	0	23.2	0	0	0	0	0	23	8.7	31.7	21.7	0	23.4	45.1	

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	2	0	4	0	0	0	0	0	8	1	9	10	0	11	21	34
07:30 AM	12	3	0	15	0	0	0	0	0	**13**	3	16	14	0	13	27	58
07:45 AM	**14**	**7**	0	**21**	0	0	0	0	0	12	**8**	**20**	11	0	11	22	**63**
08:00 AM	8	2	0	10	0	0	0	0	0	12	4	16	**16**	0	**17**	**33**	59
Total Volume	36	14	0	50	0	0	0	0	0	45	16	61	51	0	52	103	214
% App. Total	72	28	0		0	0	0		0	73.8	26.2		49.5	0	50.5		
PHF	.643	.500	.000	.595	.000	.000	.000	.000	.000	.865	.500	.763	.797	.000	.765	.780	.849

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue AM
Site Code : 10824406
Start Date : 5/7/2024
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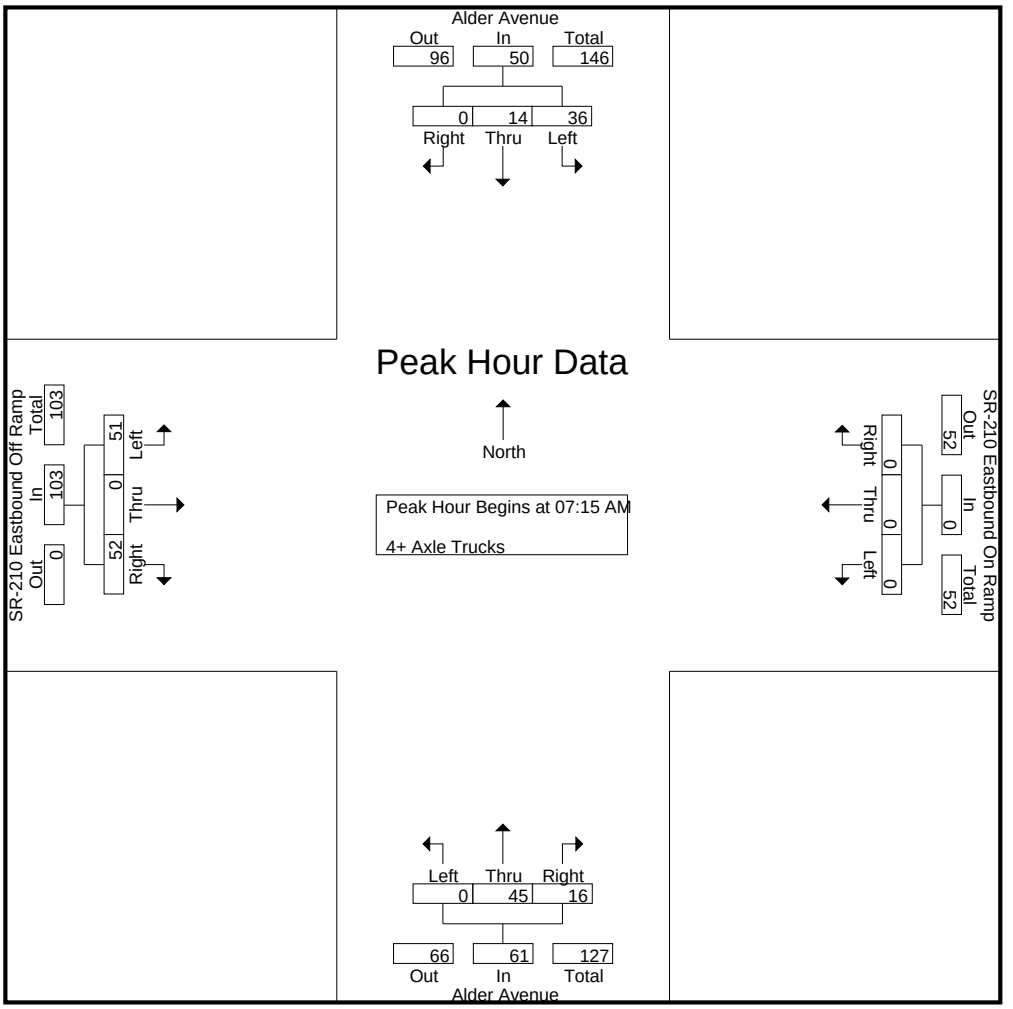

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	2	2	0	4	0	0	0	0	0	8	1	9	10	0	11	21
+15 mins.	12	3	0	15	0	0	0	0	0	**13**	3	16	14	0	13	27
+30 mins.	**14**	**7**	0	**21**	0	0	0	0	0	12	**8**	**20**	11	0	11	22
+45 mins.	8	2	0	10	0	0	0	0	0	12	4	16	**16**	0	**17**	**33**
Total Volume	36	14	0	50	0	0	0	0	0	45	16	61	51	0	52	103
% App. Total	72	28	0		0	0	0		0	73.8	26.2		49.5	0	50.5	
PHF	.643	.500	.000	.595	.000	.000	.000	.000	.000	.865	.500	.763	.797	.000	.765	.780

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	53	123	0	176	0	0	0	0	0	124	67	191	36	0	93	129	496
04:15 PM	50	108	0	158	0	0	0	0	0	100	62	162	42	2	110	154	474
04:30 PM	54	86	0	140	0	0	0	0	0	113	116	229	31	0	89	120	489
04:45 PM	42	92	0	134	0	0	0	0	0	111	79	190	39	0	105	144	468
Total	199	409	0	608	0	0	0	0	0	448	324	772	148	2	397	547	1927
05:00 PM	40	115	0	155	0	0	0	0	0	137	81	218	39	0	91	130	503
05:15 PM	23	107	0	130	0	0	0	0	0	109	82	191	39	0	102	141	462
05:30 PM	27	108	0	135	0	0	0	0	0	109	90	199	31	3	108	142	476
05:45 PM	19	106	0	125	0	0	0	0	0	114	69	183	22	1	98	121	429
Total	109	436	0	545	0	0	0	0	0	469	322	791	131	4	399	534	1870
Grand Total	308	845	0	1153	0	0	0	0	0	917	646	1563	279	6	796	1081	3797
Apprch %	26.7	73.3	0		0	0	0		0	58.7	41.3		25.8	0.6	73.6		
Total %	8.1	22.3	0	30.4	0	0	0	0	0	24.2	17	41.2	7.3	0.2	21	28.5	
Passenger Vehicles	255	792	0	1047	0	0	0	0	0	793	609	1402	219	4	678	901	3350
% Passenger Vehicles	82.8	93.7	0	90.8	0	0	0	0	0	86.5	94.3	89.7	78.5	66.7	85.2	83.3	88.2
Large 2 Axle Vehicles	7	11	0	18	0	0	0	0	0	10	5	15	4	0	23	27	60
% Large 2 Axle Vehicles	2.3	1.3	0	1.6	0	0	0	0	0	1.1	0.8	1	1.4	0	2.9	2.5	1.6
3 Axle Vehicles	17	11	0	28	0	0	0	0	0	21	9	30	15	0	11	26	84
% 3 Axle Vehicles	5.5	1.3	0	2.4	0	0	0	0	0	2.3	1.4	1.9	5.4	0	1.4	2.4	2.2
4+ Axle Trucks	29	31	0	60	0	0	0	0	0	93	23	116	41	2	84	127	303
% 4+ Axle Trucks	9.4	3.7	0	5.2	0	0	0	0	0	10.1	3.6	7.4	14.7	33.3	10.6	11.7	8

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	50	108	0	**158**	0	0	0	0	0	100	62	162	**42**	**2**	**110**	**154**	474
04:30 PM	**54**	86	0	140	0	0	0	0	0	113	**116**	**229**	31	0	89	120	489
04:45 PM	42	92	0	134	0	0	0	0	0	111	79	190	39	0	105	144	468
05:00 PM	40	**115**	0	155	0	0	0	0	0	**137**	81	218	39	0	91	130	**503**
Total Volume	186	401	0	587	0	0	0	0	0	461	338	799	151	2	395	548	1934
% App. Total	31.7	68.3	0		0	0	0		0	57.7	42.3		27.6	0.4	72.1		
PHF	.861	.872	.000	.929	.000	.000	.000	.000	.000	.841	.728	.872	.899	.250	.898	.890	.961

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue PM
Site Code : 10824406
Start Date : 5/7/2024
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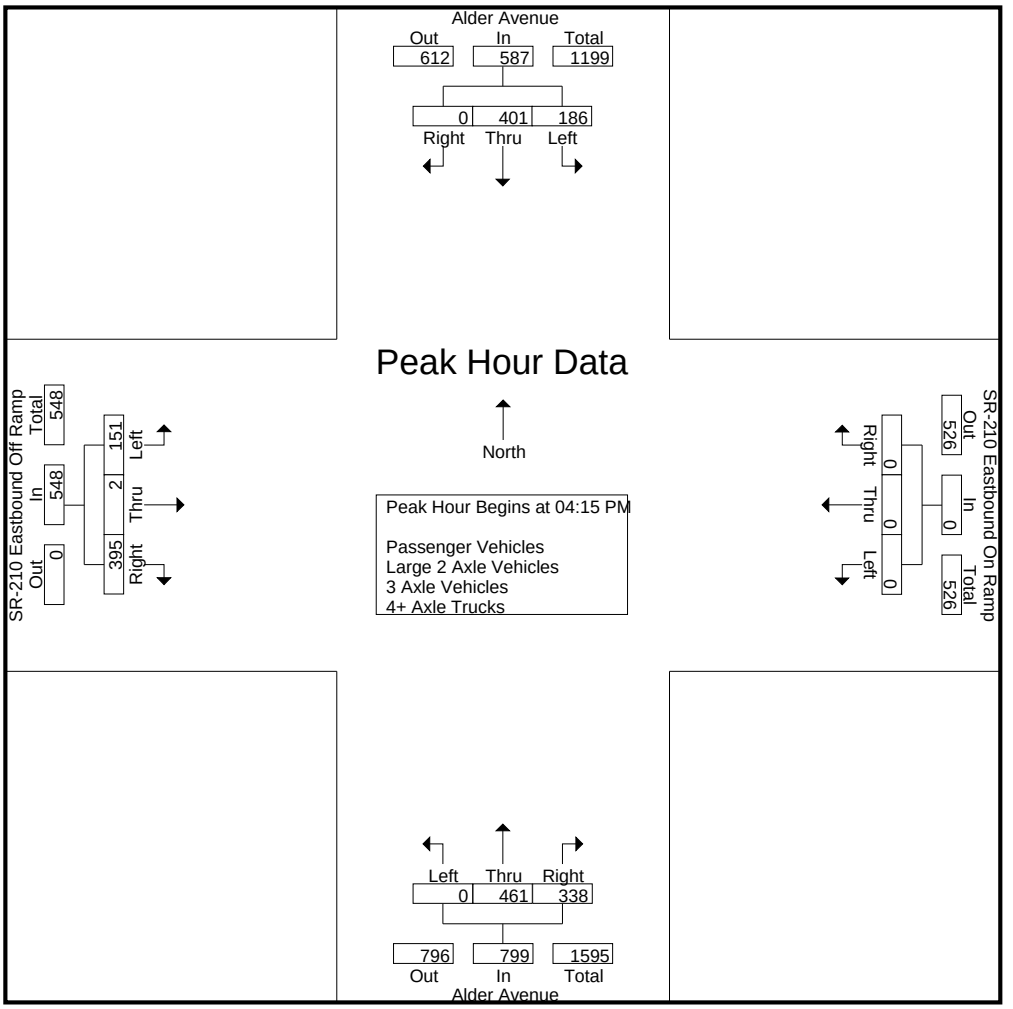

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:30 PM				04:45 PM			
+0 mins.	53	**123**	0	**176**	0	0	0	0	0	113	**116**	**229**	**39**	0	105	**144**
+15 mins.	50	108	0	158	0	0	0	0	0	111	79	190	39	0	91	130
+30 mins.	**54**	86	0	140	0	0	0	0	0	**137**	81	218	39	0	102	141
+45 mins.	42	92	0	134	0	0	0	0	0	109	82	191	31	**3**	**108**	142
Total Volume	199	409	0	608	0	0	0	0	0	470	358	828	148	3	406	557
% App. Total	32.7	67.3	0		0	0	0		0	56.8	43.2		26.6	0.5	72.9	
PHF	.921	.831	.000	.864	.000	.000	.000	.000	.000	.858	.772	.904	.949	.250	.940	.967

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue PM
Site Code : 10824406
Start Date : 5/7/2024
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Groups Printed- Passenger Vehicles

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	38	110	0	148	0	0	0	0	0	109	62	171	28	0	77	105	424
04:15 PM	40	105	0	145	0	0	0	0	0	81	58	139	32	1	93	126	410
04:30 PM	49	79	0	128	0	0	0	0	0	94	103	197	24	0	80	104	429
04:45 PM	32	83	0	115	0	0	0	0	0	103	75	178	30	0	86	116	409
Total	159	377	0	536	0	0	0	0	0	387	298	685	114	1	336	451	1672
05:00 PM	34	109	0	143	0	0	0	0	0	117	79	196	36	0	77	113	452
05:15 PM	23	99	0	122	0	0	0	0	0	92	79	171	31	0	87	118	411
05:30 PM	22	107	0	129	0	0	0	0	0	95	88	183	28	2	95	125	437
05:45 PM	17	100	0	117	0	0	0	0	0	102	65	167	10	1	83	94	378
Total	96	415	0	511	0	0	0	0	0	406	311	717	105	3	342	450	1678
Grand Total	255	792	0	1047	0	0	0	0	0	793	609	1402	219	4	678	901	3350
Apprch %	24.4	75.6	0		0	0	0		0	56.6	43.4		24.3	0.4	75.2		
Total %	7.6	23.6	0	31.3	0	0	0	0	0	23.7	18.2	41.9	6.5	0.1	20.2	26.9	

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	40	105	0	**145**	0	0	0	0	0	81	58	139	32	**1**	**93**	**126**	410
04:30 PM	**49**	79	0	128	0	0	0	0	0	94	**103**	**197**	24	0	80	104	429
04:45 PM	32	83	0	115	0	0	0	0	0	103	75	178	30	0	86	116	409
05:00 PM	34	**109**	0	143	0	0	0	0	0	**117**	79	196	**36**	0	77	113	**452**
Total Volume	155	376	0	531	0	0	0	0	0	395	315	710	122	1	336	459	1700
% App. Total	29.2	70.8	0		0	0	0		0	55.6	44.4		26.6	0.2	73.2		
PHF	.791	.862	.000	.916	.000	.000	.000	.000	.000	.844	.765	.901	.847	.250	.903	.911	.940

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File Name : 08_RLT_Ald_210E Tue PM
Site Code : 10824406
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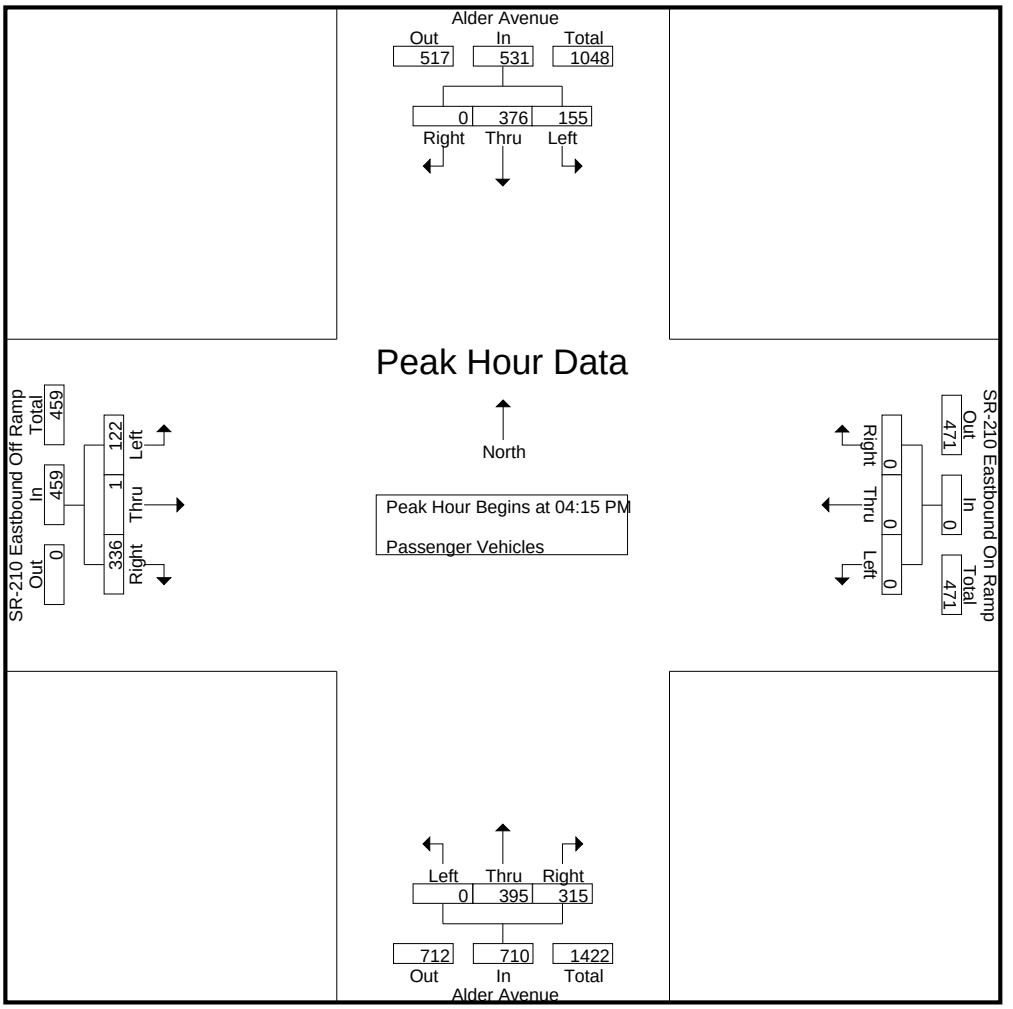

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	40	105	0	**145**	0	0	0	0	0	81	58	139	32	**1**	**93**	**126**
+15 mins.	**49**	79	0	128	0	0	0	0	0	94	**103**	**197**	24	0	80	104
+30 mins.	32	83	0	115	0	0	0	0	0	103	75	178	30	0	86	116
+45 mins.	34	**109**	0	143	0	0	0	0	0	**117**	79	196	**36**	0	77	113
Total Volume	155	376	0	531	0	0	0	0	0	395	315	710	122	1	336	459
% App. Total	29.2	70.8	0		0	0	0		0	55.6	44.4		26.6	0.2	73.2	
PHF	.791	.862	.000	.916	.000	.000	.000	.000	.000	.844	.765	.901	.847	.250	.903	.911

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City of Rialto
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File Name : 08_RLT_Ald_210E Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	5	4	0	9	0	0	0	0	0	1	1	2	0	0	6	6	17
04:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	1	0	2	3	5
04:30 PM	1	0	0	1	0	0	0	0	0	4	2	6	0	0	4	4	11
04:45 PM	1	3	0	4	0	0	0	0	0	2	2	4	0	0	1	1	9
Total	7	8	0	15	0	0	0	0	0	8	5	13	1	0	13	14	42
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2	3
05:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	2	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	3
05:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	2	0	4	6	8
Total	0	3	0	3	0	0	0	0	0	2	0	2	3	0	10	13	18
Grand Total	7	11	0	18	0	0	0	0	0	10	5	15	4	0	23	27	60
Apprch %	38.9	61.1	0		0	0	0		0	66.7	33.3		14.8	0	85.2		
Total %	11.7	18.3	0	30	0	0	0	0	0	16.7	8.3	25	6.7	0	38.3	45	

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	**1**	0	2	3	5
04:30 PM	**1**	0	0	1	0	0	0	0	0	**4**	**2**	**6**	0	0	**4**	**4**	**11**
04:45 PM	1	**3**	0	**4**	0	0	0	0	0	2	2	4	0	0	1	1	9
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2	3
Total Volume	2	4	0	6	0	0	0	0	0	8	4	12	1	0	9	10	28
% App. Total	33.3	66.7	0		0	0	0		0	66.7	33.3		10	0	90		
PHF	.500	.333	.000	.375	.000	.000	.000	.000	.000	.500	.500	.500	.250	.000	.563	.625	.636

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City of Rialto
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Weather: Clear

File Name : 08_RLT_Ald_210E Tue PM
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Start Date : 5/7/2024
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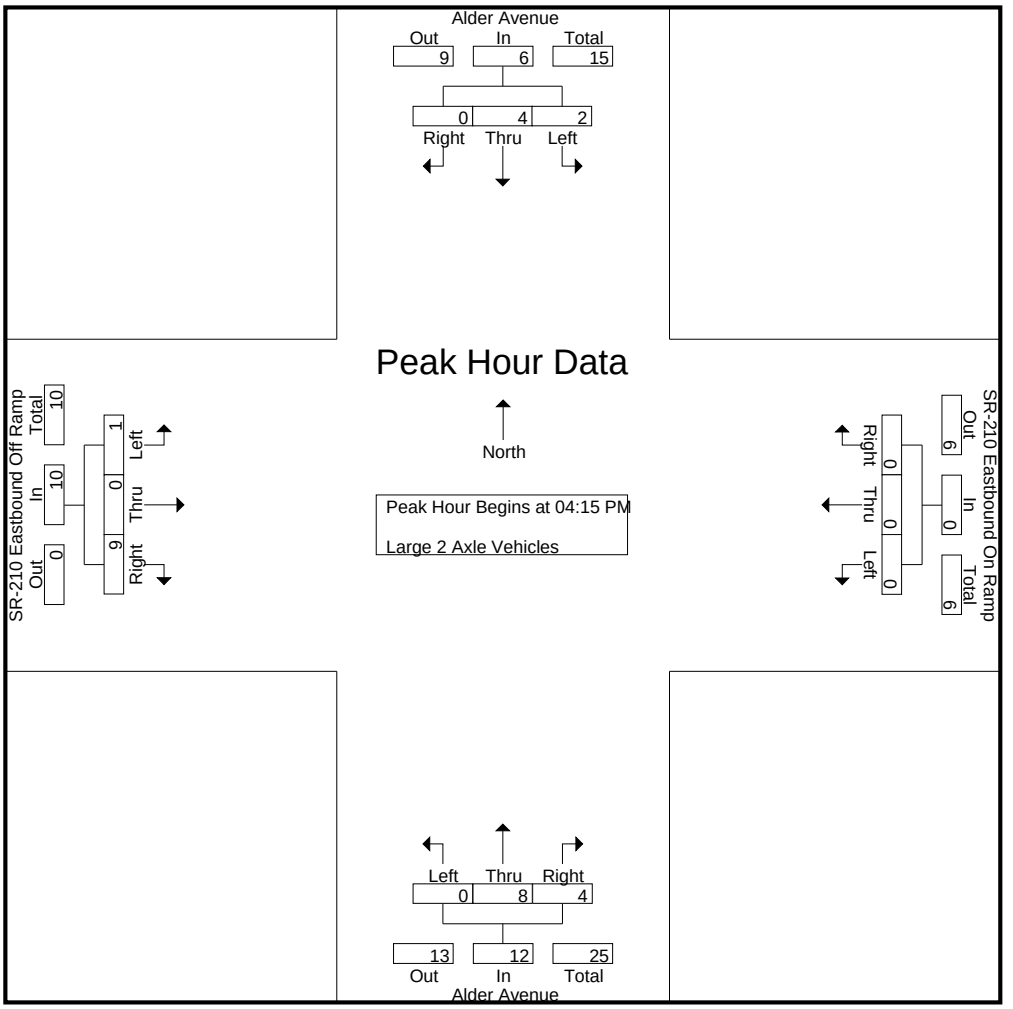

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	1	0	1	**1**	0	2	3
+15 mins.	**1**	0	0	1	0	0	0	0	0	**4**	**2**	**6**	0	0	**4**	**4**
+30 mins.	1	**3**	0	**4**	0	0	0	0	0	2	2	4	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2
Total Volume	2	4	0	6	0	0	0	0	0	8	4	12	1	0	9	10
% App. Total	33.3	66.7	0		0	0	0		0	66.7	33.3		10	0	90	
PHF	.500	.333	.000	.375	.000	.000	.000	.000	.000	.500	.500	.500	.250	.000	.563	.625

Counts Unlimited, Inc.
PO Box 1178
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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	3	0	5	0	0	0	0	0	3	2	5	3	0	1	4	14
04:15 PM	5	2	0	7	0	0	0	0	0	2	1	3	1	0	4	5	15
04:30 PM	1	2	0	3	0	0	0	0	0	3	4	7	2	0	0	2	12
04:45 PM	3	1	0	4	0	0	0	0	0	1	0	1	2	0	1	3	8
Total	11	8	0	19	0	0	0	0	0	9	7	16	8	0	6	14	49
05:00 PM	4	1	0	5	0	0	0	0	0	3	0	3	1	0	2	3	11
05:15 PM	0	0	0	0	0	0	0	0	0	5	0	5	3	0	1	4	9
05:30 PM	2	1	0	3	0	0	0	0	0	2	0	2	0	0	2	2	7
05:45 PM	0	1	0	1	0	0	0	0	0	2	2	4	3	0	0	3	8
Total	6	3	0	9	0	0	0	0	0	12	2	14	7	0	5	12	35
Grand Total	17	11	0	28	0	0	0	0	0	21	9	30	15	0	11	26	84
Apprch %	60.7	39.3	0		0	0	0		0	70	30		57.7	0	42.3		
Total %	20.2	13.1	0	33.3	0	0	0	0	0	25	10.7	35.7	17.9	0	13.1	31	

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**5**	**2**	0	**7**	0	0	0	0	0	2	1	3	1	0	**4**	**5**	**15**
04:30 PM	1	2	0	3	0	0	0	0	0	**3**	**4**	**7**	**2**	0	0	2	12
04:45 PM	3	1	0	4	0	0	0	0	0	1	0	1	2	0	1	3	8
05:00 PM	4	1	0	5	0	0	0	0	0	3	0	3	1	0	2	3	11
Total Volume	13	6	0	19	0	0	0	0	0	9	5	14	6	0	7	13	46
% App. Total	68.4	31.6	0		0	0	0		0	64.3	35.7		46.2	0	53.8		
PHF	.650	.750	.000	.679	.000	.000	.000	.000	.000	.750	.313	.500	.750	.000	.438	.650	.767

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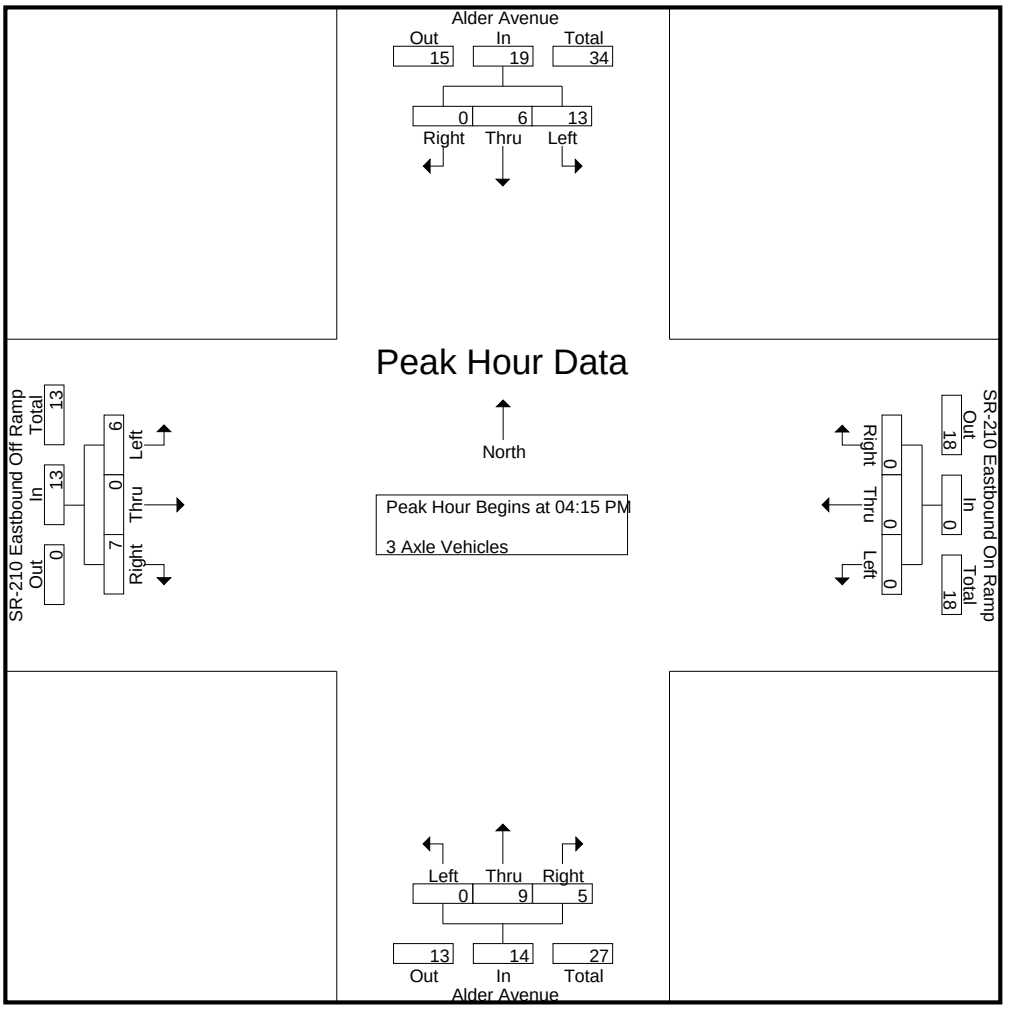
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	**5**	**2**	0	**7**	0	0	0	0	0	2	1	3	1	0	**4**	**5**
+15 mins.	1	2	0	3	0	0	0	0	0	**3**	**4**	**7**	**2**	0	0	2
+30 mins.	3	1	0	4	0	0	0	0	0	1	0	1	2	0	1	3
+45 mins.	4	1	0	5	0	0	0	0	0	3	0	3	1	0	2	3
Total Volume	13	6	0	19	0	0	0	0	0	9	5	14	6	0	7	13
% App. Total	68.4	31.6	0		0	0	0		0	64.3	35.7		46.2	0	53.8	
PHF	.650	.750	.000	.679	.000	.000	.000	.000	.000	.750	.313	.500	.750	.000	.438	.650

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	8	6	0	14	0	0	0	0	0	11	2	13	5	0	9	14	41
04:15 PM	5	0	0	5	0	0	0	0	0	16	3	19	8	1	11	20	44
04:30 PM	3	5	0	8	0	0	0	0	0	12	7	19	5	0	5	10	37
04:45 PM	6	5	0	11	0	0	0	0	0	5	2	7	7	0	17	24	42
Total	22	16	0	38	0	0	0	0	0	44	14	58	25	1	42	68	164
05:00 PM	2	5	0	7	0	0	0	0	0	16	2	18	2	0	10	12	37
05:15 PM	0	6	0	6	0	0	0	0	0	12	3	15	5	0	12	17	38
05:30 PM	3	0	0	3	0	0	0	0	0	12	2	14	2	1	9	12	29
05:45 PM	2	4	0	6	0	0	0	0	0	9	2	11	7	0	11	18	35
Total	7	15	0	22	0	0	0	0	0	49	9	58	16	1	42	59	139
Grand Total	29	31	0	60	0	0	0	0	0	93	23	116	41	2	84	127	303
Apprch %	48.3	51.7	0		0	0	0		0	80.2	19.8		32.3	1.6	66.1		
Total %	9.6	10.2	0	19.8	0	0	0	0	0	30.7	7.6	38.3	13.5	0.7	27.7	41.9	

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	5	0	0	5	0	0	0	0	0	**16**	3	**19**	**8**	**1**	11	20	**44**
04:30 PM	3	**5**	0	8	0	0	0	0	0	12	**7**	19	5	0	5	10	37
04:45 PM	**6**	5	0	**11**	0	0	0	0	0	5	2	7	7	0	**17**	**24**	42
05:00 PM	2	5	0	7	0	0	0	0	0	16	2	18	2	0	10	12	37
Total Volume	16	15	0	31	0	0	0	0	0	49	14	63	22	1	43	66	160
% App. Total	51.6	48.4	0		0	0	0		0	77.8	22.2		33.3	1.5	65.2		
PHF	.667	.750	.000	.705	.000	.000	.000	.000	.000	.766	.500	.829	.688	.250	.632	.688	.909

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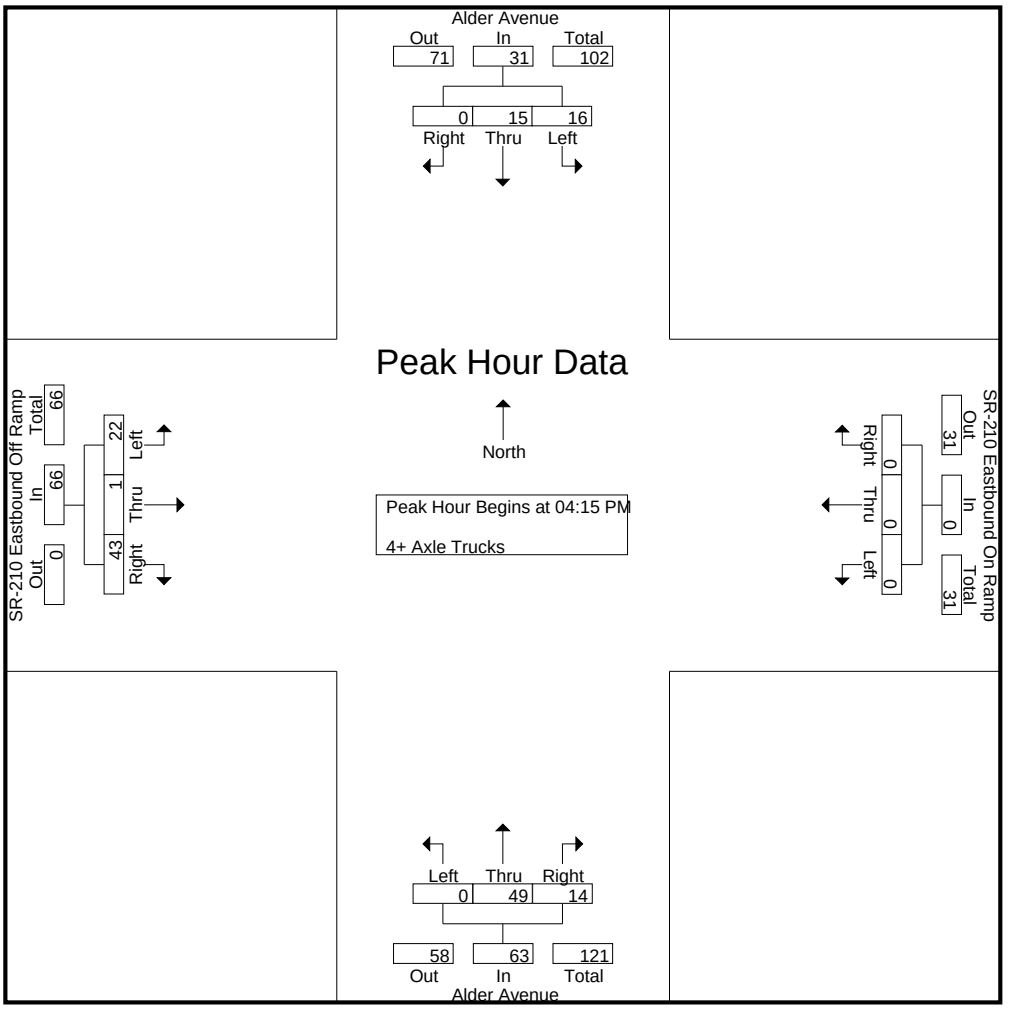
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	5	0	0	5	0	0	0	0	0	**16**	3	**19**	**8**	**1**	11	20
+15 mins.	3	**5**	0	8	0	0	0	0	0	12	**7**	19	5	0	5	10
+30 mins.	**6**	5	0	**11**	0	0	0	0	0	5	2	7	7	0	**17**	**24**
+45 mins.	2	5	0	7	0	0	0	0	0	16	2	18	2	0	10	12
Total Volume	16	15	0	31	0	0	0	0	0	49	14	63	22	1	43	66
% App. Total	51.6	48.4	0		0	0	0		0	77.8	22.2		33.3	1.5	65.2	
PHF	.667	.750	.000	.705	.000	.000	.000	.000	.000	.766	.500	.829	.688	.250	.632	.688

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	15	71	0	86	0	0	0	0	0	90	42	132	25	0	90	115	333
07:15 AM	11	114	0	125	0	0	0	0	0	81	66	147	26	0	94	120	392
07:30 AM	16	108	0	124	0	0	0	0	0	75	96	171	35	0	79	114	409
07:45 AM	20	130	0	150	0	0	0	0	0	83	88	171	46	1	96	143	464
Total	62	423	0	485	0	0	0	0	0	329	292	621	132	1	359	492	1598
08:00 AM	23	74	0	97	0	0	0	0	0	85	76	161	48	1	78	127	385
08:15 AM	25	71	0	96	0	0	0	0	0	88	52	140	41	1	99	141	377
08:30 AM	18	94	0	112	0	0	0	0	0	70	74	144	43	1	75	119	375
08:45 AM	20	108	0	128	0	0	0	0	0	77	49	126	29	0	65	94	348
Total	86	347	0	433	0	0	0	0	0	320	251	571	161	3	317	481	1485
Grand Total	148	770	0	918	0	0	0	0	0	649	543	1192	293	4	676	973	3083
Apprch %	16.1	83.9	0		0	0	0		0	54.4	45.6		30.1	0.4	69.5		
Total %	4.8	25	0	29.8	0	0	0	0	0	21.1	17.6	38.7	9.5	0.1	21.9	31.6	
Passenger Vehicles	92	713	0	805	0	0	0	0	0	550	474	1024	168	4	553	725	2554
% Passenger Vehicles	62.2	92.6	0	87.7	0	0	0	0	0	84.7	87.3	85.9	57.3	100	81.8	74.5	82.8
Large 2 Axle Vehicles	9	12	0	21	0	0	0	0	0	11	9	20	14	0	16	30	71
% Large 2 Axle Vehicles	6.1	1.6	0	2.3	0	0	0	0	0	1.7	1.7	1.7	4.8	0	2.4	3.1	2.3
3 Axle Vehicles	7	11	0	18	0	0	0	0	0	15	14	29	29	0	11	40	87
% 3 Axle Vehicles	4.7	1.4	0	2	0	0	0	0	0	2.3	2.6	2.4	9.9	0	1.6	4.1	2.8
4+ Axle Trucks	40	34	0	74	0	0	0	0	0	73	46	119	82	0	96	178	371
% 4+ Axle Trucks	27	4.4	0	8.1	0	0	0	0	0	11.2	8.5	10	28	0	14.2	18.3	12

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	11	114	0	125	0	0	0	0	0	81	66	147	26	0	94	120	392
07:30 AM	16	108	0	124	0	0	0	0	0	75	**96**	**171**	35	0	79	114	409
07:45 AM	20	**130**	0	**150**	0	0	0	0	0	83	88	171	46	**1**	**96**	**143**	**464**
08:00 AM	**23**	74	0	97	0	0	0	0	0	**85**	76	161	**48**	1	78	127	385
Total Volume	70	426	0	496	0	0	0	0	0	324	326	650	155	2	347	504	1650
% App. Total	14.1	85.9	0		0	0	0		0	49.8	50.2		30.8	0.4	68.8		
PHF	.761	.819	.000	.827	.000	.000	.000	.000	.000	.953	.849	.950	.807	.500	.904	.881	.889

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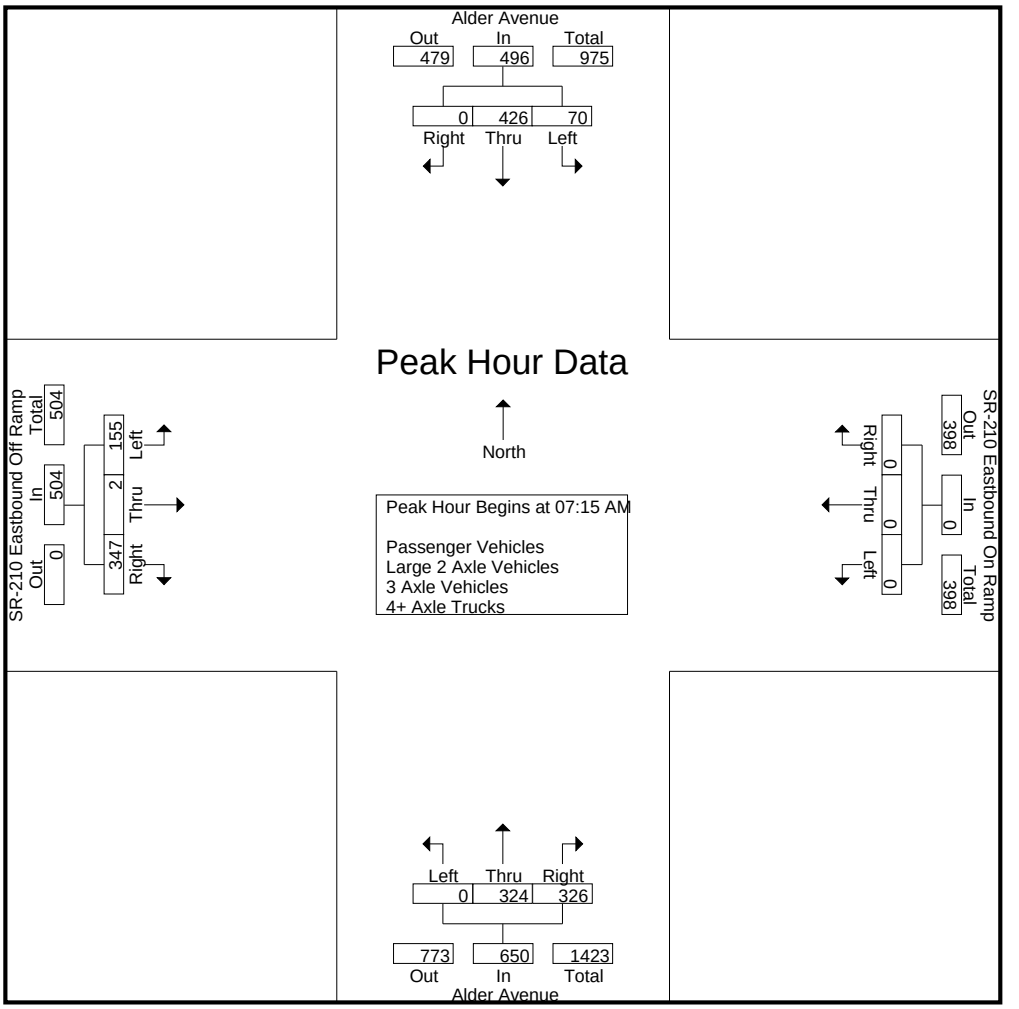
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:15 AM				07:45 AM			
+0 mins.	11	114	0	125	0	0	0	0	0	81	66	147	46	**1**	96	**143**
+15 mins.	16	108	0	124	0	0	0	0	0	75	**96**	**171**	**48**	1	78	127
+30 mins.	20	**130**	0	**150**	0	0	0	0	0	83	88	171	41	1	**99**	141
+45 mins.	**23**	74	0	97	0	0	0	0	0	**85**	76	161	43	1	75	119
Total Volume	70	426	0	496	0	0	0	0	0	324	326	650	178	4	348	530
% App. Total	14.1	85.9	0		0	0	0		0	49.8	50.2		33.6	0.8	65.7	
PHF	.761	.819	.000	.827	.000	.000	.000	.000	.000	.953	.849	.950	.927	1.000	.879	.927

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Passenger Vehicles

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	63	0	72	0	0	0	0	0	79	36	115	18	0	79	97	284
07:15 AM	7	109	0	116	0	0	0	0	0	69	53	122	15	0	73	88	326
07:30 AM	7	105	0	112	0	0	0	0	0	67	87	154	17	0	64	81	347
07:45 AM	11	120	0	131	0	0	0	0	0	74	79	153	25	1	84	110	394
Total	34	397	0	431	0	0	0	0	0	289	255	544	75	1	300	376	1351
08:00 AM	14	67	0	81	0	0	0	0	0	70	69	139	30	1	67	98	318
08:15 AM	18	63	0	81	0	0	0	0	0	72	41	113	24	1	81	106	300
08:30 AM	12	88	0	100	0	0	0	0	0	53	66	119	27	1	60	88	307
08:45 AM	14	98	0	112	0	0	0	0	0	66	43	109	12	0	45	57	278
Total	58	316	0	374	0	0	0	0	0	261	219	480	93	3	253	349	1203
Grand Total	92	713	0	805	0	0	0	0	0	550	474	1024	168	4	553	725	2554
Apprch %	11.4	88.6	0		0	0	0		0	53.7	46.3		23.2	0.6	76.3		
Total %	3.6	27.9	0	31.5	0	0	0	0	0	21.5	18.6	40.1	6.6	0.2	21.7	28.4	

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	7	109	0	116	0	0	0	0	0	69	53	122	15	0	73	88	326
07:30 AM	7	105	0	112	0	0	0	0	0	67	**87**	**154**	17	0	64	81	347
07:45 AM	11	**120**	0	**131**	0	0	0	0	0	**74**	79	153	25	**1**	**84**	**110**	**394**
08:00 AM	**14**	67	0	81	0	0	0	0	0	70	69	139	**30**	1	67	98	318
Total Volume	39	401	0	440	0	0	0	0	0	280	288	568	87	2	288	377	1385
% App. Total	8.9	91.1	0		0	0	0		0	49.3	50.7		23.1	0.5	76.4		
PHF	.696	.835	.000	.840	.000	.000	.000	.000	.000	.946	.828	.922	.725	.500	.857	.857	.879

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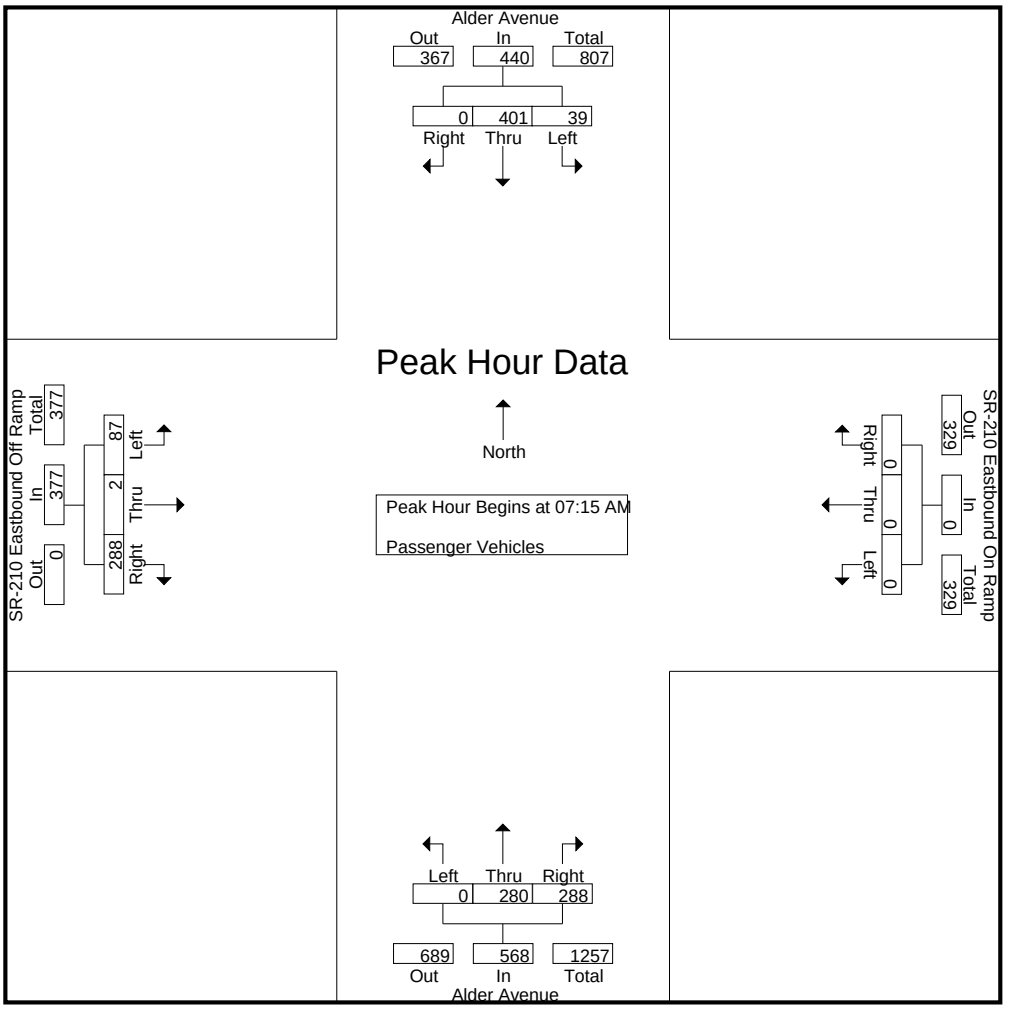
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	7	109	0	116	0	0	0	0	0	69	53	122	15	0	73	88
+15 mins.	7	105	0	112	0	0	0	0	0	67	**87**	**154**	17	0	64	81
+30 mins.	11	**120**	0	**131**	0	0	0	0	0	**74**	79	153	25	**1**	**84**	**110**
+45 mins.	**14**	67	0	81	0	0	0	0	0	70	69	139	**30**	1	67	98
Total Volume	39	401	0	440	0	0	0	0	0	280	288	568	87	2	288	377
% App. Total	8.9	91.1	0		0	0	0		0	49.3	50.7		23.1	0.5	76.4	
PHF	.696	.835	.000	.840	.000	.000	.000	.000	.000	.946	.828	.922	.725	.500	.857	.857

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

City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	3	0	6	0	0	0	0	0	1	2	3	0	0	2	2	11
07:15 AM	0	1	0	1	0	0	0	0	0	1	2	3	0	0	4	4	8
07:30 AM	1	0	0	1	0	0	0	0	0	0	1	1	2	0	0	2	4
07:45 AM	0	3	0	3	0	0	0	0	0	2	1	3	5	0	2	7	13
Total	4	7	0	11	0	0	0	0	0	4	6	10	7	0	8	15	36
08:00 AM	1	0	0	1	0	0	0	0	0	2	1	3	2	0	1	3	7
08:15 AM	2	2	0	4	0	0	0	0	0	1	1	2	0	0	2	2	8
08:30 AM	2	1	0	3	0	0	0	0	0	3	1	4	2	0	4	6	13
08:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	3	0	1	4	7
Total	5	5	0	10	0	0	0	0	0	7	3	10	7	0	8	15	35
Grand Total	9	12	0	21	0	0	0	0	0	11	9	20	14	0	16	30	71
Apprch %	42.9	57.1	0		0	0	0		0	55	45		46.7	0	53.3		
Total %	12.7	16.9	0	29.6	0	0	0	0	0	15.5	12.7	28.2	19.7	0	22.5	42.3	

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	0	1	0	0	0	0	0	1	**2**	**3**	0	0	**4**	4	8
07:30 AM	**1**	0	0	1	0	0	0	0	0	0	1	1	2	0	0	2	4
07:45 AM	0	**3**	0	**3**	0	0	0	0	0	**2**	1	3	**5**	0	2	**7**	**13**
08:00 AM	1	0	0	1	0	0	0	0	0	2	1	3	2	0	1	3	7
Total Volume	2	4	0	6	0	0	0	0	0	5	5	10	9	0	7	16	32
% App. Total	33.3	66.7	0		0	0	0		0	50	50		56.2	0	43.8		
PHF	.500	.333	.000	.500	.000	.000	.000	.000	.000	.625	.625	.833	.450	.000	.438	.571	.615

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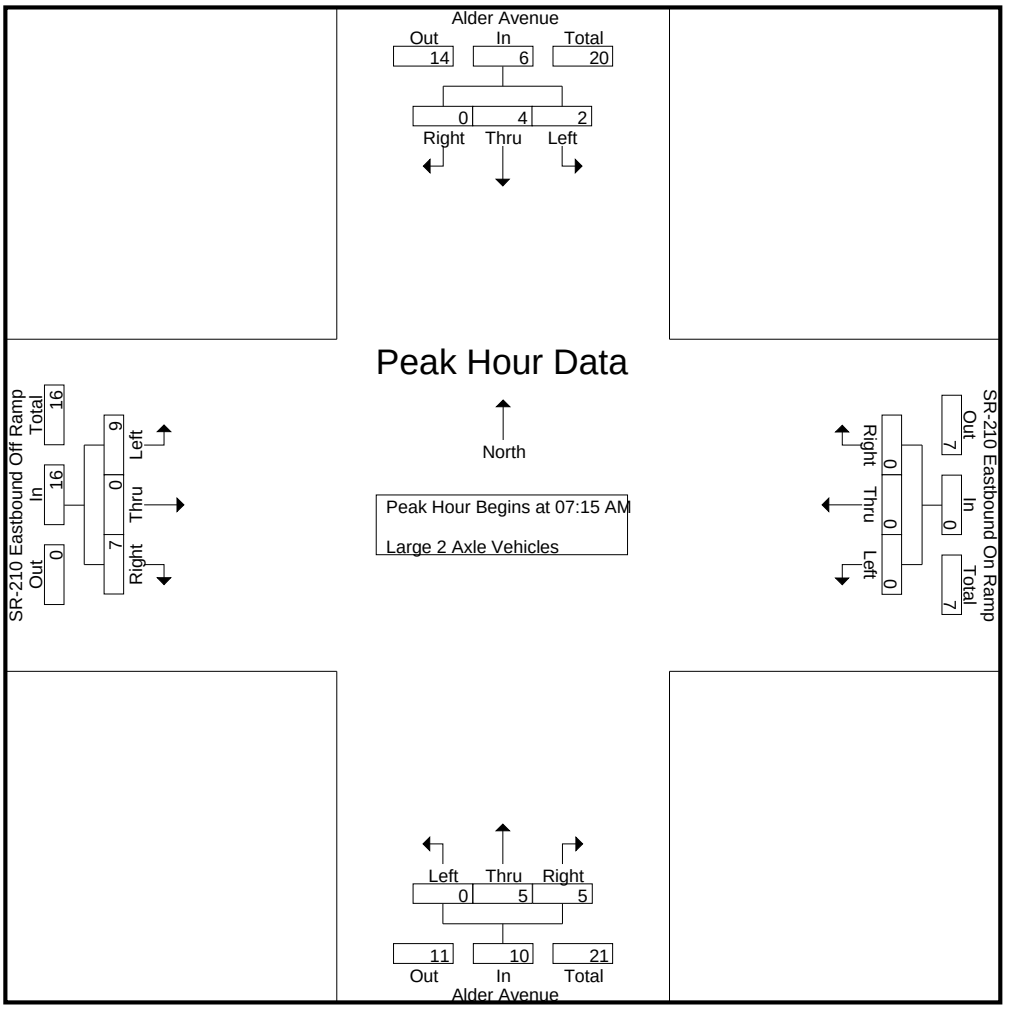
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	1	**2**	**3**	0	0	**4**	4
+15 mins.	**1**	0	0	1	0	0	0	0	0	0	1	1	2	0	0	2
+30 mins.	0	**3**	0	**3**	0	0	0	0	0	**2**	1	3	**5**	0	2	**7**
+45 mins.	1	0	0	1	0	0	0	0	0	2	1	3	2	0	1	3
Total Volume	2	4	0	6	0	0	0	0	0	5	5	10	9	0	7	16
% App. Total	33.3	66.7	0		0	0	0		0	50	50		56.2	0	43.8	
PHF	.500	.333	.000	.500	.000	.000	.000	.000	.000	.625	.625	.833	.450	.000	.438	.571

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	3	1	4	2	0	1	3	7
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1	7	7
07:30 AM	1	2	0	3	0	0	0	0	0	3	5	8	2	0	2	4	15
07:45 AM	0	2	0	2	0	0	0	0	0	0	4	4	3	0	0	3	9
Total	1	4	0	5	0	0	0	0	0	6	10	16	13	0	4	17	38
08:00 AM	2	3	0	5	0	0	0	0	0	1	1	2	3	0	2	5	12
08:15 AM	1	1	0	2	0	0	0	0	0	2	2	4	1	0	3	4	10
08:30 AM	1	2	0	3	0	0	0	0	0	2	1	3	6	0	2	8	14
08:45 AM	2	1	0	3	0	0	0	0	0	4	0	4	6	0	0	6	13
Total	6	7	0	13	0	0	0	0	0	9	4	13	16	0	7	23	49
Grand Total	7	11	0	18	0	0	0	0	0	15	14	29	29	0	11	40	87
Apprch %	38.9	61.1	0		0	0	0		0	51.7	48.3		72.5	0	27.5		
Total %	8	12.6	0	20.7	0	0	0	0	0	17.2	16.1	33.3	33.3	0	12.6	46	

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	**6**	0	1	**7**	7
07:30 AM	1	2	0	3	0	0	0	0	0	**3**	**5**	**8**	2	0	**2**	4	**15**
07:45 AM	0	2	0	2	0	0	0	0	0	0	4	4	3	0	0	3	9
08:00 AM	**2**	**3**	0	**5**	0	0	0	0	0	1	1	2	3	0	2	5	12
Total Volume	3	7	0	10	0	0	0	0	0	4	10	14	14	0	5	19	43
% App. Total	30	70	0		0	0	0		0	28.6	71.4		73.7	0	26.3		
PHF	.375	.583	.000	.500	.000	.000	.000	.000	.000	.333	.500	.438	.583	.000	.625	.679	.717

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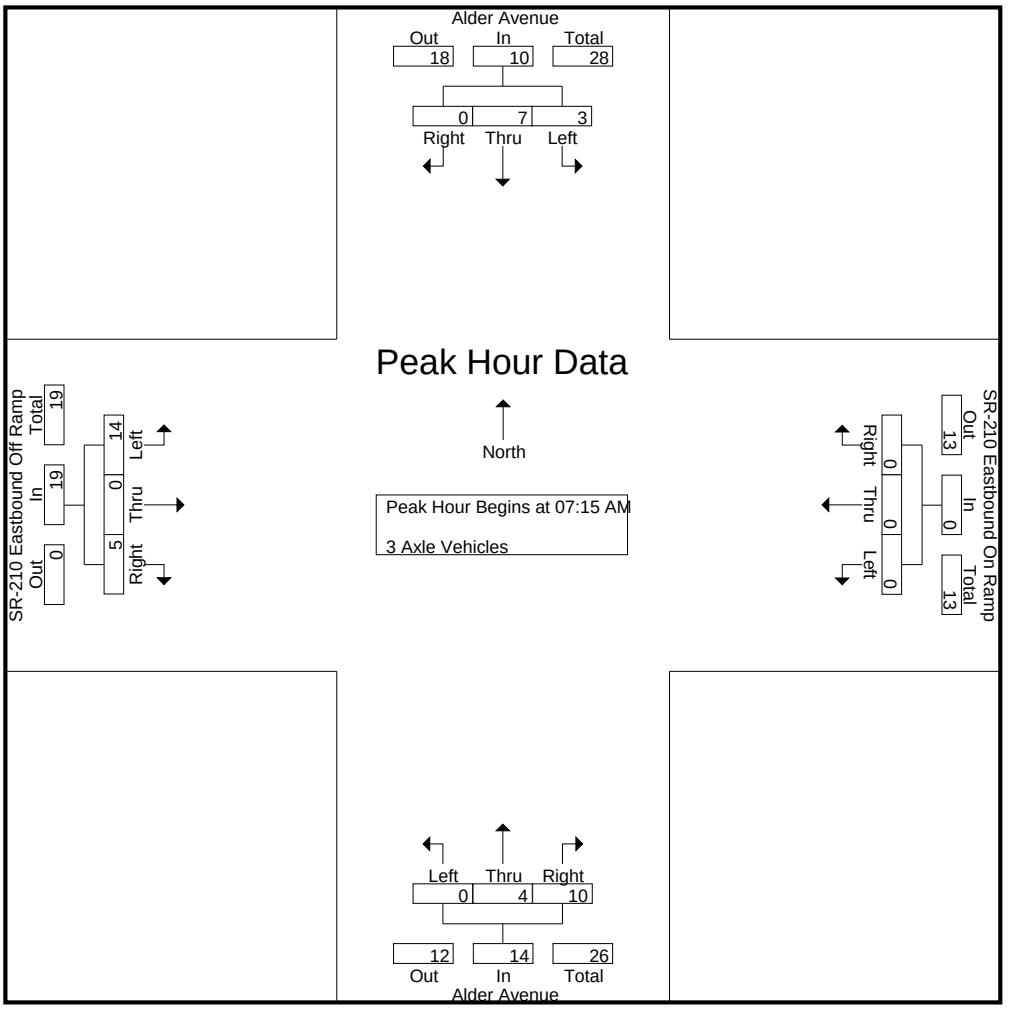
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**6**	0	1	**7**
+15 mins.	1	2	0	3	0	0	0	0	0	**3**	**5**	**8**	2	0	**2**	4
+30 mins.	0	2	0	2	0	0	0	0	0	0	4	4	3	0	0	3
+45 mins.	**2**	**3**	0	**5**	0	0	0	0	0	1	1	2	3	0	2	5
Total Volume	3	7	0	10	0	0	0	0	0	4	10	14	14	0	5	19
% App. Total	30	70	0		0	0	0		0	28.6	71.4		73.7	0	26.3	
PHF	.375	.583	.000	.500	.000	.000	.000	.000	.000	.333	.500	.438	.583	.000	.625	.679

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	5	0	8	0	0	0	0	0	7	3	10	5	0	8	13	31
07:15 AM	4	4	0	8	0	0	0	0	0	11	11	22	5	0	16	21	51
07:30 AM	7	1	0	8	0	0	0	0	0	5	3	8	14	0	13	27	43
07:45 AM	9	5	0	14	0	0	0	0	0	7	4	11	13	0	10	23	48
Total	23	15	0	38	0	0	0	0	0	30	21	51	37	0	47	84	173
08:00 AM	6	4	0	10	0	0	0	0	0	12	5	17	13	0	8	21	48
08:15 AM	4	5	0	9	0	0	0	0	0	13	8	21	16	0	13	29	59
08:30 AM	3	3	0	6	0	0	0	0	0	12	6	18	8	0	9	17	41
08:45 AM	4	7	0	11	0	0	0	0	0	6	6	12	8	0	19	27	50
Total	17	19	0	36	0	0	0	0	0	43	25	68	45	0	49	94	198
Grand Total	40	34	0	74	0	0	0	0	0	73	46	119	82	0	96	178	371
Apprch %	54.1	45.9	0		0	0	0		0	61.3	38.7		46.1	0	53.9		
Total %	10.8	9.2	0	19.9	0	0	0	0	0	19.7	12.4	32.1	22.1	0	25.9	48	

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	4	4	0	8	0	0	0	0	0	11	**11**	**22**	5	0	**16**	21	**51**
07:30 AM	7	1	0	8	0	0	0	0	0	5	3	8	**14**	0	13	**27**	43
07:45 AM	**9**	**5**	0	**14**	0	0	0	0	0	7	4	11	13	0	10	23	48
08:00 AM	6	4	0	10	0	0	0	0	0	**12**	5	17	13	0	8	21	48
Total Volume	26	14	0	40	0	0	0	0	0	35	23	58	45	0	47	92	190
% App. Total	65	35	0		0	0	0		0	60.3	39.7		48.9	0	51.1		
PHF	.722	.700	.000	.714	.000	.000	.000	.000	.000	.729	.523	.659	.804	.000	.734	.852	.931

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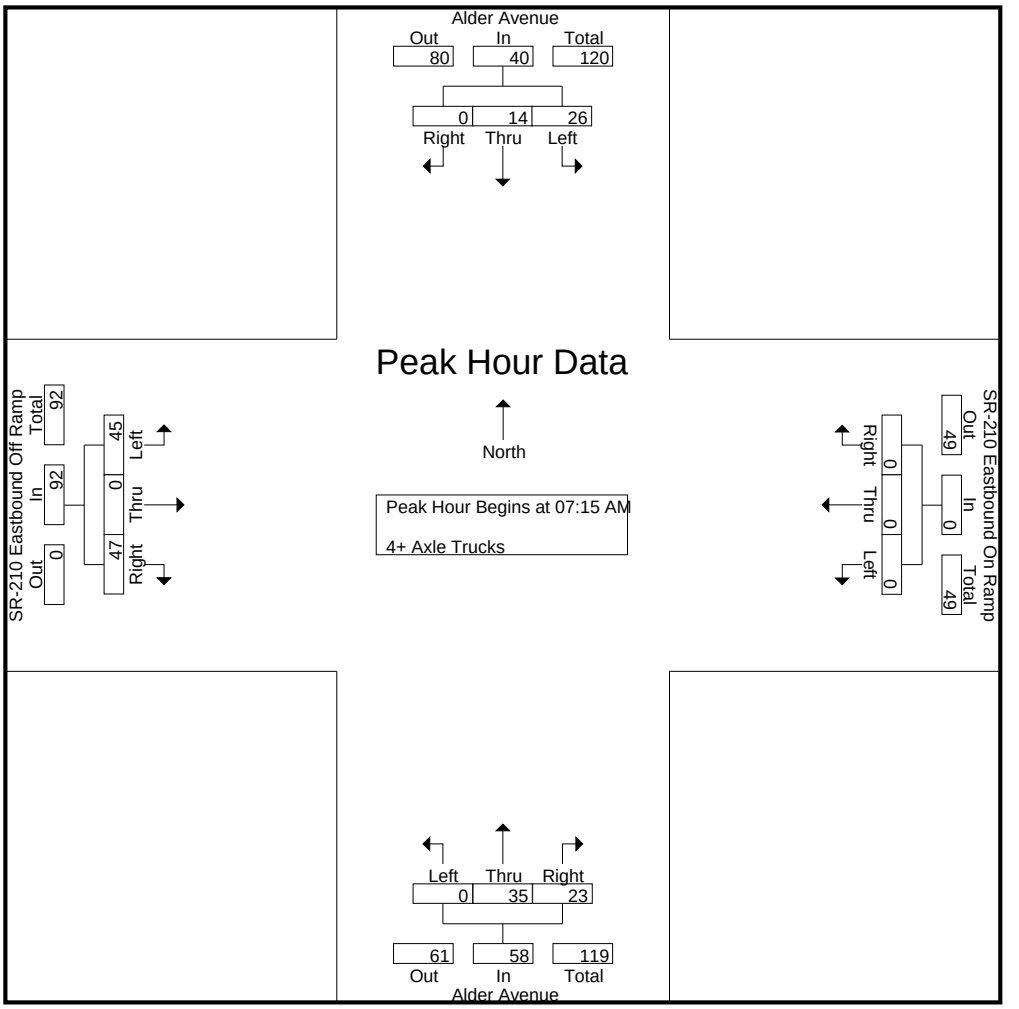
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	4	4	0	8	0	0	0	0	0	11	**11**	**22**	5	0	**16**	21
+15 mins.	7	1	0	8	0	0	0	0	0	5	3	8	**14**	0	13	**27**
+30 mins.	**9**	**5**	0	**14**	0	0	0	0	0	7	4	11	13	0	10	23
+45 mins.	6	4	0	10	0	0	0	0	0	**12**	5	17	13	0	8	21
Total Volume	26	14	0	40	0	0	0	0	0	35	23	58	45	0	47	92
% App. Total	65	35	0		0	0	0		0	60.3	39.7		48.9	0	51.1	
PHF	.722	.700	.000	.714	.000	.000	.000	.000	.000	.729	.523	.659	.804	.000	.734	.852

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	43	116	0	159	0	0	0	0	0	101	83	184	39	0	81	120	463
04:15 PM	40	110	0	150	0	0	0	0	0	105	75	180	34	2	79	115	445
04:30 PM	34	85	0	119	0	0	0	0	0	111	103	214	36	2	98	136	469
04:45 PM	35	94	0	129	0	0	0	0	0	99	98	197	27	1	61	89	415
Total	152	405	0	557	0	0	0	0	0	416	359	775	136	5	319	460	1792
05:00 PM	25	112	0	137	0	0	0	0	0	108	106	214	30	1	77	108	459
05:15 PM	27	134	0	161	0	0	0	0	0	115	87	202	21	1	66	88	451
05:30 PM	19	119	0	138	0	0	0	0	0	133	90	223	23	0	77	100	461
05:45 PM	20	130	0	150	0	0	0	0	0	109	78	187	27	0	88	115	452
Total	91	495	0	586	0	0	0	0	0	465	361	826	101	2	308	411	1823
Grand Total	243	900	0	1143	0	0	0	0	0	881	720	1601	237	7	627	871	3615
Apprch %	21.3	78.7	0		0	0	0		0	55	45		27.2	0.8	72		
Total %	6.7	24.9	0	31.6	0	0	0	0	0	24.4	19.9	44.3	6.6	0.2	17.3	24.1	
Passenger Vehicles	206	821	0	1027	0	0	0	0	0	754	677	1431	177	6	557	740	3198
% Passenger Vehicles	84.8	91.2	0	89.9	0	0	0	0	0	85.6	94	89.4	74.7	85.7	88.8	85	88.5
Large 2 Axle Vehicles	4	18	0	22	0	0	0	0	0	16	6	22	8	0	13	21	65
% Large 2 Axle Vehicles	1.6	2	0	1.9	0	0	0	0	0	1.8	0.8	1.4	3.4	0	2.1	2.4	1.8
3 Axle Vehicles	12	23	0	35	0	0	0	0	0	16	9	25	10	0	6	16	76
% 3 Axle Vehicles	4.9	2.6	0	3.1	0	0	0	0	0	1.8	1.2	1.6	4.2	0	1	1.8	2.1
4+ Axle Trucks	21	38	0	59	0	0	0	0	0	95	28	123	42	1	51	94	276
% 4+ Axle Trucks	8.6	4.2	0	5.2	0	0	0	0	0	10.8	3.9	7.7	17.7	14.3	8.1	10.8	7.6

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	25	112	0	137	0	0	0	0	0	108	**106**	214	**30**	**1**	77	108	459
05:15 PM	**27**	**134**	0	**161**	0	0	0	0	0	115	87	202	21	1	66	88	451
05:30 PM	19	119	0	138	0	0	0	0	0	**133**	90	**223**	23	0	77	100	**461**
05:45 PM	20	130	0	150	0	0	0	0	0	109	78	187	27	0	**88**	**115**	452
Total Volume	91	495	0	586	0	0	0	0	0	465	361	826	101	2	308	411	1823
% App. Total	15.5	84.5	0		0	0	0		0	56.3	43.7		24.6	0.5	74.9		
PHF	.843	.924	.000	.910	.000	.000	.000	.000	.000	.874	.851	.926	.842	.500	.875	.893	.989

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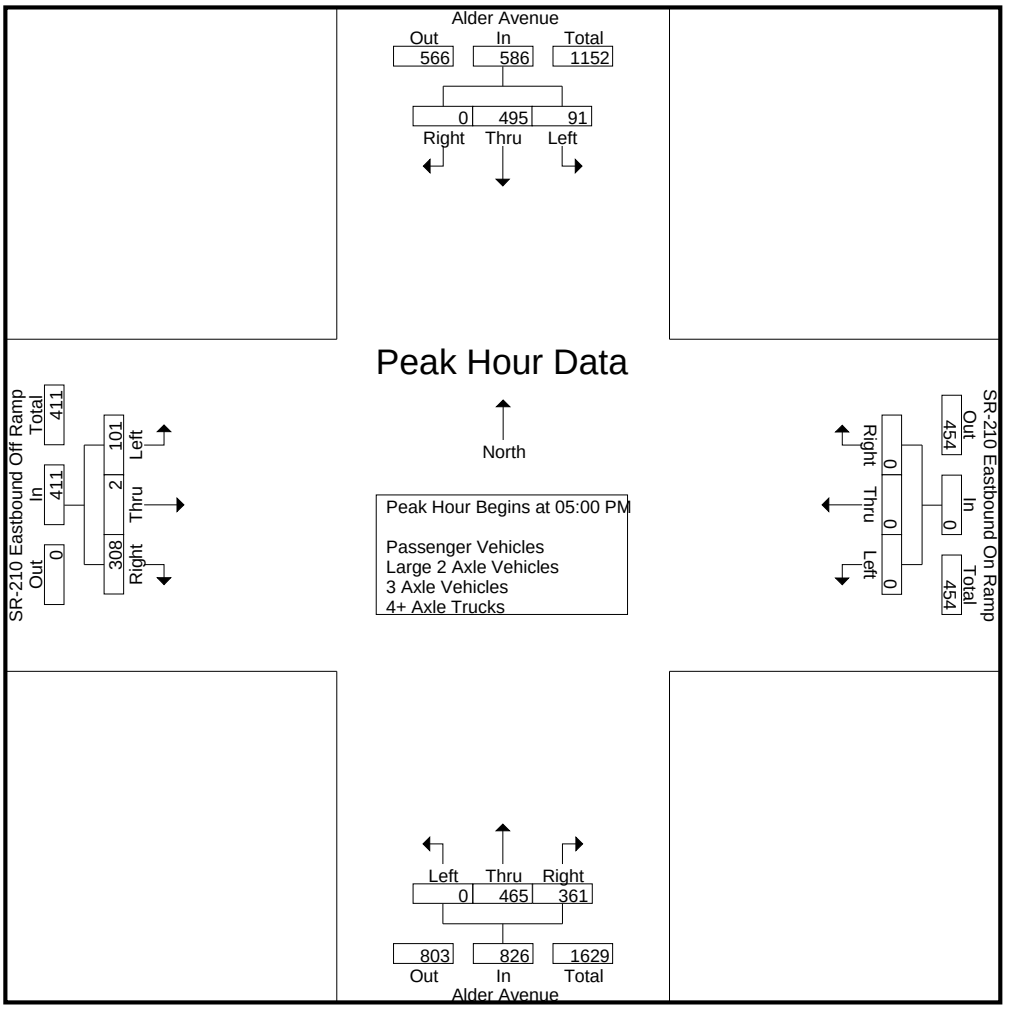
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:45 PM				04:00 PM			
+0 mins.	25	112	0	137	0	0	0	0	0	99	98	197	**39**	0	81	120
+15 mins.	**27**	**134**	0	**161**	0	0	0	0	0	108	**106**	214	34	**2**	79	115
+30 mins.	19	119	0	138	0	0	0	0	0	115	87	202	36	2	**98**	**136**
+45 mins.	20	130	0	150	0	0	0	0	0	**133**	90	**223**	27	1	61	89
Total Volume	91	495	0	586	0	0	0	0	0	455	381	836	136	5	319	460
% App. Total	15.5	84.5	0		0	0	0		0	54.4	45.6		29.6	1.1	69.3	
PHF	.843	.924	.000	.910	.000	.000	.000	.000	.000	.855	.899	.937	.872	.625	.814	.846

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Passenger Vehicles

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	39	100	0	139	0	0	0	0	0	88	80	168	24	0	72	96	403
04:15 PM	33	98	0	131	0	0	0	0	0	86	67	153	28	1	67	96	380
04:30 PM	30	80	0	110	0	0	0	0	0	91	92	183	25	2	82	109	402
04:45 PM	27	84	0	111	0	0	0	0	0	81	89	170	20	1	57	78	359
Total	129	362	0	491	0	0	0	0	0	346	328	674	97	4	278	379	1544
05:00 PM	22	104	0	126	0	0	0	0	0	100	101	201	24	1	69	94	421
05:15 PM	22	122	0	144	0	0	0	0	0	99	86	185	18	1	58	77	406
05:30 PM	15	111	0	126	0	0	0	0	0	114	85	199	21	0	72	93	418
05:45 PM	18	122	0	140	0	0	0	0	0	95	77	172	17	0	80	97	409
Total	77	459	0	536	0	0	0	0	0	408	349	757	80	2	279	361	1654
Grand Total	206	821	0	1027	0	0	0	0	0	754	677	1431	177	6	557	740	3198
Apprch %	20.1	79.9	0		0	0	0		0	52.7	47.3		23.9	0.8	75.3		
Total %	6.4	25.7	0	32.1	0	0	0	0	0	23.6	21.2	44.7	5.5	0.2	17.4	23.1	

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**22**	104	0	126	0	0	0	0	0	100	**101**	**201**	**24**	**1**	69	94	**421**
05:15 PM	22	**122**	0	**144**	0	0	0	0	0	99	86	185	18	1	58	77	406
05:30 PM	15	111	0	126	0	0	0	0	0	**114**	85	199	21	0	72	93	418
05:45 PM	18	122	0	140	0	0	0	0	0	95	77	172	17	0	**80**	**97**	409
Total Volume	77	459	0	536	0	0	0	0	0	408	349	757	80	2	279	361	1654
% App. Total	14.4	85.6	0		0	0	0		0	53.9	46.1		22.2	0.6	77.3		
PHF	.875	.941	.000	.931	.000	.000	.000	.000	.000	.895	.864	.942	.833	.500	.872	.930	.982

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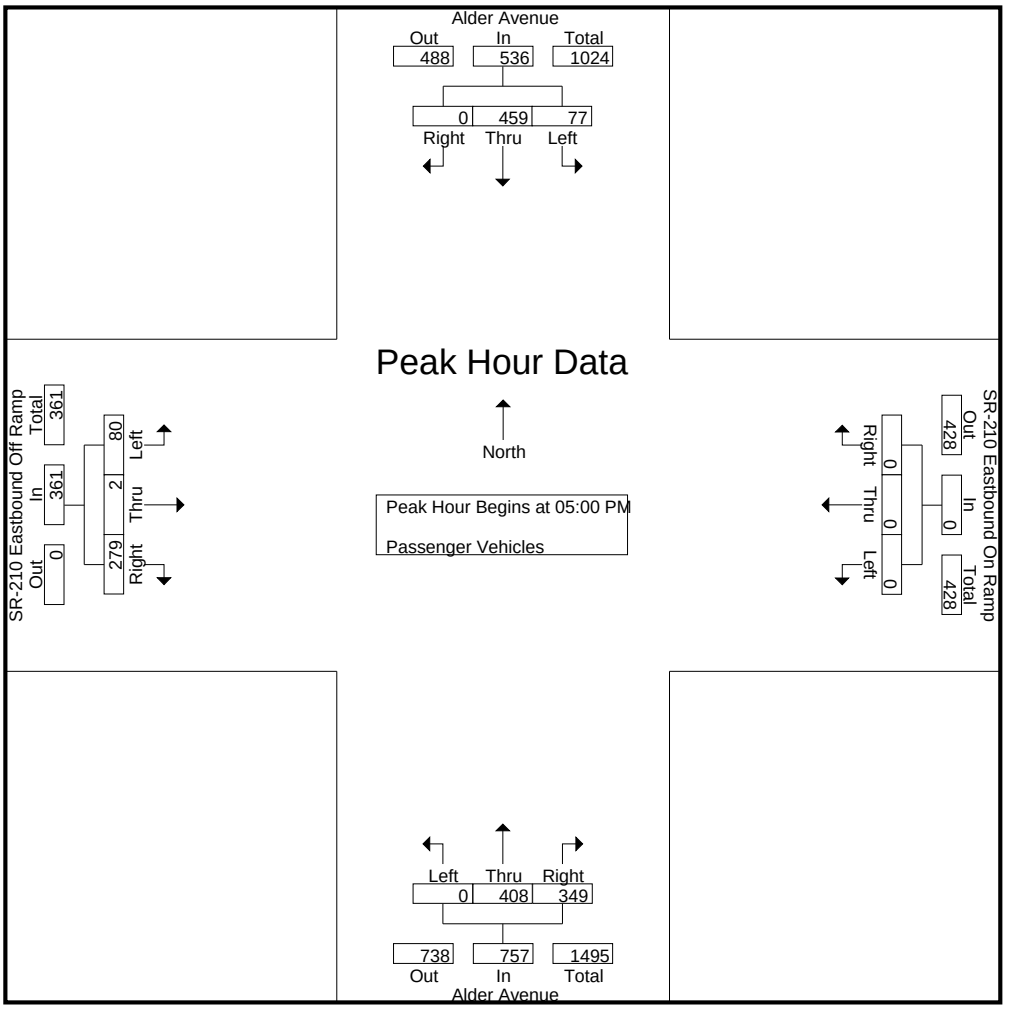
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	**22**	104	0	126	0	0	0	0	0	100	**101**	**201**	**24**	**1**	69	94
+15 mins.	22	**122**	0	**144**	0	0	0	0	0	99	86	185	18	1	58	77
+30 mins.	15	111	0	126	0	0	0	0	0	**114**	85	199	21	0	72	93
+45 mins.	18	122	0	140	0	0	0	0	0	95	77	172	17	0	**80**	**97**
Total Volume	77	459	0	536	0	0	0	0	0	408	349	757	80	2	279	361
% App. Total	14.4	85.6	0		0	0	0		0	53.9	46.1		22.2	0.6	77.3	
PHF	.875	.941	.000	.931	.000	.000	.000	.000	.000	.895	.864	.942	.833	.500	.872	.930

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	7	0	8	0	0	0	0	0	1	1	2	3	0	2	5	15
04:15 PM	0	0	0	0	0	0	0	0	0	3	2	5	1	0	4	5	10
04:30 PM	1	2	0	3	0	0	0	0	0	2	1	3	1	0	4	5	11
04:45 PM	1	2	0	3	0	0	0	0	0	2	1	3	0	0	0	0	6
Total	3	11	0	14	0	0	0	0	0	8	5	13	5	0	10	15	42
05:00 PM	1	3	0	4	0	0	0	0	0	1	1	2	1	0	1	2	8
05:15 PM	0	3	0	3	0	0	0	0	0	3	0	3	1	0	2	3	9
05:30 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
05:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	1	0	0	1	3
Total	1	7	0	8	0	0	0	0	0	8	1	9	3	0	3	6	23
Grand Total	4	18	0	22	0	0	0	0	0	16	6	22	8	0	13	21	65
Apprch %	18.2	81.8	0		0	0	0		0	72.7	27.3		38.1	0	61.9		
Total %	6.2	27.7	0	33.8	0	0	0	0	0	24.6	9.2	33.8	12.3	0	20	32.3	

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**1**	**3**	0	**4**	0	0	0	0	0	1	**1**	2	**1**	0	1	2	8
05:15 PM	0	3	0	3	0	0	0	0	0	**3**	0	**3**	1	0	**2**	**3**	**9**
05:30 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
05:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	1	0	0	1	3
Total Volume	1	7	0	8	0	0	0	0	0	8	1	9	3	0	3	6	23
% App. Total	12.5	87.5	0		0	0	0		0	88.9	11.1		50	0	50		
PHF	.250	.583	.000	.500	.000	.000	.000	.000	.000	.667	.250	.750	.750	.000	.375	.500	.639

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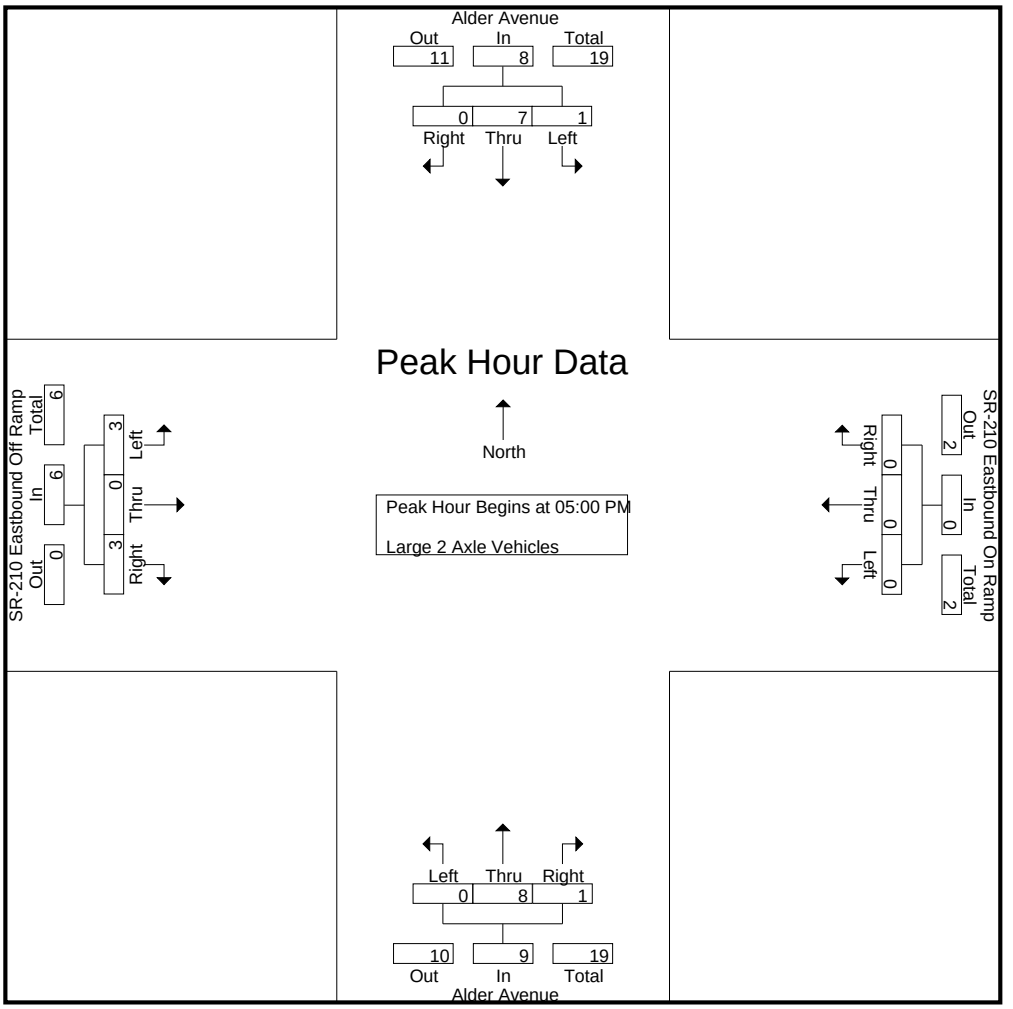
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	**1**	**3**	0	**4**	0	0	0	0	0	1	**1**	2	**1**	0	1	2
+15 mins.	0	3	0	3	0	0	0	0	0	**3**	0	**3**	1	0	**2**	**3**
+30 mins.	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	1	0	0	1
Total Volume	1	7	0	8	0	0	0	0	0	8	1	9	3	0	3	6
% App. Total	12.5	87.5	0		0	0	0		0	88.9	11.1		50	0	50	
PHF	.250	.583	.000	.500	.000	.000	.000	.000	.000	.667	.250	.750	.750	.000	.375	.500

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	3	0	5	0	0	0	0	0	2	0	2	1	0	2	3	10
04:15 PM	4	4	0	8	0	0	0	0	0	3	1	4	0	0	0	0	12
04:30 PM	0	1	0	1	0	0	0	0	0	2	2	4	4	0	1	5	10
04:45 PM	2	3	0	5	0	0	0	0	0	2	2	4	2	0	0	2	11
Total	8	11	0	19	0	0	0	0	0	9	5	14	7	0	3	10	43
05:00 PM	1	3	0	4	0	0	0	0	0	1	2	3	0	0	3	3	10
05:15 PM	2	5	0	7	0	0	0	0	0	2	0	2	0	0	0	0	9
05:30 PM	0	2	0	2	0	0	0	0	0	1	2	3	0	0	0	0	5
05:45 PM	1	2	0	3	0	0	0	0	0	3	0	3	3	0	0	3	9
Total	4	12	0	16	0	0	0	0	0	7	4	11	3	0	3	6	33
Grand Total	12	23	0	35	0	0	0	0	0	16	9	25	10	0	6	16	76
Apprch %	34.3	65.7	0		0	0	0		0	64	36		62.5	0	37.5		
Total %	15.8	30.3	0	46.1	0	0	0	0	0	21.1	11.8	32.9	13.2	0	7.9	21.1	

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	3	0	4	0	0	0	0	0	1	**2**	**3**	0	0	**3**	**3**	**10**
05:15 PM	**2**	**5**	0	**7**	0	0	0	0	0	2	0	2	0	0	0	0	9
05:30 PM	0	2	0	2	0	0	0	0	0	1	2	3	0	0	0	0	5
05:45 PM	1	2	0	3	0	0	0	0	0	**3**	0	3	**3**	0	0	3	9
Total Volume	4	12	0	16	0	0	0	0	0	7	4	11	3	0	3	6	33
% App. Total	25	75	0		0	0	0		0	63.6	36.4		50	0	50		
PHF	.500	.600	.000	.571	.000	.000	.000	.000	.000	.583	.500	.917	.250	.000	.250	.500	.825

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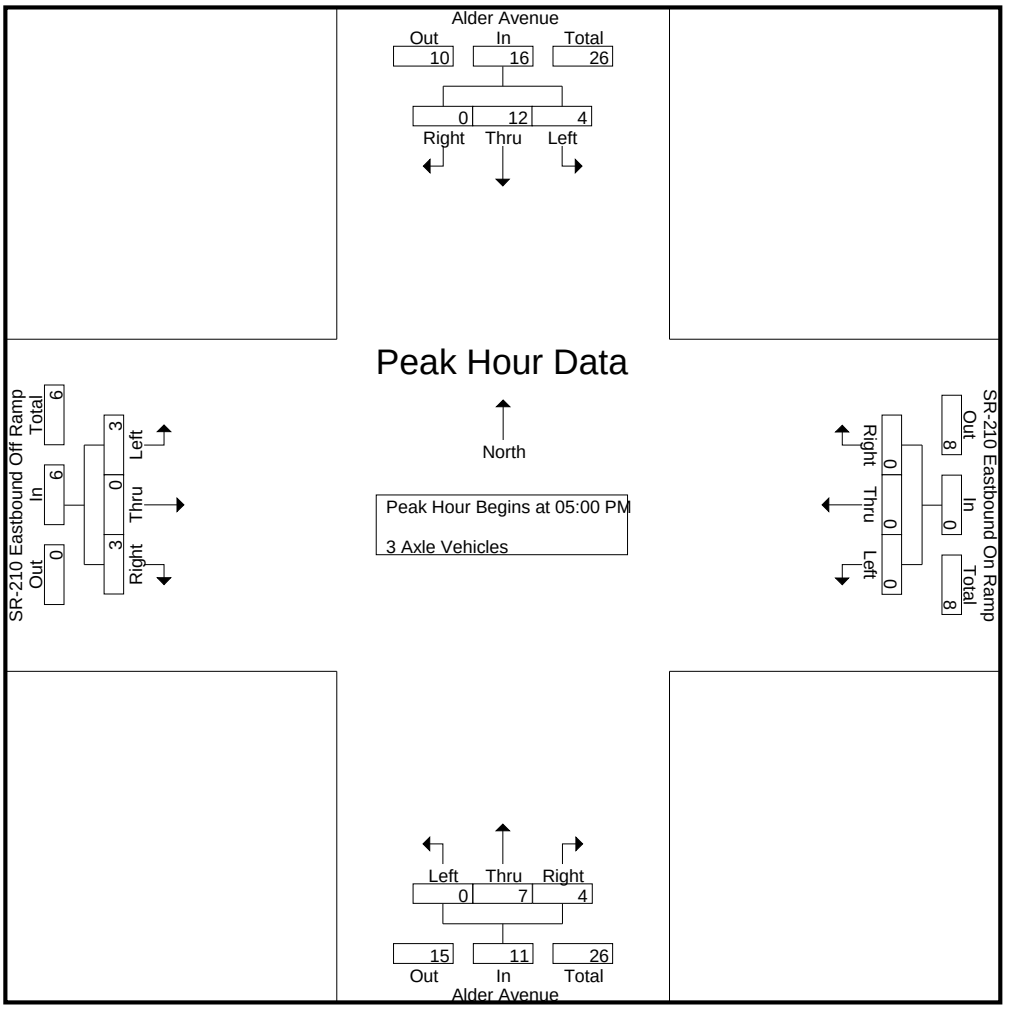
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	1	3	0	4	0	0	0	0	0	1	**2**	**3**	0	0	**3**	**3**
+15 mins.	**2**	**5**	0	**7**	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	1	2	3	0	0	0	0
+45 mins.	1	2	0	3	0	0	0	0	0	**3**	0	3	**3**	0	0	3
Total Volume	4	12	0	16	0	0	0	0	0	7	4	11	3	0	3	6
% App. Total	25	75	0		0	0	0		0	63.6	36.4		50	0	50	
PHF	.500	.600	.000	.571	.000	.000	.000	.000	.000	.583	.500	.917	.250	.000	.250	.500

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	6	0	7	0	0	0	0	0	10	2	12	11	0	5	16	35
04:15 PM	3	8	0	11	0	0	0	0	0	13	5	18	5	1	8	14	43
04:30 PM	3	2	0	5	0	0	0	0	0	16	8	24	6	0	11	17	46
04:45 PM	5	5	0	10	0	0	0	0	0	14	6	20	5	0	4	9	39
Total	12	21	0	33	0	0	0	0	0	53	21	74	27	1	28	56	163
05:00 PM	1	2	0	3	0	0	0	0	0	6	2	8	5	0	4	9	20
05:15 PM	3	4	0	7	0	0	0	0	0	11	1	12	2	0	6	8	27
05:30 PM	4	6	0	10	0	0	0	0	0	15	3	18	2	0	5	7	35
05:45 PM	1	5	0	6	0	0	0	0	0	10	1	11	6	0	8	14	31
Total	9	17	0	26	0	0	0	0	0	42	7	49	15	0	23	38	113
Grand Total	21	38	0	59	0	0	0	0	0	95	28	123	42	1	51	94	276
Apprch %	35.6	64.4	0		0	0	0		0	77.2	22.8		44.7	1.1	54.3		
Total %	7.6	13.8	0	21.4	0	0	0	0	0	34.4	10.1	44.6	15.2	0.4	18.5	34.1	

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	2	0	3	0	0	0	0	0	6	2	8	5	0	4	9	20
05:15 PM	3	4	0	7	0	0	0	0	0	11	1	12	2	0	6	8	27
05:30 PM	**4**	**6**	0	**10**	0	0	0	0	0	**15**	**3**	**18**	2	0	5	7	**35**
05:45 PM	1	5	0	6	0	0	0	0	0	10	1	11	**6**	0	**8**	**14**	31
Total Volume	9	17	0	26	0	0	0	0	0	42	7	49	15	0	23	38	113
% App. Total	34.6	65.4	0		0	0	0		0	85.7	14.3		39.5	0	60.5		
PHF	.563	.708	.000	.650	.000	.000	.000	.000	.000	.700	.583	.681	.625	.000	.719	.679	.807

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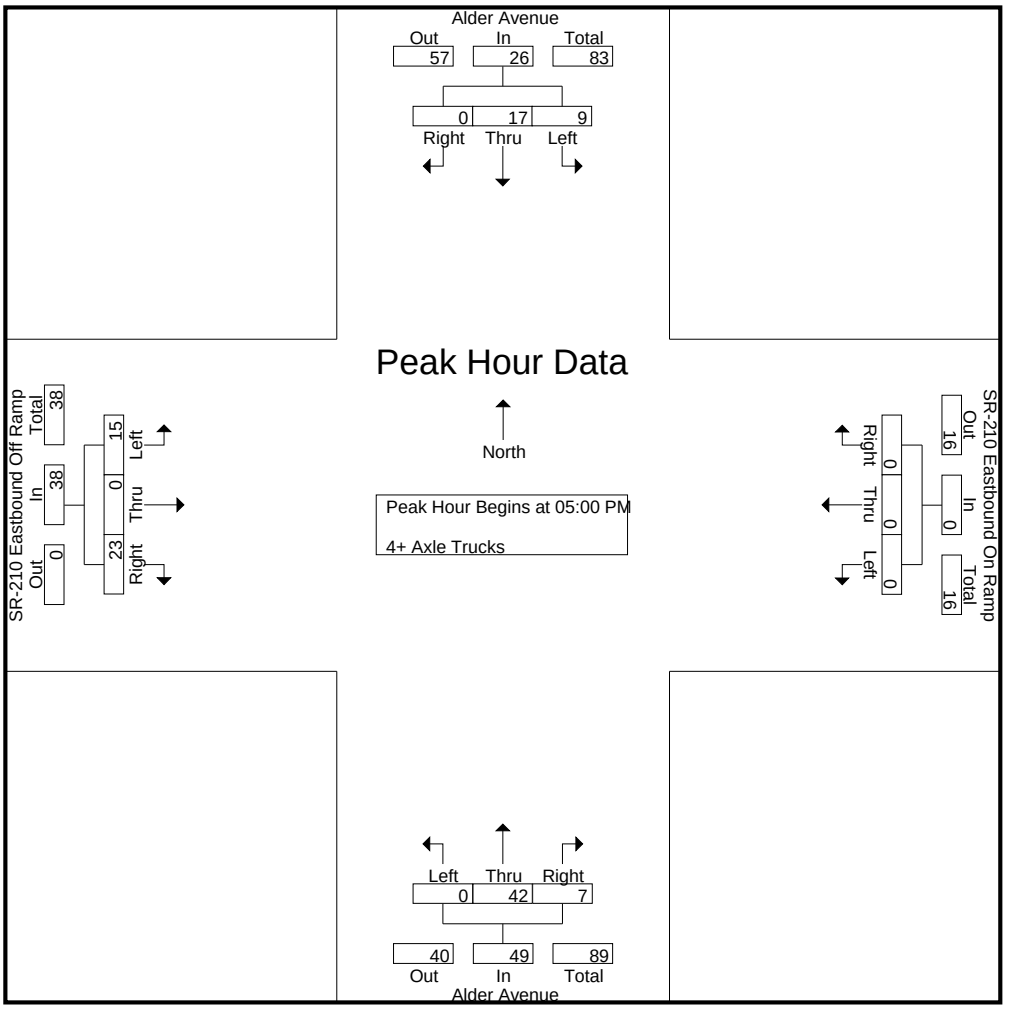
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	1	2	0	3	0	0	0	0	0	6	2	8	5	0	4	9
+15 mins.	3	4	0	7	0	0	0	0	0	11	1	12	2	0	6	8
+30 mins.	**4**	**6**	0	**10**	0	0	0	0	0	**15**	**3**	**18**	2	0	5	7
+45 mins.	1	5	0	6	0	0	0	0	0	10	1	11	**6**	0	**8**	**14**
Total Volume	9	17	0	26	0	0	0	0	0	42	7	49	15	0	23	38
% App. Total	34.6	65.4	0		0	0	0		0	85.7	14.3		39.5	0	60.5	
PHF	.563	.708	.000	.650	.000	.000	.000	.000	.000	.700	.583	.681	.625	.000	.719	.679

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	14	71	0	85	0	0	0	0	0	88	42	130	34	1	82	117	332
07:15 AM	14	100	0	114	0	0	0	0	0	96	58	154	34	0	84	118	386
07:30 AM	14	107	0	121	0	0	0	0	0	82	85	167	37	1	89	127	415
07:45 AM	23	113	0	136	0	0	0	0	0	90	76	166	43	1	98	142	444
Total	65	391	0	456	0	0	0	0	0	356	261	617	148	3	353	504	1577
08:00 AM	29	103	0	132	0	0	0	0	0	85	75	160	32	0	73	105	397
08:15 AM	22	88	0	110	0	0	0	0	0	81	66	147	46	2	82	130	387
08:30 AM	29	70	0	99	0	0	0	0	0	79	60	139	49	0	88	137	375
08:45 AM	21	91	0	112	0	0	0	0	0	71	60	131	44	0	89	133	376
Total	101	352	0	453	0	0	0	0	0	316	261	577	171	2	332	505	1535
Grand Total	166	743	0	909	0	0	0	0	0	672	522	1194	319	5	685	1009	3112
Apprch %	18.3	81.7	0		0	0	0		0	56.3	43.7		31.6	0.5	67.9		
Total %	5.3	23.9	0	29.2	0	0	0	0	0	21.6	16.8	38.4	10.3	0.2	22	32.4	
Passenger Vehicles	90	662	0	752	0	0	0	0	0	544	473	1017	187	5	567	759	2528
% Passenger Vehicles	54.2	89.1	0	82.7	0	0	0	0	0	81	90.6	85.2	58.6	100	82.8	75.2	81.2
Large 2 Axle Vehicles	12	10	0	22	0	0	0	0	0	17	4	21	30	0	16	46	89
% Large 2 Axle Vehicles	7.2	1.3	0	2.4	0	0	0	0	0	2.5	0.8	1.8	9.4	0	2.3	4.6	2.9
3 Axle Vehicles	14	24	0	38	0	0	0	0	0	17	12	29	20	0	13	33	100
% 3 Axle Vehicles	8.4	3.2	0	4.2	0	0	0	0	0	2.5	2.3	2.4	6.3	0	1.9	3.3	3.2
4+ Axle Trucks	50	47	0	97	0	0	0	0	0	94	33	127	82	0	89	171	395
% 4+ Axle Trucks	30.1	6.3	0	10.7	0	0	0	0	0	14	6.3	10.6	25.7	0	13	16.9	12.7

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	14	107	0	121	0	0	0	0	0	82	**85**	**167**	37	1	89	127	415
07:45 AM	23	**113**	0	**136**	0	0	0	0	0	**90**	76	166	43	1	**98**	**142**	**444**
08:00 AM	**29**	103	0	132	0	0	0	0	0	85	75	160	32	0	73	105	397
08:15 AM	22	88	0	110	0	0	0	0	0	81	66	147	**46**	**2**	82	130	387
Total Volume	88	411	0	499	0	0	0	0	0	338	302	640	158	4	342	504	1643
% App. Total	17.6	82.4	0		0	0	0		0	52.8	47.2		31.3	0.8	67.9		
PHF	.759	.909	.000	.917	.000	.000	.000	.000	.000	.939	.888	.958	.859	.500	.872	.887	.925

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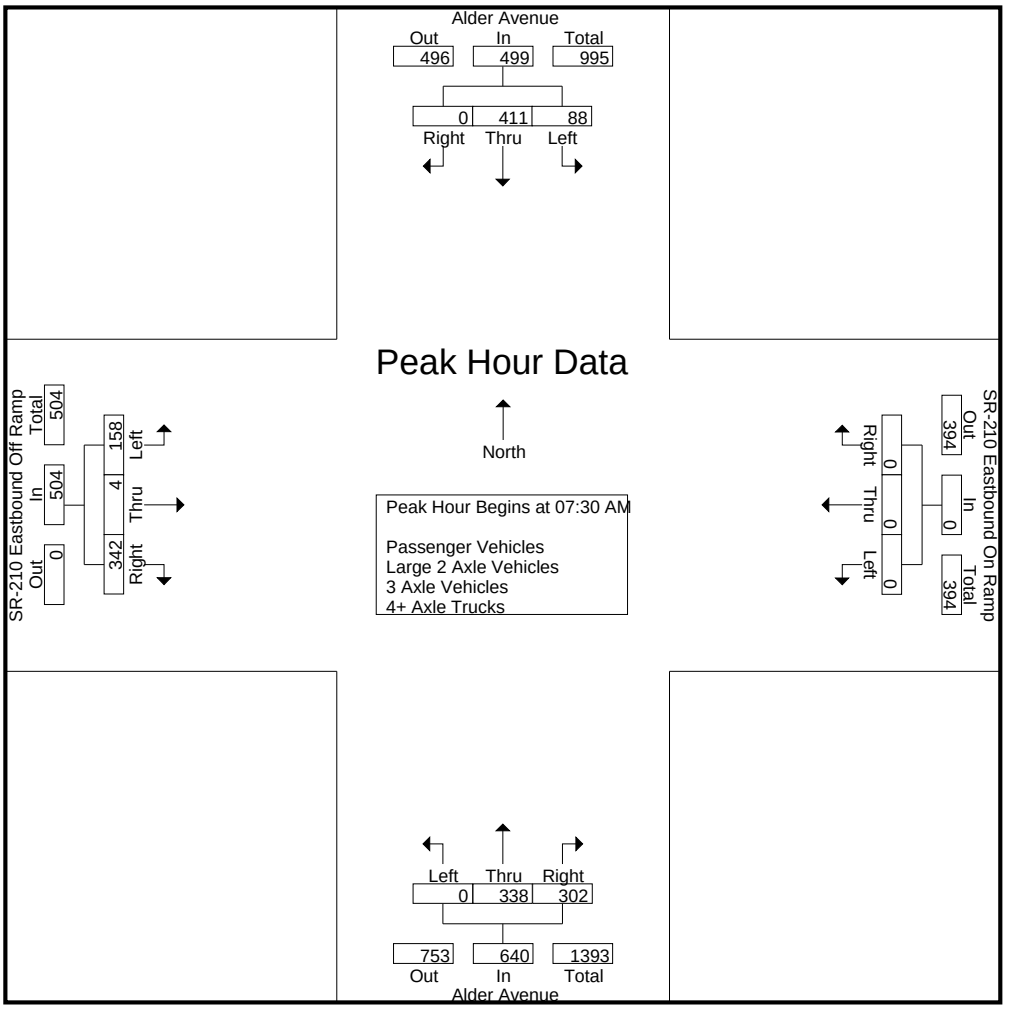
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:15 AM				07:45 AM			
+0 mins.	14	100	0	114	0	0	0	0	0	**96**	58	154	43	1	**98**	**142**
+15 mins.	14	107	0	121	0	0	0	0	0	82	**85**	**167**	32	0	73	105
+30 mins.	23	**113**	0	**136**	0	0	0	0	0	90	76	166	46	**2**	82	130
+45 mins.	**29**	103	0	132	0	0	0	0	0	85	75	160	**49**	0	88	137
Total Volume	80	423	0	503	0	0	0	0	0	353	294	647	170	3	341	514
% App. Total	15.9	84.1	0		0	0	0		0	54.6	45.4		33.1	0.6	66.3	
PHF	.690	.936	.000	.925	.000	.000	.000	.000	.000	.919	.865	.969	.867	.375	.870	.905

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Passenger Vehicles

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	63	0	71	0	0	0	0	0	80	34	114	17	1	72	90	275
07:15 AM	3	93	0	96	0	0	0	0	0	75	52	127	18	0	68	86	309
07:30 AM	6	95	0	101	0	0	0	0	0	73	80	153	26	1	75	102	356
07:45 AM	12	102	0	114	0	0	0	0	0	73	68	141	25	1	85	111	366
Total	29	353	0	382	0	0	0	0	0	301	234	535	86	3	300	389	1306
08:00 AM	15	93	0	108	0	0	0	0	0	68	71	139	23	0	61	84	331
08:15 AM	13	81	0	94	0	0	0	0	0	54	59	113	25	2	68	95	302
08:30 AM	18	59	0	77	0	0	0	0	0	61	56	117	29	0	71	100	294
08:45 AM	15	76	0	91	0	0	0	0	0	60	53	113	24	0	67	91	295
Total	61	309	0	370	0	0	0	0	0	243	239	482	101	2	267	370	1222
Grand Total	90	662	0	752	0	0	0	0	0	544	473	1017	187	5	567	759	2528
Apprch %	12	88	0		0	0	0		0	53.5	46.5		24.6	0.7	74.7		
Total %	3.6	26.2	0	29.7	0	0	0	0	0	21.5	18.7	40.2	7.4	0.2	22.4	30	

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	6	95	0	101	0	0	0	0	0	**73**	**80**	**153**	**26**	1	75	102	356
07:45 AM	12	**102**	0	**114**	0	0	0	0	0	73	68	141	25	1	**85**	**111**	**366**
08:00 AM	**15**	93	0	108	0	0	0	0	0	68	71	139	23	0	61	84	331
08:15 AM	13	81	0	94	0	0	0	0	0	54	59	113	25	**2**	68	95	302
Total Volume	46	371	0	417	0	0	0	0	0	268	278	546	99	4	289	392	1355
% App. Total	11	89	0		0	0	0		0	49.1	50.9		25.3	1	73.7		
PHF	.767	.909	.000	.914	.000	.000	.000	.000	.000	.918	.869	.892	.952	.500	.850	.883	.926

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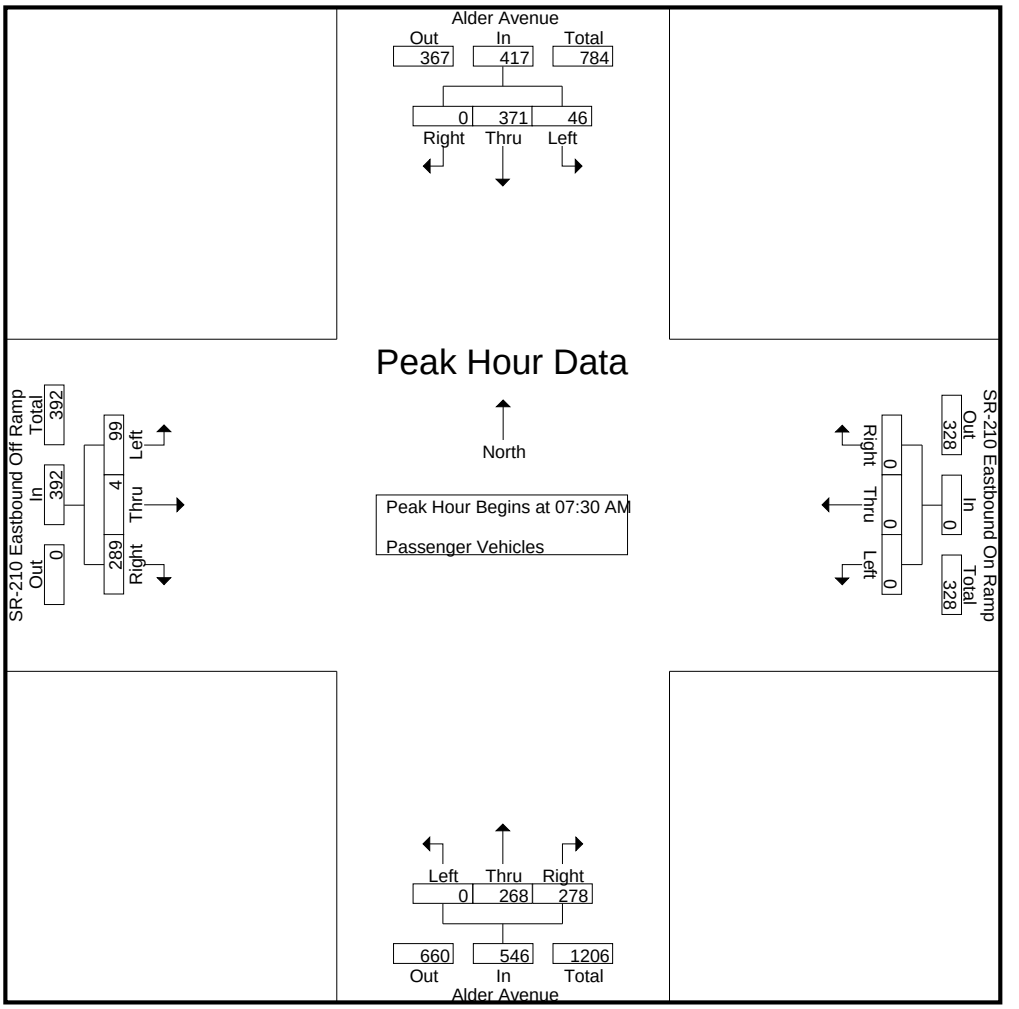
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	6	95	0	101	0	0	0	0	0	**73**	**80**	**153**	**26**	1	75	102
+15 mins.	12	**102**	0	**114**	0	0	0	0	0	73	68	141	25	1	**85**	**111**
+30 mins.	**15**	93	0	108	0	0	0	0	0	68	71	139	23	0	61	84
+45 mins.	13	81	0	94	0	0	0	0	0	54	59	113	25	**2**	68	95
Total Volume	46	371	0	417	0	0	0	0	0	268	278	546	99	4	289	392
% App. Total	11	89	0		0	0	0		0	49.1	50.9		25.3	1	73.7	
PHF	.767	.909	.000	.914	.000	.000	.000	.000	.000	.918	.869	.892	.952	.500	.850	.883

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	0	2	0	0	0	0	0	1	2	3	6	0	4	10	15
07:15 AM	1	1	0	2	0	0	0	0	0	1	0	1	4	0	1	5	8
07:30 AM	1	1	0	2	0	0	0	0	0	2	1	3	1	0	1	2	7
07:45 AM	2	1	0	3	0	0	0	0	0	1	0	1	3	0	0	3	7
Total	5	4	0	9	0	0	0	0	0	5	3	8	14	0	6	20	37
08:00 AM	3	2	0	5	0	0	0	0	0	4	0	4	1	0	0	1	10
08:15 AM	2	0	0	2	0	0	0	0	0	4	0	4	8	0	5	13	19
08:30 AM	2	3	0	5	0	0	0	0	0	2	1	3	5	0	3	8	16
08:45 AM	0	1	0	1	0	0	0	0	0	2	0	2	2	0	2	4	7
Total	7	6	0	13	0	0	0	0	0	12	1	13	16	0	10	26	52
Grand Total	12	10	0	22	0	0	0	0	0	17	4	21	30	0	16	46	89
Apprch %	54.5	45.5	0		0	0	0		0	81	19		65.2	0	34.8		
Total %	13.5	11.2	0	24.7	0	0	0	0	0	19.1	4.5	23.6	33.7	0	18	51.7	

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	1	0	2	0	0	0	0	0	2	**1**	3	1	0	1	2	7
07:45 AM	2	1	0	3	0	0	0	0	0	1	0	1	3	0	0	3	7
08:00 AM	**3**	**2**	0	**5**	0	0	0	0	0	**4**	0	**4**	1	0	0	1	10
08:15 AM	2	0	0	2	0	0	0	0	0	4	0	4	**8**	0	**5**	**13**	**19**
Total Volume	8	4	0	12	0	0	0	0	0	11	1	12	13	0	6	19	43
% App. Total	66.7	33.3	0		0	0	0		0	91.7	8.3		68.4	0	31.6		
PHF	.667	.500	.000	.600	.000	.000	.000	.000	.000	.688	.250	.750	.406	.000	.300	.365	.566

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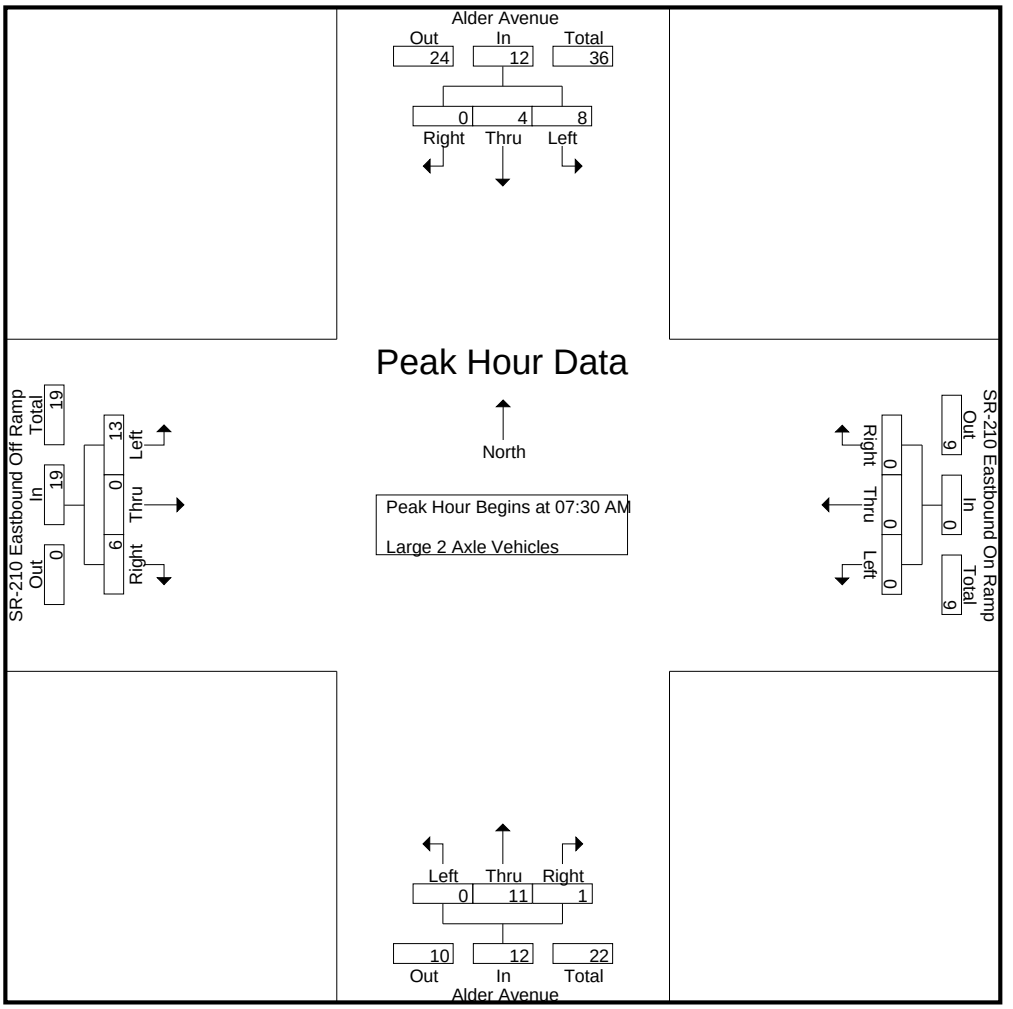
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	1	1	0	2	0	0	0	0	0	2	**1**	3	1	0	1	2
+15 mins.	2	1	0	3	0	0	0	0	0	1	0	1	3	0	0	3
+30 mins.	**3**	**2**	0	**5**	0	0	0	0	0	**4**	0	**4**	1	0	0	1
+45 mins.	2	0	0	2	0	0	0	0	0	4	0	4	**8**	0	**5**	**13**
Total Volume	8	4	0	12	0	0	0	0	0	11	1	12	13	0	6	19
% App. Total	66.7	33.3	0		0	0	0		0	91.7	8.3		68.4	0	31.6	
PHF	.667	.500	.000	.600	.000	.000	.000	.000	.000	.688	.250	.750	.406	.000	.300	.365

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	0	1	1	2	2	0	2	4	8
07:15 AM	1	1	0	2	0	0	0	0	0	1	2	3	1	0	1	2	7
07:30 AM	0	7	0	7	0	0	0	0	0	2	2	4	1	0	2	3	14
07:45 AM	2	3	0	5	0	0	0	0	0	3	2	5	3	0	2	5	15
Total	3	13	0	16	0	0	0	0	0	7	7	14	7	0	7	14	44
08:00 AM	3	4	0	7	0	0	0	0	0	5	1	6	2	0	1	3	16
08:15 AM	1	3	0	4	0	0	0	0	0	3	1	4	4	0	2	6	14
08:30 AM	3	1	0	4	0	0	0	0	0	0	2	2	5	0	2	7	13
08:45 AM	4	3	0	7	0	0	0	0	0	2	1	3	2	0	1	3	13
Total	11	11	0	22	0	0	0	0	0	10	5	15	13	0	6	19	56
Grand Total	14	24	0	38	0	0	0	0	0	17	12	29	20	0	13	33	100
Apprch %	36.8	63.2	0		0	0	0		0	58.6	41.4		60.6	0	39.4		
Total %	14	24	0	38	0	0	0	0	0	17	12	29	20	0	13	33	

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**7**	0	**7**	0	0	0	0	0	2	**2**	4	1	0	**2**	3	14
07:45 AM	2	3	0	5	0	0	0	0	0	3	2	5	3	0	2	5	15
08:00 AM	**3**	4	0	7	0	0	0	0	0	**5**	1	**6**	2	0	1	3	**16**
08:15 AM	1	3	0	4	0	0	0	0	0	3	1	4	**4**	0	2	**6**	14
Total Volume	6	17	0	23	0	0	0	0	0	13	6	19	10	0	7	17	59
% App. Total	26.1	73.9	0		0	0	0		0	68.4	31.6		58.8	0	41.2		
PHF	.500	.607	.000	.821	.000	.000	.000	.000	.000	.650	.750	.792	.625	.000	.875	.708	.922

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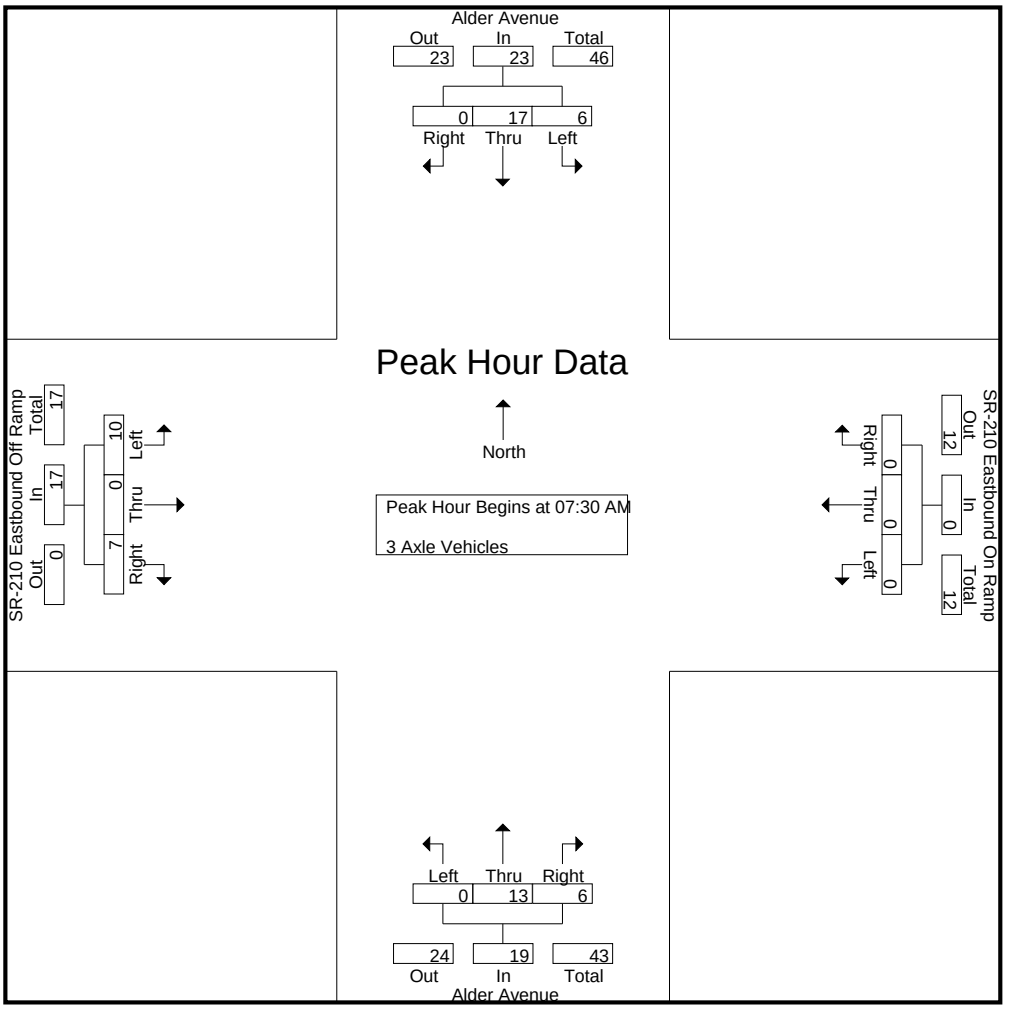
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**7**	0	**7**	0	0	0	0	0	2	**2**	4	1	0	**2**	3
+15 mins.	2	3	0	5	0	0	0	0	0	3	2	5	3	0	2	5
+30 mins.	**3**	4	0	7	0	0	0	0	0	**5**	1	**6**	2	0	1	3
+45 mins.	1	3	0	4	0	0	0	0	0	3	1	4	**4**	0	2	**6**
Total Volume	6	17	0	23	0	0	0	0	0	13	6	19	10	0	7	17
% App. Total	26.1	73.9	0		0	0	0		0	68.4	31.6		58.8	0	41.2	
PHF	.500	.607	.000	.821	.000	.000	.000	.000	.000	.650	.750	.792	.625	.000	.875	.708

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	5	0	10	0	0	0	0	0	6	5	11	9	0	4	13	34
07:15 AM	9	5	0	14	0	0	0	0	0	19	4	23	11	0	14	25	62
07:30 AM	7	4	0	11	0	0	0	0	0	5	2	7	9	0	11	20	38
07:45 AM	7	7	0	14	0	0	0	0	0	13	6	19	12	0	11	23	56
Total	28	21	0	49	0	0	0	0	0	43	17	60	41	0	40	81	190
08:00 AM	8	4	0	12	0	0	0	0	0	8	3	11	6	0	11	17	40
08:15 AM	6	4	0	10	0	0	0	0	0	20	6	26	9	0	7	16	52
08:30 AM	6	7	0	13	0	0	0	0	0	16	1	17	10	0	12	22	52
08:45 AM	2	11	0	13	0	0	0	0	0	7	6	13	16	0	19	35	61
Total	22	26	0	48	0	0	0	0	0	51	16	67	41	0	49	90	205
Grand Total	50	47	0	97	0	0	0	0	0	94	33	127	82	0	89	171	395
Apprch %	51.5	48.5	0		0	0	0		0	74	26		48	0	52		
Total %	12.7	11.9	0	24.6	0	0	0	0	0	23.8	8.4	32.2	20.8	0	22.5	43.3	

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	7	4	0	11	0	0	0	0	0	5	2	7	9	0	**11**	20	38
07:45 AM	7	**7**	0	**14**	0	0	0	0	0	13	**6**	19	**12**	0	11	**23**	**56**
08:00 AM	**8**	4	0	12	0	0	0	0	0	8	3	11	6	0	11	17	40
08:15 AM	6	4	0	10	0	0	0	0	0	**20**	6	**26**	9	0	7	16	52
Total Volume	28	19	0	47	0	0	0	0	0	46	17	63	36	0	40	76	186
% App. Total	59.6	40.4	0		0	0	0		0	73	27		47.4	0	52.6		
PHF	.875	.679	.000	.839	.000	.000	.000	.000	.000	.575	.708	.606	.750	.000	.909	.826	.830

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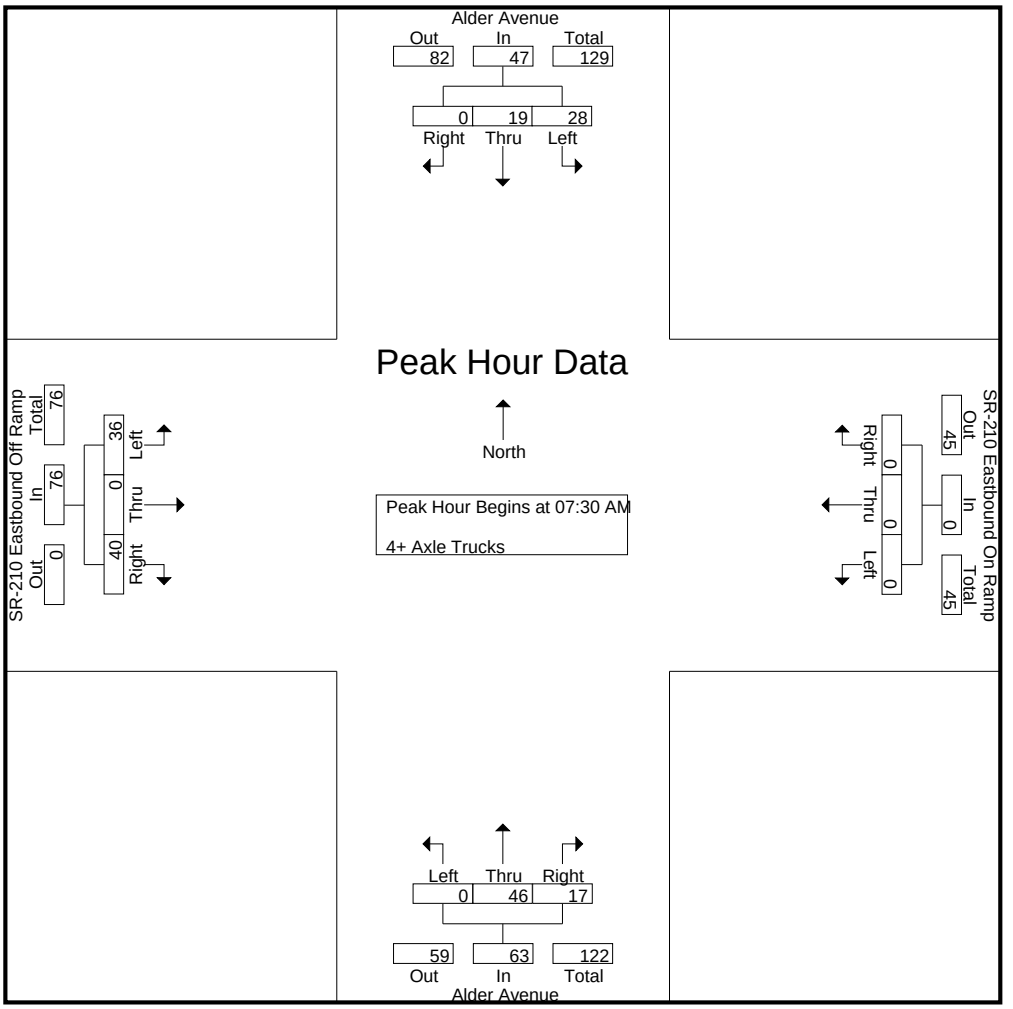
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	7	4	0	11	0	0	0	0	0	5	2	7	9	0	**11**	20
+15 mins.	7	**7**	0	**14**	0	0	0	0	0	13	**6**	19	**12**	0	11	**23**
+30 mins.	**8**	4	0	12	0	0	0	0	0	8	3	11	6	0	11	17
+45 mins.	6	4	0	10	0	0	0	0	0	**20**	6	**26**	9	0	7	16
Total Volume	28	19	0	47	0	0	0	0	0	46	17	63	36	0	40	76
% App. Total	59.6	40.4	0		0	0	0		0	73	27		47.4	0	52.6	
PHF	.875	.679	.000	.839	.000	.000	.000	.000	.000	.575	.708	.606	.750	.000	.909	.826

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	50	112	0	162	0	0	0	0	0	89	91	180	29	0	94	123	465
04:15 PM	36	99	0	135	0	0	0	0	0	108	98	206	39	0	93	132	473
04:30 PM	49	116	0	165	0	0	0	0	0	106	84	190	28	1	75	104	459
04:45 PM	44	89	0	133	0	0	0	0	0	126	92	218	44	0	91	135	486
Total	179	416	0	595	0	0	0	0	0	429	365	794	140	1	353	494	1883
05:00 PM	24	103	0	127	0	0	0	0	0	116	96	212	31	1	82	114	453
05:15 PM	25	104	0	129	0	0	0	0	0	129	102	231	22	0	93	115	475
05:30 PM	22	132	0	154	0	0	0	0	0	96	89	185	24	1	89	114	453
05:45 PM	27	105	0	132	0	0	0	0	0	105	69	174	28	1	119	148	454
Total	98	444	0	542	0	0	0	0	0	446	356	802	105	3	383	491	1835
Grand Total	277	860	0	1137	0	0	0	0	0	875	721	1596	245	4	736	985	3718
Apprch %	24.4	75.6	0		0	0	0		0	54.8	45.2		24.9	0.4	74.7		
Total %	7.5	23.1	0	30.6	0	0	0	0	0	23.5	19.4	42.9	6.6	0.1	19.8	26.5	
Passenger Vehicles	239	798	0	1037	0	0	0	0	0	742	684	1426	190	4	654	848	3311
% Passenger Vehicles	86.3	92.8	0	91.2	0	0	0	0	0	84.8	94.9	89.3	77.6	100	88.9	86.1	89.1
Large 2 Axle Vehicles	6	10	0	16	0	0	0	0	0	21	9	30	5	0	16	21	67
% Large 2 Axle Vehicles	2.2	1.2	0	1.4	0	0	0	0	0	2.4	1.2	1.9	2	0	2.2	2.1	1.8
3 Axle Vehicles	11	11	0	22	0	0	0	0	0	19	7	26	11	0	8	19	67
% 3 Axle Vehicles	4	1.3	0	1.9	0	0	0	0	0	2.2	1	1.6	4.5	0	1.1	1.9	1.8
4+ Axle Trucks	21	41	0	62	0	0	0	0	0	93	21	114	39	0	58	97	273
% 4+ Axle Trucks	7.6	4.8	0	5.5	0	0	0	0	0	10.6	2.9	7.1	15.9	0	7.9	9.8	7.3

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**50**	112	0	162	0	0	0	0	0	89	91	180	29	0	**94**	123	465
04:15 PM	36	99	0	135	0	0	0	0	0	108	**98**	206	39	0	93	132	473
04:30 PM	49	**116**	0	**165**	0	0	0	0	0	106	84	190	28	**1**	75	104	459
04:45 PM	44	89	0	133	0	0	0	0	0	**126**	92	**218**	**44**	0	91	**135**	**486**
Total Volume	179	416	0	595	0	0	0	0	0	429	365	794	140	1	353	494	1883
% App. Total	30.1	69.9	0		0	0	0		0	54	46		28.3	0.2	71.5		
PHF	.895	.897	.000	.902	.000	.000	.000	.000	.000	.851	.931	.911	.795	.250	.939	.915	.969

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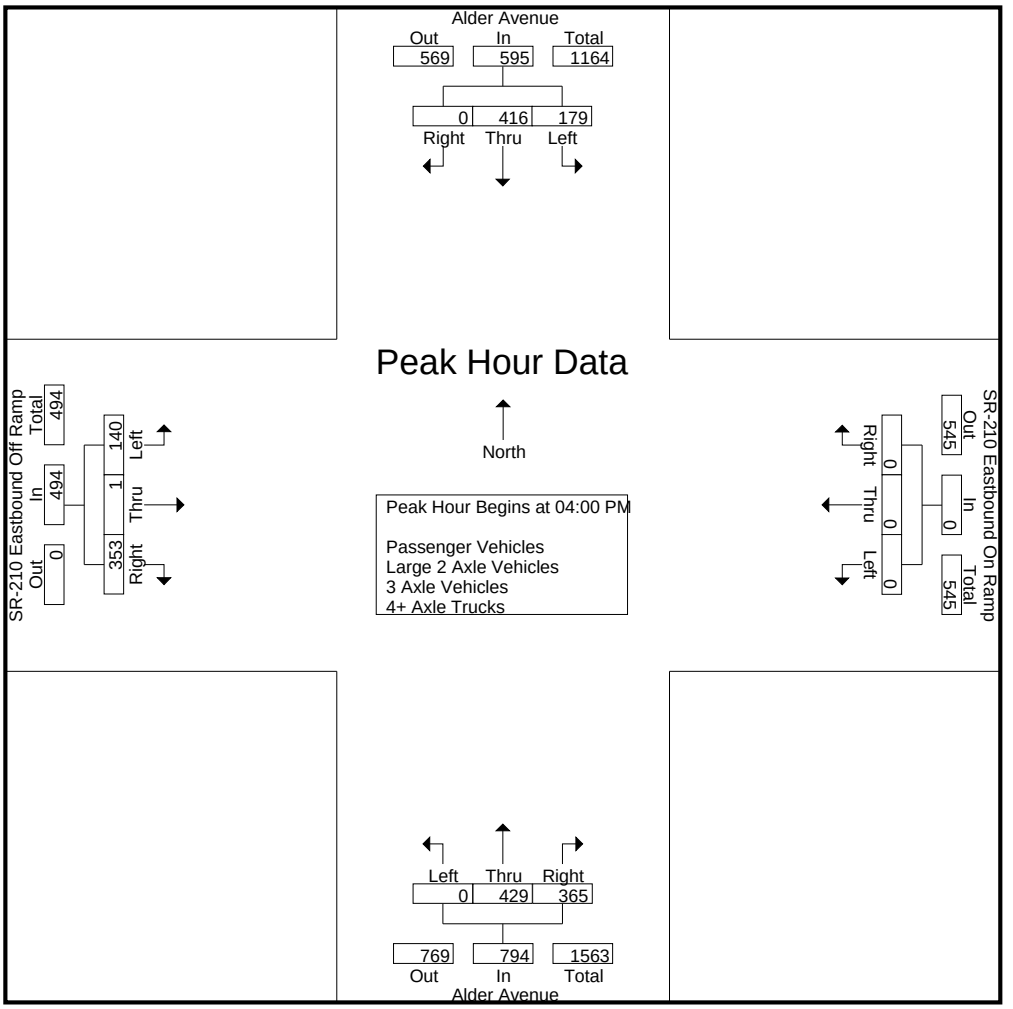
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:30 PM				04:00 PM			
+0 mins.	**50**	112	0	162	0	0	0	0	0	106	84	190	29	0	**94**	123
+15 mins.	36	99	0	135	0	0	0	0	0	126	92	218	39	0	93	132
+30 mins.	49	**116**	0	**165**	0	0	0	0	0	116	96	212	28	**1**	75	104
+45 mins.	44	89	0	133	0	0	0	0	0	**129**	**102**	**231**	**44**	0	91	**135**
Total Volume	179	416	0	595	0	0	0	0	0	477	374	851	140	1	353	494
% App. Total	30.1	69.9	0		0	0	0		0	56.1	43.9		28.3	0.2	71.5	
PHF	.895	.897	.000	.902	.000	.000	.000	.000	.000	.924	.917	.921	.795	.250	.939	.915

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Passenger Vehicles

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	45	100	0	145	0	0	0	0	0	75	88	163	18	0	78	96	404
04:15 PM	30	92	0	122	0	0	0	0	0	87	87	174	31	0	85	116	412
04:30 PM	44	109	0	153	0	0	0	0	0	89	77	166	19	1	68	88	407
04:45 PM	35	80	0	115	0	0	0	0	0	104	89	193	35	0	74	109	417
Total	154	381	0	535	0	0	0	0	0	355	341	696	103	1	305	409	1640
05:00 PM	20	94	0	114	0	0	0	0	0	102	91	193	26	1	73	100	407
05:15 PM	25	98	0	123	0	0	0	0	0	114	97	211	19	0	87	106	440
05:30 PM	17	123	0	140	0	0	0	0	0	86	87	173	19	1	79	99	412
05:45 PM	23	102	0	125	0	0	0	0	0	85	68	153	23	1	110	134	412
Total	85	417	0	502	0	0	0	0	0	387	343	730	87	3	349	439	1671
Grand Total	239	798	0	1037	0	0	0	0	0	742	684	1426	190	4	654	848	3311
Apprch %	23	77	0		0	0	0		0	52	48		22.4	0.5	77.1		
Total %	7.2	24.1	0	31.3	0	0	0	0	0	22.4	20.7	43.1	5.7	0.1	19.8	25.6	

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**45**	100	0	145	0	0	0	0	0	75	88	163	18	0	78	96	404
04:15 PM	30	92	0	122	0	0	0	0	0	87	87	174	31	0	**85**	**116**	412
04:30 PM	44	**109**	0	**153**	0	0	0	0	0	89	77	166	19	**1**	68	88	407
04:45 PM	35	80	0	115	0	0	0	0	0	**104**	**89**	**193**	**35**	0	74	109	**417**
Total Volume	154	381	0	535	0	0	0	0	0	355	341	696	103	1	305	409	1640
% App. Total	28.8	71.2	0		0	0	0		0	51	49		25.2	0.2	74.6		
PHF	.856	.874	.000	.874	.000	.000	.000	.000	.000	.853	.958	.902	.736	.250	.897	.881	.983

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu PM
Site Code : 10824406
Start Date : 5/9/2024
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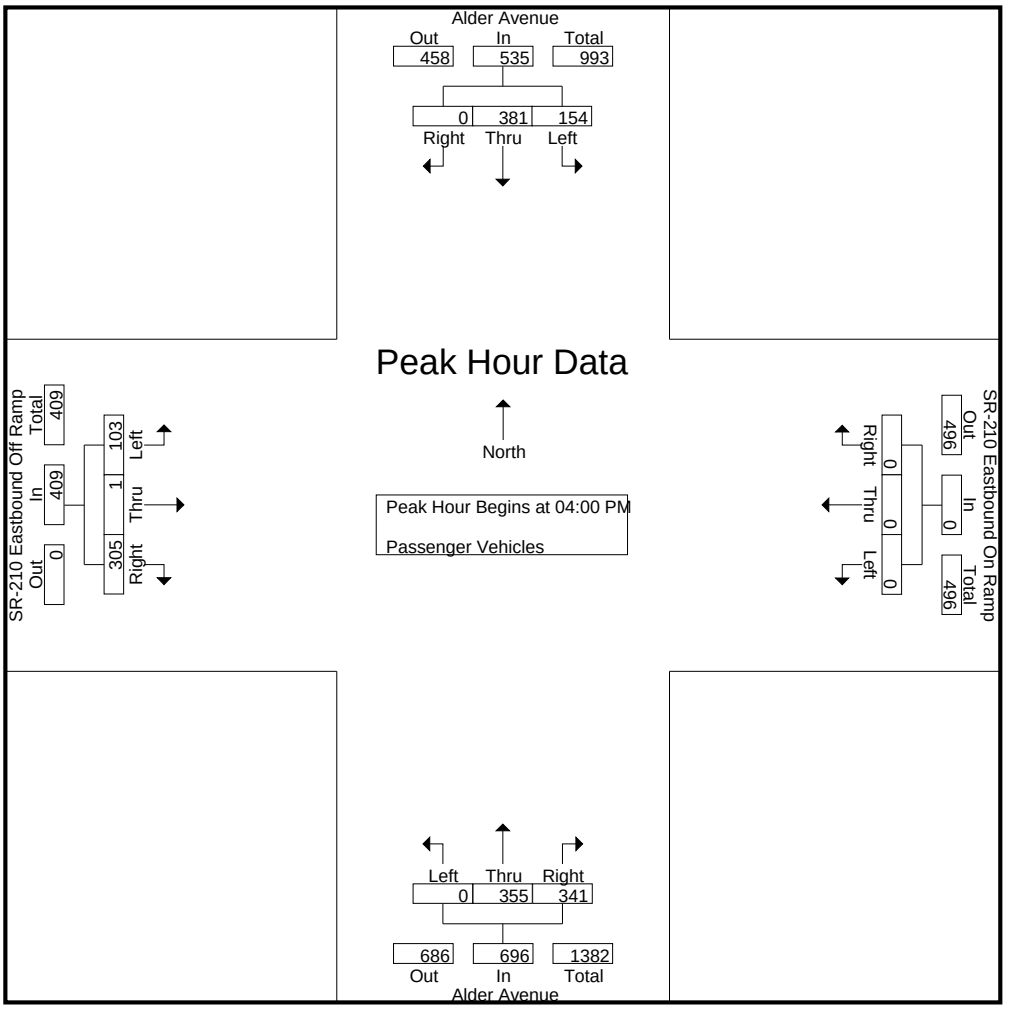

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**45**	100	0	145	0	0	0	0	0	75	88	163	18	0	78	96
+15 mins.	30	92	0	122	0	0	0	0	0	87	87	174	31	0	**85**	**116**
+30 mins.	44	**109**	0	**153**	0	0	0	0	0	89	77	166	19	**1**	68	88
+45 mins.	35	80	0	115	0	0	0	0	0	**104**	**89**	**193**	**35**	0	74	109
Total Volume	154	381	0	535	0	0	0	0	0	355	341	696	103	1	305	409
% App. Total	28.8	71.2	0		0	0	0		0	51	49		25.2	0.2	74.6	
PHF	.856	.874	.000	.874	.000	.000	.000	.000	.000	.853	.958	.902	.736	.250	.897	.881

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	3	3	6
04:15 PM	0	2	0	2	0	0	0	0	0	3	3	6	1	0	1	2	10
04:30 PM	2	1	0	3	0	0	0	0	0	4	2	6	2	0	2	4	13
04:45 PM	2	1	0	3	0	0	0	0	0	4	1	5	1	0	5	6	14
Total	4	6	0	10	0	0	0	0	0	12	6	18	4	0	11	15	43
05:00 PM	1	1	0	2	0	0	0	0	0	1	2	3	1	0	2	3	8
05:15 PM	0	1	0	1	0	0	0	0	0	2	1	3	0	0	2	2	6
05:30 PM	1	2	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
05:45 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	1	1	5
Total	2	4	0	6	0	0	0	0	0	9	3	12	1	0	5	6	24
Grand Total	6	10	0	16	0	0	0	0	0	21	9	30	5	0	16	21	67
Apprch %	37.5	62.5	0		0	0	0		0	70	30		23.8	0	76.2		
Total %	9	14.9	0	23.9	0	0	0	0	0	31.3	13.4	44.8	7.5	0	23.9	31.3	

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**2**	0	2	0	0	0	0	0	1	0	1	0	0	3	3	6
04:15 PM	0	2	0	2	0	0	0	0	0	3	**3**	**6**	1	0	1	2	10
04:30 PM	**2**	1	0	**3**	0	0	0	0	0	**4**	2	6	**2**	0	2	4	13
04:45 PM	2	1	0	3	0	0	0	0	0	4	1	5	1	0	**5**	**6**	**14**
Total Volume	4	6	0	10	0	0	0	0	0	12	6	18	4	0	11	15	43
% App. Total	40	60	0		0	0	0		0	66.7	33.3		26.7	0	73.3		
PHF	.500	.750	.000	.833	.000	.000	.000	.000	.000	.750	.500	.750	.500	.000	.550	.625	.768

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu PM
Site Code : 10824406
Start Date : 5/9/2024
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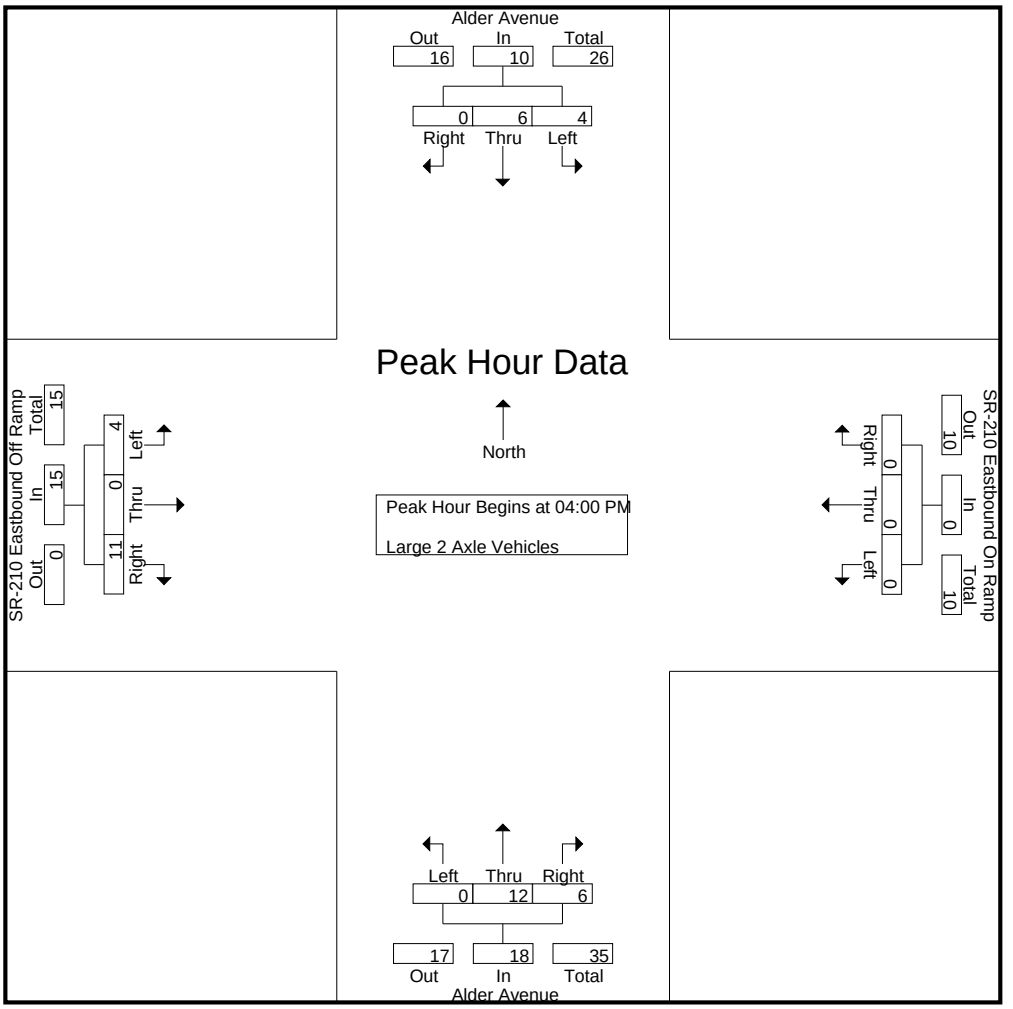

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**2**	0	2	0	0	0	0	0	1	0	1	0	0	3	3
+15 mins.	0	2	0	2	0	0	0	0	0	3	**3**	**6**	1	0	1	2
+30 mins.	**2**	1	0	**3**	0	0	0	0	0	**4**	2	6	**2**	0	2	4
+45 mins.	2	1	0	3	0	0	0	0	0	4	1	5	1	0	**5**	**6**
Total Volume	4	6	0	10	0	0	0	0	0	12	6	18	4	0	11	15
% App. Total	40	60	0		0	0	0		0	66.7	33.3		26.7	0	73.3	
PHF	.500	.750	.000	.833	.000	.000	.000	.000	.000	.750	.500	.750	.500	.000	.550	.625

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu PM
Site Code : 10824406
Start Date : 5/9/2024
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Groups Printed- 3 Axle Vehicles

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	4	0	8	0	0	0	0	0	0	0	0	2	0	1	3	11
04:15 PM	1	1	0	2	0	0	0	0	0	4	3	7	1	0	0	1	10
04:30 PM	1	2	0	3	0	0	0	0	0	3	1	4	0	0	0	0	7
04:45 PM	2	1	0	3	0	0	0	0	0	6	1	7	1	0	4	5	15
Total	8	8	0	16	0	0	0	0	0	13	5	18	4	0	5	9	43
05:00 PM	1	1	0	2	0	0	0	0	0	0	1	1	1	0	1	2	5
05:15 PM	0	2	0	2	0	0	0	0	0	2	1	3	0	0	0	0	5
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	3	0	1	4	5
05:45 PM	1	0	0	1	0	0	0	0	0	4	0	4	3	0	1	4	9
Total	3	3	0	6	0	0	0	0	0	6	2	8	7	0	3	10	24
Grand Total	11	11	0	22	0	0	0	0	0	19	7	26	11	0	8	19	67
Apprch %	50	50	0		0	0	0		0	73.1	26.9		57.9	0	42.1		
Total %	16.4	16.4	0	32.8	0	0	0	0	0	28.4	10.4	38.8	16.4	0	11.9	28.4	

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**4**	**4**	0	**8**	0	0	0	0	0	0	0	0	**2**	0	1	3	11
04:15 PM	1	1	0	2	0	0	0	0	0	4	**3**	**7**	1	0	0	1	10
04:30 PM	1	2	0	3	0	0	0	0	0	3	1	4	0	0	0	0	7
04:45 PM	2	1	0	3	0	0	0	0	0	**6**	1	7	1	0	**4**	**5**	**15**
Total Volume	8	8	0	16	0	0	0	0	0	13	5	18	4	0	5	9	43
% App. Total	50	50	0		0	0	0		0	72.2	27.8		44.4	0	55.6		
PHF	.500	.500	.000	.500	.000	.000	.000	.000	.000	.542	.417	.643	.500	.000	.313	.450	.717

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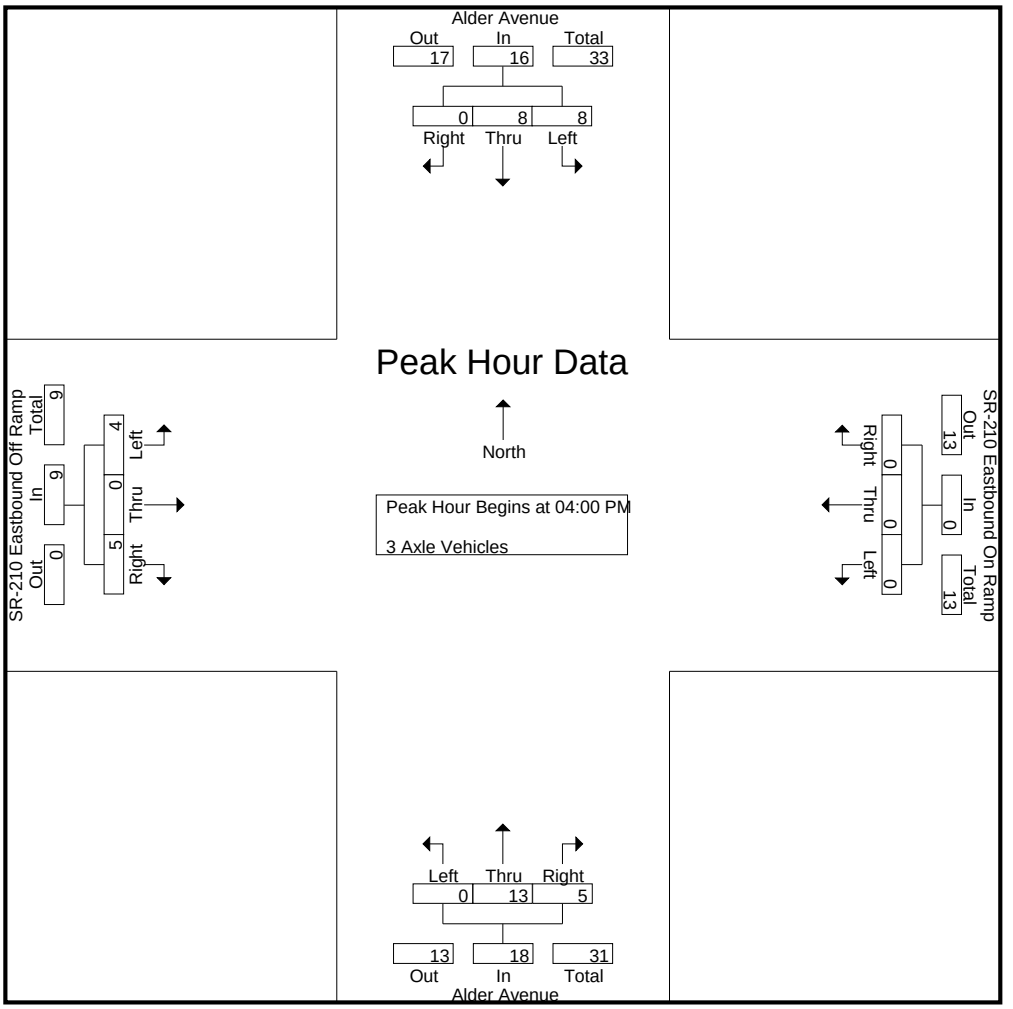
City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**4**	**4**	0	**8**	0	0	0	0	0	0	0	0	**2**	0	1	3
+15 mins.	1	1	0	2	0	0	0	0	0	4	**3**	**7**	1	0	0	1
+30 mins.	1	2	0	3	0	0	0	0	0	3	1	4	0	0	0	0
+45 mins.	2	1	0	3	0	0	0	0	0	**6**	1	7	1	0	**4**	**5**
Total Volume	8	8	0	16	0	0	0	0	0	13	5	18	4	0	5	9
% App. Total	50	50	0		0	0	0		0	72.2	27.8		44.4	0	55.6	
PHF	.500	.500	.000	.500	.000	.000	.000	.000	.000	.542	.417	.643	.500	.000	.313	.450

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu PM
Site Code : 10824406
Start Date : 5/9/2024
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Groups Printed- 4+ Axle Trucks

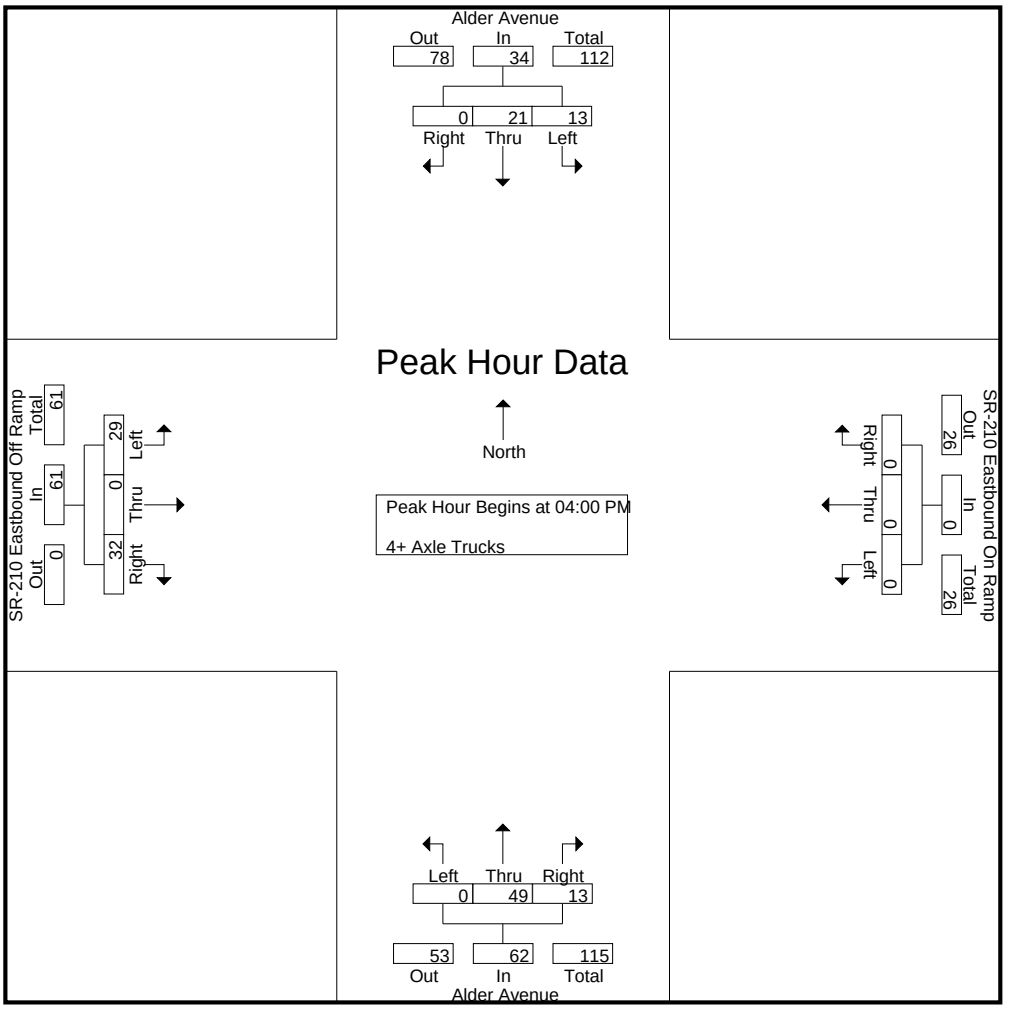
	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	6	0	7	0	0	0	0	0	13	3	16	9	0	12	21	44
04:15 PM	5	4	0	9	0	0	0	0	0	14	5	19	6	0	7	13	41
04:30 PM	2	4	0	6	0	0	0	0	0	10	4	14	7	0	5	12	32
04:45 PM	5	7	0	12	0	0	0	0	0	12	1	13	7	0	8	15	40
Total	13	21	0	34	0	0	0	0	0	49	13	62	29	0	32	61	157
05:00 PM	2	7	0	9	0	0	0	0	0	13	2	15	3	0	6	9	33
05:15 PM	0	3	0	3	0	0	0	0	0	11	3	14	3	0	4	7	24
05:30 PM	3	7	0	10	0	0	0	0	0	8	2	10	2	0	9	11	31
05:45 PM	3	3	0	6	0	0	0	0	0	12	1	13	2	0	7	9	28
Total	8	20	0	28	0	0	0	0	0	44	8	52	10	0	26	36	116
Grand Total	21	41	0	62	0	0	0	0	0	93	21	114	39	0	58	97	273
Apprch %	33.9	66.1	0		0	0	0		0	81.6	18.4		40.2	0	59.8		
Total %	7.7	15	0	22.7	0	0	0	0	0	34.1	7.7	41.8	14.3	0	21.2	35.5	

	Alder Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Alder Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	6	0	7	0	0	0	0	0	13	3	16	**9**	0	**12**	**21**	**44**
04:15 PM	**5**	4	0	9	0	0	0	0	0	**14**	**5**	**19**	6	0	7	13	41
04:30 PM	2	4	0	6	0	0	0	0	0	10	4	14	7	0	5	12	32
04:45 PM	5	**7**	0	**12**	0	0	0	0	0	12	1	13	7	0	8	15	40
Total Volume	13	21	0	34	0	0	0	0	0	49	13	62	29	0	32	61	157
% App. Total	38.2	61.8	0		0	0	0		0	79	21		47.5	0	52.5		
PHF	.650	.750	.000	.708	.000	.000	.000	.000	.000	.875	.650	.816	.806	.000	.667	.726	.892

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

City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	6	0	7	0	0	0	0	0	13	3	16	**9**	0	**12**	**21**
+15 mins.	**5**	4	0	9	0	0	0	0	0	**14**	**5**	**19**	6	0	7	13
+30 mins.	2	4	0	6	0	0	0	0	0	10	4	14	7	0	5	12
+45 mins.	5	**7**	0	**12**	0	0	0	0	0	12	1	13	7	0	8	15
Total Volume	13	21	0	34	0	0	0	0	0	49	13	62	29	0	32	61
% App. Total	38.2	61.8	0		0	0	0		0	79	21		47.5	0	52.5	
PHF	.650	.750	.000	.708	.000	.000	.000	.000	.000	.875	.650	.816	.806	.000	.667	.726

Location: Rialto
N/S: Alder Avenue
E/W: SR-210 EB Ramps

Date: 5/7/2024
Day: Tuesday

PEDESTRIANS

	North Leg Alder Avenue	East Leg SR-210 EB Ramps	South Leg Alder Avenue	West Leg SR-210 EB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Alder Avenue	East Leg SR-210 EB Ramps	South Leg Alder Avenue	West Leg SR-210 EB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	1	0	2	3
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	1	1
TOTAL VOLUMES:	0	1	0	3	4

Location: Rialto
N/S: Alder Avenue
E/W: SR-210 EB Ramps

Date: 5/7/2024
Day: Tuesday

BICYCLES

	Southbound Alder Avenue			Westbound SR-210 EB Ramps			Northbound Alder Avenue			Eastbound SR-210 EB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Alder Avenue			Westbound SR-210 EB Ramps			Northbound Alder Avenue			Eastbound SR-210 EB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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PO Box 1178
Corona, CA 92878
951-268-6268

Location: Rialto
N/S: Alder Avenue
E/W: SR-210 EB Ramps

Date: 5/8/2024
Day: Wednesday

PEDESTRIANS

	North Leg Alder Avenue	East Leg SR-210 EB Ramps	South Leg Alder Avenue	West Leg SR-210 EB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	2	0	0	2
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1
8:30 AM	0	0	1	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	2	1	1	4

	North Leg Alder Avenue	East Leg SR-210 EB Ramps	South Leg Alder Avenue	West Leg SR-210 EB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	1	0	0	1
4:15 PM	0	0	0	1	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	3	3
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	1	1
TOTAL VOLUMES:	0	1	0	5	6

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

Location: Rialto
N/S: Alder Avenue
E/W: SR-210 EB Ramps

Date: 5/8/2024
Day: Wednesday

BICYCLES

	Southbound Alder Avenue			Westbound SR-210 EB Ramps			Northbound Alder Avenue			Eastbound SR-210 EB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Alder Avenue			Westbound SR-210 EB Ramps			Northbound Alder Avenue			Eastbound SR-210 EB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

Counts Unlimited, Inc.
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Corona, CA 92878
951-268-6268

Location: Rialto
N/S: Alder Avenue
E/W: SR-210 EB Ramps

Date: 5/9/2024
Day: Thursday

PEDESTRIANS

	North Leg Alder Avenue	East Leg SR-210 EB Ramps	South Leg Alder Avenue	West Leg SR-210 EB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

	North Leg Alder Avenue	East Leg SR-210 EB Ramps	South Leg Alder Avenue	West Leg SR-210 EB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	1	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

Counts Unlimited, Inc.
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951-268-6268

Location: Rialto
N/S: Alder Avenue
E/W: SR-210 EB Ramps

Date: 5/9/2024
Day: Thursday

BICYCLES

	Southbound Alder Avenue			Westbound SR-210 EB Ramps			Northbound Alder Avenue			Eastbound SR-210 EB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Alder Avenue			Westbound SR-210 EB Ramps			Northbound Alder Avenue			Eastbound SR-210 EB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

Counts Unlimited, Inc.
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Corona, CA 92878
951-268-6268

APPENDIX C

PCE WORKSHEETS

1 Locust Avenue and Riverside Avenue

	AM Peak Hour Volumes									PM Peak Hour Volumes								
		Truck Volumes							Total		Truck Volumes							Total
	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume
NL	45	4	1	9	14	23.3%	35	2.6	80	96	1	2	7	10	9.1%	25	2.6	121
NT	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
NR	134	5	3	8	16	10.9%	39	2.4	173	104	2	1	10	14	11.9%	37	2.6	141
SL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
ST	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
SR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
EL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
ET	518	17	3	29	49	8.6%	117	2.4	635	487	10	1	4	15	2.9%	29	2.0	516
ER	91	5	1	9	15	14.4%	38	2.5	129	62	2	1	11	14	18.8%	39	2.7	101
WL	165	4	2	26	32	16.1%	87	2.7	252	128	2	0	6	8	5.9%	21	2.6	149
WT	370	11	3	23	37	9.1%	91	2.5	461	573	4	1	8	13	2.2%	33	2.5	606
WR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
									1,730									1,634
North Leg Volumes																		
Approach	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Depart	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Total	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
South Leg Volumes																		
Approach	179	9	4	18	30		74		253	200	4	3	17	24		62		262
Depart	256	9	3	35	47		125		381	190	4	1	17	22		60		250
Total	435	17	7	53	77	15.0%	199	2.6	634	390	8	4	34	46	10.5%	122	2.7	512
East Leg Volumes																		
Approach	535	15	5	49	69		178		713	701	6	1	14	21		54		755
Depart	652	22	6	37	65		156		808	591	12	2	15	29		66		657
Total	1,187	38	10	86	134	10.1%	334	2.5	1,521	1,292	18	3	29	50	3.7%	120	2.4	1,412
West Leg Volumes																		
Approach	609	22	4	38	64		155		764	549	12	2	15	29		68		617
Depart	415	15	4	32	51		126		541	669	5	3	15	23		58		727
Total	1,024	37	8	70	115	10.1%	281	2.5	1,305	1,218	17	5	30	52	4.1%	126	2.4	1,344
All Legs																		
Approach	1,323	46	12	104	163		407		1,730	1,450	21	6	46	74		184		1,634
Depart	1,323	46	12	104	163		407		1,730	1,450	21	6	46	74		184		1,634
Total	2,646	92	25	209	325	10.9%	814	2.5	3,460	2,900	43	12	93	147	4.8%	368	2.5	3,268

Existing Peak Hour Volumes - Classification Counts

1 Locust Avenue and Riverside Avenue

	AM Peak Hour Volumes									PM Peak Hour Volumes								
		Truck Volumes							Total		Truck Volumes							Total
	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume
NL	45	4	1	9	14	23.3%	35	2.6	80	96	1	2	7	10	9.1%	25	2.6	121
NT	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
NR	134	5	3	8	16	10.9%	39	2.4	173	104	2	1	10	14	11.9%	37	2.6	141
SL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
ST	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
SR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
EL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
ET	518	17	3	29	49	8.6%	117	2.4	635	487	10	1	4	15	2.9%	29	2.0	516
ER	91	5	1	9	15	14.4%	38	2.5	129	62	2	1	11	14	18.8%	39	2.7	101
WL	165	4	2	26	32	16.1%	87	2.7	252	128	2	0	6	8	5.9%	21	2.6	149
WT	370	11	3	23	37	9.1%	91	2.5	461	573	4	1	8	13	2.2%	33	2.5	606
WR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
									1,730									1,634
North Leg Volumes																		
Approach	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Depart	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Total	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
South Leg Volumes																		
Approach	179	9	4	18	30		74		253	200	4	3	17	24		62		262
Depart	256	9	3	35	47		125		381	190	4	1	17	22		60		250
Total	435	17	7	53	77	15.0%	199	2.6	634	390	8	4	34	46	10.5%	122	2.7	512
East Leg Volumes																		
Approach	535	15	5	49	69		178		713	701	6	1	14	21		54		755
Depart	652	22	6	37	65		156		808	591	12	2	15	29		66		657
Total	1,187	38	10	86	134	10.1%	334	2.5	1,521	1,292	18	3	29	50	3.7%	120	2.4	1,412
West Leg Volumes																		
Approach	609	22	4	38	64		155		764	549	12	2	15	29		68		617
Depart	415	15	4	32	51		126		541	669	5	3	15	23		58		727
Total	1,024	37	8	70	115	10.1%	281	2.5	1,305	1,218	17	5	30	52	4.1%	126	2.4	1,344
All Legs																		
Approach	1,323	46	12	104	163		407		1,730	1,450	21	6	46	74		184		1,634
Depart	1,323	46	12	104	163		407		1,730	1,450	21	6	46	74		184		1,634
Total	2,646	92	25	209	325	10.9%	814	2.5	3,460	2,900	43	12	93	147	4.8%	368	2.5	3,268

Existing Peak Hour Volumes - Classification Counts

2 Locust Avenue and Casa Grande Drive

	AM Peak Hour Volumes									PM Peak Hour Volumes								
		Truck Volumes							Total		Truck Volumes							Total
	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume
NL	103	3	0	3	6	5.5%	14	2.3	117	229	3	0	0	3	1.1%	4	1.5	233
NT	194	7	5	16	28	12.6%	69	2.5	263	172	3	2	19	24	12.1%	65	2.7	237
NR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
SL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
ST	236	10	3	39	51	17.8%	136	2.6	372	126	4	2	15	22	14.7%	57	2.6	183
SR	15	1	0	0	1	6.1%	2	2.0	17	85	0	0	0	0	0.4%	1	3.0	86
EL	23	0	0	0	0	1.4%	1	3.0	24	66	0	0	2	3	4.4%	8	2.7	74
ET	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
ER	205	4	0	5	9	4.1%	21	2.4	226	273	2	0	0	2	0.8%	4	1.7	277
WL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
WT	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
WR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
									1,019									1,090
North Leg Volumes																		
Approach	252	11	3	39	52		138		390	210	4	2	15	22		58		268
Depart	216	7	5	17	28		70		286	238	3	3	21	27		73		311
Total	468	18	7	56	81	14.7%	208	2.6	676	448	7	5	36	49	9.8%	131	2.7	579
South Leg Volumes																		
Approach	297	10	5	19	34		83		380	401	5	2	19	26		69		470
Depart	441	14	3	44	60		157		598	399	6	2	15	24		61		460
Total	738	24	7	63	94	11.3%	240	2.6	978	800	12	5	34	50	5.9%	130	2.6	930
East Leg Volumes																		
Approach	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Depart	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Total	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
West Leg Volumes																		
Approach	227	4	0	5	9		22		249	339	3	0	2	5		12		351
Depart	118	4	0	3	7		16		134	314	3	0	0	3		5		319
Total	346	7	0	9	16	4.4%	38	2.4	384	653	6	0	2	8	1.3%	17	2.0	670
All Legs																		
Approach	776	24	7	64	95		243		1,019	951	12	5	36	54		139		1,090
Depart	776	24	7	64	95		243		1,019	951	12	5	36	54		139		1,090
Total	1,551	49	15	127	191	10.9%	486	2.5	2,037	1,901	25	10	73	107	5.3%	278	2.6	2,179

Existing Peak Hour Volumes - Classification Counts

3 Locust Avenue and Lowell Street

	AM Peak Hour Volumes									PM Peak Hour Volumes								
		Truck Volumes							Total		Truck Volumes							Total
	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume
NL	17	1	0	0	1	7.4%	3	2.3	20	4	0	0	0	0	7.1%	1	3.0	5
NT	294	8	5	23	37	11.1%	93	2.5	387	377	4	3	22	29	7.1%	78	2.7	455
NR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
SL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
ST	426	12	5	42	59	12.2%	154	2.6	580	417	7	3	18	28	6.3%	71	2.5	488
SR	7	2	0	2	3	32.3%	8	2.4	15	2	0	0	0	1	25.0%	2	3.0	4
EL	1	1	0	2	3	75.0%	7	2.3	8	11	1	0	0	1	5.6%	1	1.5	12
ET	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
ER	8	1	1	2	3	28.1%	7	2.3	15	46	1	0	0	1	1.4%	1	1.5	47
WL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
WT	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
WR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
									1,025									1,012
North Leg Volumes																		
Approach	433	14	5	44	62		162		595	419	7	3	19	29		73		492
Depart	295	9	5	25	40		100		395	388	5	3	22	30		79		467
Total	728	23	10	69	102	12.3%	262	2.6	990	807	12	6	41	58	6.7%	152	2.6	959
South Leg Volumes																		
Approach	311	9	6	24	38		96		407	381	4	3	22	29		79		460
Depart	434	13	6	44	62		161		595	463	7	3	18	29		72		535
Total	745	21	11	67	100	11.8%	257	2.6	1,002	844	12	6	41	58	6.4%	151	2.6	995
East Leg Volumes																		
Approach	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Depart	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Total	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
West Leg Volumes																		
Approach	9	2	1	3	6		14		23	57	1	0	0	1		2		59
Depart	24	2	0	2	5		11		35	6	0	0	1	1		3		9
Total	32	4	1	5	11	24.8%	25	2.3	57	64	2	0	1	2	3.5%	5	2.1	69
All Legs																		
Approach	753	24	11	71	106		272		1,025	858	13	6	41	59		154		1,012
Depart	753	24	11	71	106		272		1,025	858	13	6	41	59		154		1,012
Total	1,505	49	23	141	213	12.4%	544	2.6	2,049	1,715	25	11	82	119	6.5%	308	2.6	2,023

Existing Peak Hour Volumes - Classification Counts

4 Locust Avenue and Casmalia Street

	AM Peak Hour Volumes									PM Peak Hour Volumes								
		Truck Volumes							Total		Truck Volumes							Total
	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume
NL	51	2	4	5	10	16.8%	24	2.3	75	52	1	2	5	8	12.8%	20	2.6	72
NT	129	4	5	4	13	9.2%	28	2.2	157	206	3	2	7	12	5.5%	30	2.5	236
NR	7	0	1	0	1	12.0%	2	2.0	9	15	1	1	2	4	21.4%	10	2.5	25
SL	53	1	2	7	9	14.4%	24	2.7	77	112	1	0	1	2	2.0%	5	2.1	117
ST	230	3	2	16	21	8.5%	57	2.7	287	227	5	2	6	13	5.5%	30	2.3	257
SR	117	5	2	23	30	20.2%	80	2.7	197	180	1	1	9	11	5.9%	31	2.7	211
EL	92	5	2	18	25	21.4%	66	2.6	158	114	3	0	11	14	11.0%	37	2.6	151
ET	72	1	1	4	6	7.7%	15	2.5	87	207	1	4	2	7	3.4%	16	2.2	223
ER	35	2	1	2	5	13.2%	12	2.3	47	74	3	3	2	8	9.7%	17	2.1	91
WL	14	1	1	0	2	12.5%	4	2.0	18	7	0	1	2	3	31.3%	9	2.7	16
WT	125	4	2	1	7	5.3%	14	2.0	139	150	3	2	1	7	4.2%	13	2.0	163
WR	70	4	1	8	13	15.7%	33	2.5	103	74	0	2	4	6	7.5%	16	2.7	90
									1,355									1,653
North Leg Volumes																		
Approach	401	9	6	45	60		161		562	519	8	3	16	27		66		585
Depart	290	12	8	31	51		127		417	394	6	4	22	32		83		477
Total	691	21	14	76	111	13.8%	288	2.6	979	913	14	6	38	59	6.1%	149	2.5	1,062
South Leg Volumes																		
Approach	187	6	9	9	24		54		241	273	5	4	15	24		60		333
Depart	279	6	4	18	29		73		352	309	8	6	11	25		56		365
Total	467	12	14	27	53	10.2%	127	2.4	594	582	13	10	25	48	7.7%	116	2.4	698
East Leg Volumes																		
Approach	209	8	4	10	22		51		260	232	4	5	8	16		38		270
Depart	133	2	3	11	16		41		174	333	3	5	5	14		31		364
Total	342	10	8	20	38	10.0%	92	2.4	434	565	7	10	13	30	5.0%	69	2.3	634
West Leg Volumes																		
Approach	199	8	4	24	36		93		292	395	7	8	14	29		70		465
Depart	294	10	8	29	47		118		412	383	6	5	15	26		64		447
Total	493	19	12	53	83	14.5%	211	2.5	704	778	13	13	30	55	6.6%	134	2.4	912
All Legs																		
Approach	996	31	24	88	143		359		1,355	1,419	23	20	53	96		234		1,653
Depart	996	31	24	88	143		359		1,355	1,419	23	20	53	96		234		1,653
Total	1,993	62	47	176	285	12.5%	718	2.5	2,711	2,837	47	39	106	192	6.3%	468	2.4	3,305

Existing Peak Hour Volumes - Classification Counts

5 Locust Avenue and Renaissance Parkway

	AM Peak Hour Volumes									PM Peak Hour Volumes								
		Truck Volumes							Total		Truck Volumes							Total
	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume
NL	60	2	7	14	23	28.1%	60	2.6	120	43	2	6	17	25	36.5%	66	2.7	109
NT	148	4	9	7	20	12.1%	46	2.3	194	181	4	3	12	18	9.2%	47	2.6	228
NR	20	1	0	0	1	6.3%	2	1.5	22	40	0	0	0	1	1.6%	1	1.5	41
SL	37	0	0	1	2	4.3%	4	2.4	41	55	0	0	0	0	0.0%	0	0.0	55
ST	206	5	3	10	18	8.2%	44	2.4	250	219	5	4	6	16	6.7%	35	2.2	254
SR	37	1	1	7	10	20.7%	26	2.7	63	37	1	1	1	3	8.2%	7	2.1	44
EL	23	0	1	2	3	12.8%	8	2.4	31	34	0	0	1	2	4.7%	4	2.4	38
ET	121	2	1	2	5	3.7%	10	2.1	131	325	2	1	2	5	1.5%	11	2.2	336
ER	36	1	1	5	8	17.7%	20	2.6	56	41	1	1	2	5	10.9%	12	2.4	53
WL	39	1	1	2	3	7.8%	8	2.4	47	34	1	1	2	4	9.6%	8	2.2	42
WT	122	4	0	2	6	4.4%	11	1.9	133	225	1	0	3	4	1.7%	10	2.5	235
WR	14	0	0	0	1	4.4%	2	3.0	16	33	0	0	1	1	3.9%	4	3.0	37
									1,105									1,471
North Leg Volumes																		
Approach	280	7	5	18	30		74		354	311	6	5	8	19		42		353
Depart	185	5	10	9	24		56		241	247	4	3	14	21		55		302
Total	465	12	15	27	54	10.4%	130	2.4	595	558	10	8	22	40	6.7%	97	2.4	655
South Leg Volumes																		
Approach	228	7	16	22	45		108		336	264	6	9	29	44		114		378
Depart	281	7	5	17	29		72		353	294	8	6	10	24		55		349
Total	509	14	21	39	74	12.8%	180	2.4	689	558	13	15	40	68	10.9%	169	2.5	727
East Leg Volumes																		
Approach	176	5	1	4	10		21		197	292	3	1	6	9		22		314
Depart	179	3	2	3	8		16		195	420	2	1	2	6		12		432
Total	355	8	3	7	17	4.7%	37	2.1	392	712	5	2	8	15	2.0%	34	2.3	746
West Leg Volumes																		
Approach	180	3	4	9	16		38		218	400	4	2	6	12		27		427
Depart	219	7	9	23	39		97		316	305	4	6	21	32		83		388
Total	399	10	13	32	54	12.0%	135	2.5	534	705	8	9	27	44	5.8%	110	2.5	815
All Legs																		
Approach	864	22	26	52	100		241		1,105	1,266	18	17	48	83		205		1,471
Depart	864	22	26	52	100		241		1,105	1,266	18	17	48	83		205		1,471
Total	1,727	44	52	104	200	10.4%	482	2.4	2,209	2,533	37	33	97	167	6.2%	410	2.5	2,943

6 Alder Avenue and Casmalia Street

	AM Peak Hour Volumes									PM Peak Hour Volumes								
		Truck Volumes							Total		Truck Volumes							Total
	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume
NL	93	3	5	23	31	24.8%	83	2.7	176	128	3	4	14	20	13.5%	52	2.6	180
NT	63	9	24	44	77	54.9%	193	2.5	256	44	5	10	20	35	44.5%	89	2.5	133
NR	105	7	4	18	29	21.7%	72	2.5	177	122	2	3	6	11	8.3%	27	2.5	149
SL	6	1	2	2	5	48.5%	12	2.3	18	15	0	5	6	11	41.8%	28	2.5	43
ST	53	11	8	66	86	61.9%	233	2.7	286	91	6	16	32	53	36.9%	135	2.5	226
SR	12	2	1	5	9	41.3%	22	2.5	34	23	0	1	9	11	32.0%	30	2.8	53
EL	13	1	7	6	14	51.9%	33	2.4	46	13	0	1	3	4	23.5%	11	2.8	24
ET	120	3	1	9	13	9.5%	32	2.5	152	259	1	2	3	6	2.4%	15	2.4	274
ER	94	4	7	34	46	32.6%	124	2.7	218	175	3	4	15	22	11.1%	58	2.6	233
WL	124	6	4	24	34	21.5%	89	2.6	213	205	4	2	7	13	6.0%	31	2.4	236
WT	166	6	3	6	15	8.3%	33	2.2	199	245	1	2	5	8	3.0%	20	2.6	265
WR	5	1	2	2	5	50.0%	12	2.3	17	30	0	2	0	2	7.3%	5	2.1	35
									1,792									1,850
North Leg Volumes																		
Approach	71	15	11	74	100		267		338	129	6	22	46	75		193		322
Depart	81	11	33	52	96		238		319	87	6	13	23	42		105		192
Total	152	26	45	126	196	56.3%	505	2.6	657	215	12	35	70	116	35.1%	298	2.6	513
South Leg Volumes																		
Approach	261	19	33	85	137		348		609	294	10	16	40	66		168		462
Depart	271	21	20	125	166		446		717	471	13	22	54	88		224		695
Total	532	40	53	209	302	36.2%	794	2.6	1,326	765	22	38	94	154	16.8%	392	2.5	1,157
East Leg Volumes																		
Approach	295	12	10	32	54		134		429	480	5	6	12	23		56		536
Depart	230	12	7	29	47		116		346	396	3	10	15	28		70		466
Total	525	24	17	61	101	16.2%	250	2.5	775	876	9	16	27	51	5.5%	126	2.5	1,002
West Leg Volumes																		
Approach	227	9	14	49	72		189		416	447	4	8	21	32		84		531
Depart	271	10	9	35	54		138		409	395	4	7	27	38		102		497
Total	498	19	24	84	126	20.2%	327	2.6	825	843	8	15	48	71	7.7%	186	2.6	1,029
All Legs																		
Approach	854	54	69	240	363		938		1,792	1,349	25	52	119	196		501		1,850
Depart	854	54	69	240	363		938		1,792	1,349	25	52	119	196		501		1,850
Total	1,708	109	138	479	726	29.8%	1,876	2.6	3,584	2,699	51	103	239	393	12.7%	1,002	2.6	3,701

Existing Peak Hour Volumes - Classification Counts

7 Alder Avenue and SR-210 WB Ramps

	AM Peak Hour Volumes									PM Peak Hour Volumes								
		Truck Volumes							Total		Truck Volumes							Total
	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume
NL	214	6	4	33	43	16.6%	116	2.7	330	298	7	5	42	53	15.2%	145	2.7	443
NT	173	11	13	57	82	32.0%	215	2.6	388	192	8	11	32	51	20.9%	130	2.6	322
NR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
SL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
ST	90	8	12	38	58	39.0%	149	2.6	239	255	7	12	20	39	13.2%	94	2.4	349
SR	185	15	7	79	100	35.1%	271	2.7	456	223	8	10	54	72	24.3%	193	2.7	416
EL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
ET	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
ER	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
WL	314	3	6	11	20	6.1%	50	2.5	364	265	6	4	12	22	7.7%	54	2.5	319
WT	3	1	0	0	1	27.3%	2	2.0	5	3	0	0	0	0	9.1%	1	3.0	4
WR	90	8	9	27	44	32.6%	110	2.5	200	96	4	5	18	27	21.9%	70	2.6	166
									1,983									2,021
North Leg Volumes																		
Approach	275	23	18	117	158		420		695	478	15	22	74	110		287		765
Depart	264	19	22	84	125		325		589	289	11	16	50	78		200		489
Total	539	42	41	201	283	34.4%	745	2.6	1,284	767	26	38	124	188	19.7%	487	2.6	1,254
South Leg Volumes																		
Approach	388	17	17	91	124		331		719	491	15	15	74	104		275		766
Depart	404	11	18	49	78		199		603	521	12	16	32	61		148		669
Total	792	28	35	139	202	20.4%	530	2.6	1,322	1,011	27	31	106	165	14.0%	423	2.6	1,434
East Leg Volumes																		
Approach	407	12	16	37	65		162		569	365	9	9	31	49		125		490
Depart	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Total	407	12	16	37	65	13.8%	162	2.5	569	365	9	9	31	49	11.9%	125	2.5	490
West Leg Volumes																		
Approach	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Depart	402	21	10	112	144		389		791	525	15	14	96	125		339		864
Total	402	21	10	112	144	26.3%	389	2.7	791	525	15	14	96	125	19.3%	339	2.7	864
All Legs																		
Approach	1,070	52	51	245	347		913		1,983	1,334	39	46	178	264		687		2,021
Depart	1,070	52	51	245	347		913		1,983	1,334	39	46	178	264		687		2,021
Total	2,139	103	101	489	694	24.5%	1,826	2.6	3,965	2,668	78	93	357	527	16.5%	1,374	2.6	4,042

8 Alder Avenue and SR-210 EB Ramps

	AM Peak Hour Volumes									PM Peak Hour Volumes								
		Truck Volumes							Total		Truck Volumes							Total
	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume
NL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
NT	277	7	9	42	58	17.3%	155	2.7	432	386	9	10	47	66	14.5%	173	2.6	559
NR	279	3	8	19	30	9.6%	76	2.6	355	335	4	5	11	20	5.5%	49	2.5	384
SL	45	4	4	30	38	46.0%	105	2.7	150	129	2	8	13	23	15.4%	58	2.5	187
ST	389	6	13	16	34	8.0%	81	2.4	470	405	6	9	18	32	7.3%	79	2.5	484
SR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
EL	96	10	11	44	65	40.2%	168	2.6	264	102	3	4	22	29	22.2%	79	2.7	181
ET	3	0	0	0	0	10.0%	1	3.0	4	1	0	0	0	0	20.0%	1	3.0	2
ER	297	6	5	46	58	16.2%	159	2.8	456	307	8	5	33	45	12.9%	120	2.6	427
WL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
WT	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
WR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
									2,132									2,224
North Leg Volumes																		
Approach	434	10	17	46	72		186		620	534	8	17	30	55		137		671
Depart	374	17	20	86	123		323		697	488	12	14	69	95		252		740
Total	807	27	37	132	195	19.5%	509	2.6	1,316	1,022	20	31	99	150	12.8%	389	2.6	1,411
South Leg Volumes																		
Approach	556	10	17	61	88		231		787	721	13	14	58	85		222		943
Depart	686	12	18	62	92		240		926	712	13	14	50	77		199		911
Total	1,242	22	35	123	179	12.6%	471	2.6	1,713	1,433	26	28	108	163	10.2%	421	2.6	1,854
East Leg Volumes																		
Approach	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Depart	327	7	12	49	68		182		509	465	6	13	24	43		108		573
Total	327	7	12	49	68	17.3%	182	2.7	509	465	6	13	24	43	8.5%	108	2.5	573
West Leg Volumes																		
Approach	397	16	16	90	123		328		725	410	10	9	55	75		200		610
Depart	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Total	397	16	16	90	123	23.6%	328	2.7	725	410	10	9	55	75	15.4%	200	2.7	610
All Legs																		
Approach	1,387	36	50	197	283		745		2,132	1,665	31	41	143	215		559		2,224
Depart	1,387	36	50	197	283		745		2,132	1,665	31	41	143	215		559		2,224
Total	2,773	72	100	393	565	16.9%	1,490	2.6	4,263	3,329	63	81	287	431	11.5%	1,118	2.6	4,447

Int	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1	80	0	173	0	0	0	0	635	129	252	461	0	Locust Avenue and Riverside Avenue
2	117	263	0	0	372	17	24	0	226	0	0	0	Locust Avenue and Casa Grande Drive
3	20	387	0	0	580	15	8	0	15	0	0	0	Locust Avenue and Lowell Street
4	75	157	9	77	287	197	158	87	47	18	139	103	Locust Avenue and Casmalia Street
5	120	194	22	41	250	63	31	131	56	47	133	16	Locust Avenue and Renaissance Parkway
6	176	256	177	18	286	34	46	152	218	213	199	17	Alder Avenue and Casmalia Street
7	330	388	0	0	239	456	0	0	0	364	5	200	Alder Avenue and SR-210 WB Ramps
8	0	432	355	150	470	0	264	4	456	0	0	0	Alder Avenue and SR-210 EB Ramps

Int	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1	121	0	141	0	0	0	0	516	101	149	606	0	Locust Avenue and Riverside Avenue
2	233	237	0	0	183	86	74	0	277	0	0	0	Locust Avenue and Casa Grande Drive
3	5	455	0	0	488	4	12	0	47	0	0	0	Locust Avenue and Lowell Street
4	72	236	25	117	257	211	151	223	91	16	163	90	Locust Avenue and Casmalia Street
5	109	228	41	55	254	44	38	336	53	42	235	37	Locust Avenue and Renaissance Parkway
6	180	133	149	43	226	53	24	274	233	236	265	35	Alder Avenue and Casmalia Street
7	443	322	0	0	349	416	0	0	0	319	4	166	Alder Avenue and SR-210 WB Ramps
8	0	559	384	187	484	0	181	2	427	0	0	0	Alder Avenue and SR-210 EB Ramps

APPENDIX **D**

INTERSECTION ANALYSIS
WORKSHEETS

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	635	129	252	461	80	173
Future Volume (veh/h)	635	129	252	461	80	173
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	765	155	304	555	96	208
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1182	240	352	2331	412	367
Arrive On Green	0.40	0.40	0.20	0.66	0.23	0.23
Sat Flow, veh/h	3037	596	1781	3647	1781	1585
Grp Volume(v), veh/h	462	458	304	555	96	208
Grp Sat Flow(s),veh/h/ln	1777	1763	1781	1777	1781	1585
Q Serve(g_s), s	16.8	16.8	13.2	5.1	3.5	9.3
Cycle Q Clear(g_c), s	16.8	16.8	13.2	5.1	3.5	9.3
Prop In Lane		0.34	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	714	708	352	2331	412	367
V/C Ratio(X)	0.65	0.65	0.86	0.24	0.23	0.57
Avail Cap(c_a), veh/h	714	708	577	2780	412	367
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	19.3	31.0	5.6	24.9	27.2
Incr Delay (d2), s/veh	4.5	4.5	7.4	0.1	1.3	6.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	6.8	5.8	1.3	1.5	3.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	23.8	23.9	38.4	5.7	26.3	33.4
LnGrp LOS	C	C	D	A	C	C
Approach Vol, veh/h	920			859	304	
Approach Delay, s/veh	23.8			17.2	31.1	
Approach LOS	C			B	C	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	23.0	20.3	36.6		56.9
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	18.5	25.9	32.1		62.5
Max Q Clear Time (g_c+I1), s	11.3	15.2	18.8		7.1
Green Ext Time (p_c), s	0.6	0.6	4.4		3.6

Intersection Summary	
HCM 7th Control Delay, s/veh	22.2
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	226	117	263	372	17
Future Vol, veh/h	24	226	117	263	372	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	305	158	355	503	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1186	514	526	0	-	0
Stage 1	514	-	-	-	-	-
Stage 2	672	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	209	560	1041	-	-	-
Stage 1	600	-	-	-	-	-
Stage 2	508	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	169	560	1041	-	-	-
Mov Cap-2 Maneuver	169	-	-	-	-	-
Stage 1	487	-	-	-	-	-
Stage 2	508	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	20.04	2.79	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	554	-	169	560	-	-
HCM Lane V/C Ratio	0.152	-	0.192	0.545	-	-
HCM Control Delay (s/veh)	9.1	0	31.3	18.9	-	-
HCM Lane LOS	A	A	D	C	-	-
HCM 95th %tile Q(veh)	0.5	-	0.7	3.3	-	-

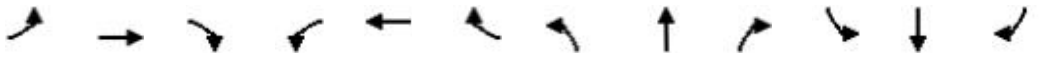
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	15	20	387	580	15
Future Vol, veh/h	8	15	20	387	580	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	20	27	516	773	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1353	783	793	0	-	0
Stage 1	783	-	-	-	-	-
Stage 2	569	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	165	394	828	-	-	-
Stage 1	450	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	158	394	828	-	-	-
Mov Cap-2 Maneuver	158	-	-	-	-	-
Stage 1	430	-	-	-	-	-
Stage 2	566	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	20.76	0.47	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	88	-	259	-	-
HCM Lane V/C Ratio	0.032	-	0.118	-	-
HCM Control Delay (s/veh)	9.5	0	20.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	87	47	18	139	103	75	157	9	77	287	197
Future Volume (veh/h)	158	87	47	18	139	103	75	157	9	77	287	197
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	96	52	20	153	113	82	173	10	85	315	216
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	221	416	352	41	245	169	106	1433	82	110	789	865
Arrive On Green	0.12	0.22	0.22	0.02	0.12	0.12	0.06	0.42	0.42	0.06	0.42	0.42
Sat Flow, veh/h	1781	1870	1585	1781	2007	1390	1781	3416	196	1781	1870	1585
Grp Volume(v), veh/h	174	96	52	20	134	132	82	89	94	85	315	216
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1620	1781	1777	1835	1781	1870	1585
Q Serve(g_s), s	6.3	2.8	1.7	0.7	4.7	5.1	3.0	2.0	2.1	3.1	7.7	4.7
Cycle Q Clear(g_c), s	6.3	2.8	1.7	0.7	4.7	5.1	3.0	2.0	2.1	3.1	7.7	4.7
Prop In Lane	1.00		1.00	1.00		0.86	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	221	416	352	41	217	197	106	745	770	110	789	865
V/C Ratio(X)	0.79	0.23	0.15	0.48	0.62	0.67	0.77	0.12	0.12	0.77	0.40	0.25
Avail Cap(c_a), veh/h	446	823	697	149	485	442	262	745	770	268	789	865
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	21.0	20.6	31.8	27.5	27.7	30.6	11.7	11.7	30.5	13.3	7.9
Incr Delay (d2), s/veh	6.2	0.3	0.2	8.5	2.9	3.9	11.3	0.3	0.3	10.9	1.5	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	1.1	0.6	0.4	1.9	1.9	1.5	0.7	0.8	1.5	3.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.2	21.3	20.8	40.3	30.4	31.5	41.8	12.0	12.0	41.3	14.8	8.6
LnGrp LOS	C	C	C	D	C	C	D	B	B	D	B	A
Approach Vol, veh/h		322			286			265			616	
Approach Delay, s/veh		28.2			31.6			21.3			16.3	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	32.2	6.0	19.2	8.4	32.3	12.7	12.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.9	27.6	5.5	29.0	9.7	27.8	16.5	18.0
Max Q Clear Time (g_c+I1), s	5.1	4.1	2.7	4.8	5.0	9.7	8.3	7.1
Green Ext Time (p_c), s	0.1	0.8	0.0	0.5	0.1	2.2	0.3	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	22.7
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	131	56	47	133	16	120	194	22	41	250	63
Future Volume (veh/h)	31	131	56	47	133	16	120	194	22	41	250	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	144	62	52	146	18	132	213	24	45	275	69
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	249	102	83	360	44	172	1714	191	76	1350	333
Arrive On Green	0.04	0.10	0.10	0.05	0.11	0.11	0.10	0.53	0.53	0.04	0.48	0.48
Sat Flow, veh/h	1781	2455	1011	1781	3190	388	1781	3223	359	1781	2825	696
Grp Volume(v), veh/h	34	102	104	52	80	84	132	116	121	45	171	173
Grp Sat Flow(s),veh/h/ln	1781	1777	1688	1781	1777	1801	1781	1777	1806	1781	1777	1745
Q Serve(g_s), s	1.2	3.6	3.8	1.9	2.7	2.8	4.7	2.1	2.2	1.6	3.6	3.7
Cycle Q Clear(g_c), s	1.2	3.6	3.8	1.9	2.7	2.8	4.7	2.1	2.2	1.6	3.6	3.7
Prop In Lane	1.00		0.60	1.00		0.22	1.00		0.20	1.00		0.40
Lane Grp Cap(c), veh/h	63	180	171	83	200	203	172	945	960	76	849	834
V/C Ratio(X)	0.54	0.57	0.61	0.62	0.40	0.41	0.77	0.12	0.13	0.59	0.20	0.21
Avail Cap(c_a), veh/h	233	534	507	261	561	569	480	945	960	233	849	834
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	27.8	27.9	30.4	26.7	26.8	28.6	7.6	7.6	30.5	9.8	9.8
Incr Delay (d2), s/veh	7.0	2.8	3.4	7.4	1.3	1.3	7.0	0.3	0.3	7.1	0.5	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.5	1.5	0.9	1.1	1.2	2.1	0.7	0.7	0.8	1.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.8	30.6	31.4	37.7	28.0	28.1	35.6	7.9	7.9	37.6	10.3	10.4
LnGrp LOS	D	C	C	D	C	C	D	A	A	D	B	B
Approach Vol, veh/h		240			216			369			389	
Approach Delay, s/veh		32.0			30.4			17.8			13.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	39.0	7.5	11.1	10.8	35.5	6.8	11.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.5	34.5	9.5	19.5	17.5	25.5	8.5	20.5
Max Q Clear Time (g_c+I1), s	3.6	4.2	3.9	5.8	6.7	5.7	3.2	4.8
Green Ext Time (p_c), s	0.0	1.2	0.0	0.8	0.2	1.7	0.0	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	21.5
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	152	218	213	199	17	176	256	177	18	286	34
Future Volume (veh/h)	46	152	218	213	199	17	176	256	177	18	286	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	157	225	220	205	18	181	264	182	19	295	35
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	622	278	315	744	65	225	964	643	39	1306	583
Arrive On Green	0.04	0.18	0.18	0.09	0.22	0.22	0.13	0.47	0.47	0.02	0.37	0.37
Sat Flow, veh/h	1781	3554	1585	3456	3308	288	1781	2042	1361	1781	3554	1585
Grp Volume(v), veh/h	47	157	225	220	109	114	181	229	217	19	295	35
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1819	1781	1777	1625	1781	1777	1585
Q Serve(g_s), s	2.0	2.9	10.3	4.6	3.8	3.9	7.4	5.9	6.1	0.8	4.3	1.1
Cycle Q Clear(g_c), s	2.0	2.9	10.3	4.6	3.8	3.9	7.4	5.9	6.1	0.8	4.3	1.1
Prop In Lane	1.00		1.00	1.00		0.16	1.00		0.84	1.00		1.00
Lane Grp Cap(c), veh/h	74	622	278	315	399	409	225	839	768	39	1306	583
V/C Ratio(X)	0.63	0.25	0.81	0.70	0.27	0.28	0.80	0.27	0.28	0.49	0.23	0.06
Avail Cap(c_a), veh/h	178	922	411	529	556	569	462	839	768	130	1306	583
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.5	26.7	29.8	33.1	24.1	24.1	31.9	12.0	12.1	36.3	16.4	15.4
Incr Delay (d2), s/veh	8.7	0.2	7.4	2.8	0.4	0.4	6.5	0.8	0.9	9.2	0.4	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.1	4.0	1.9	1.5	1.5	3.3	2.1	2.0	0.4	1.6	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.1	27.0	37.2	35.9	24.4	24.5	38.5	12.8	13.0	45.6	16.8	15.6
LnGrp LOS	D	C	D	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		429			443			627			349	
Approach Delay, s/veh		34.2			30.2			20.3			18.2	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	40.0	11.4	17.7	14.0	32.1	7.6	21.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	35.5	11.5	19.5	19.5	21.5	7.5	23.5
Max Q Clear Time (g_c+I1), s	12.3	8.1	6.6	12.3	9.4	6.3	4.0	5.9
Green Ext Time (p_c), s	0.0	2.4	0.3	0.9	0.3	1.5	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	25.5
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	364	5	200	330	388	0	0	239	456
Future Volume (veh/h)	0	0	0	364	5	200	330	388	0	0	239	456
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				379	5	208	344	404	0	0	249	475
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				450	6	405	391	2258	0	0	642	573
Arrive On Green				0.26	0.26	0.26	0.22	0.64	0.00	0.00	0.36	0.36
Sat Flow, veh/h				1759	23	1585	1781	3647	0	0	1870	1585
Grp Volume(v), veh/h				384	0	208	344	404	0	0	249	475
Grp Sat Flow(s),veh/h/ln				1782	0	1585	1781	1777	0	0	1777	1585
Q Serve(g_s), s				16.9	0.0	9.3	15.4	3.9	0.0	0.0	8.6	22.6
Cycle Q Clear(g_c), s				16.9	0.0	9.3	15.4	3.9	0.0	0.0	8.6	22.6
Prop In Lane				0.99		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				456	0	405	391	2258	0	0	642	573
V/C Ratio(X)				0.84	0.00	0.51	0.88	0.18	0.00	0.00	0.39	0.83
Avail Cap(c_a), veh/h				615	0	547	571	2258	0	0	642	573
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				29.2	0.0	26.3	31.2	6.2	0.0	0.0	19.6	24.0
Incr Delay (d2), s/veh				7.8	0.0	1.0	10.7	0.2	0.0	0.0	1.8	13.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.9	0.0	3.5	7.2	1.1	0.0	0.0	3.5	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				37.0	0.0	27.3	41.9	6.4	0.0	0.0	21.3	37.1
LnGrp LOS				D		C	D	A			C	D
Approach Vol, veh/h					592			748			724	
Approach Delay, s/veh					33.6			22.7			31.7	
Approach LOS					C			C			C	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	57.0		22.6	34.4		25.6
Change Period (Y+Rc), s	4.5		4.5	4.5		4.5
Max Green Setting (Gmax), s	52.5		26.5	21.5		28.5
Max Q Clear Time (g_c+I1), s	5.9		17.4	24.6		18.9
Green Ext Time (p_c), s	2.5		0.7	0.0		2.3

Intersection Summary		
HCM 7th Control Delay, s/veh	29.0	
HCM 7th LOS	C	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	264	4	456	0	0	0	0	432	355	150	470	0
Future Volume (veh/h)	264	4	456	0	0	0	0	432	355	150	470	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	284	4	490				0	465	382	161	505	0
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	505	4	446				0	845	692	198	2191	0
Arrive On Green	0.28	0.28	0.28				0.00	0.46	0.46	0.11	0.62	0.00
Sat Flow, veh/h	1781	13	1574				0	1948	1520	1781	3647	0
Grp Volume(v), veh/h	284	0	494				0	446	401	161	505	0
Grp Sat Flow(s),veh/h/ln	1781	0	1587				0	1777	1597	1781	1777	0
Q Serve(g_s), s	12.2	0.0	25.5				0.0	16.4	16.5	8.0	5.7	0.0
Cycle Q Clear(g_c), s	12.2	0.0	25.5				0.0	16.4	16.5	8.0	5.7	0.0
Prop In Lane	1.00		0.99				0.00		0.95	1.00		0.00
Lane Grp Cap(c), veh/h	505	0	450				0	810	728	198	2191	0
V/C Ratio(X)	0.56	0.00	1.10				0.00	0.55	0.55	0.81	0.23	0.00
Avail Cap(c_a), veh/h	505	0	450				0	810	728	346	2191	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.5	0.0	32.3				0.0	17.8	17.8	39.1	7.7	0.0
Incr Delay (d2), s/veh	1.4	0.0	71.9				0.0	2.7	3.0	7.9	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	18.4				0.0	6.4	5.9	3.7	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.9	0.0	104.2				0.0	20.5	20.8	47.0	8.0	0.0
LnGrp LOS	C		F					C	C	D	A	
Approach Vol, veh/h		778						847			666	
Approach Delay, s/veh		76.7						20.6			17.4	
Approach LOS		E						C			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	14.5	45.5	30.0	60.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	17.5	33.5	25.5	55.5
Max Q Clear Time (g_c+I1), s	10.0	18.5	27.5	7.7
Green Ext Time (p_c), s	0.2	4.3	0.0	3.2

Intersection Summary	
HCM 7th Control Delay, s/veh	38.7
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	516	101	149	606	121	141
Future Volume (veh/h)	516	101	149	606	121	141
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	622	122	180	730	146	170
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1191	233	224	2079	534	475
Arrive On Green	0.40	0.40	0.13	0.59	0.30	0.30
Sat Flow, veh/h	3056	580	1781	3647	1781	1585
Grp Volume(v), veh/h	373	371	180	730	146	170
Grp Sat Flow(s),veh/h/ln	1777	1766	1781	1777	1781	1585
Q Serve(g_s), s	12.4	12.5	7.7	8.4	4.9	6.6
Cycle Q Clear(g_c), s	12.4	12.5	7.7	8.4	4.9	6.6
Prop In Lane		0.33	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	714	710	224	2079	534	475
V/C Ratio(X)	0.52	0.52	0.80	0.35	0.27	0.36
Avail Cap(c_a), veh/h	714	710	489	2608	534	475
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.7	17.7	33.3	8.5	20.9	21.5
Incr Delay (d2), s/veh	2.7	2.7	6.7	0.1	1.3	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	4.9	3.5	2.4	2.1	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	20.4	20.5	40.0	8.6	22.2	23.6
LnGrp LOS	C	C	D	A	C	C
Approach Vol, veh/h	744			910	316	
Approach Delay, s/veh	20.5			14.8	22.9	
Approach LOS	C			B	C	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	28.0	14.3	36.0		50.3
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	23.5	21.5	31.5		57.5
Max Q Clear Time (g_c+I1), s	8.6	9.7	14.5		10.4
Green Ext Time (p_c), s	0.8	0.3	3.8		5.0

Intersection Summary	
HCM 7th Control Delay, s/veh	18.2
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	11.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	74	277	233	237	183	86
Future Vol, veh/h	74	277	233	237	183	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	99	369	311	316	244	115

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1239	301	359	0	-	0
Stage 1	301	-	-	-	-	-
Stage 2	937	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	194	738	1200	-	-	-
Stage 1	751	-	-	-	-	-
Stage 2	381	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	133	738	1200	-	-	-
Mov Cap-2 Maneuver	133	-	-	-	-	-
Stage 1	515	-	-	-	-	-
Stage 2	381	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	29.59	4.48	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	892	-	133	738	-	-
HCM Lane V/C Ratio	0.259	-	0.742	0.5	-	-
HCM Control Delay (s/veh)	9	0	85.5	14.7	-	-
HCM Lane LOS	A	A	F	B	-	-
HCM 95th %tile Q(veh)	1	-	4.3	2.8	-	-

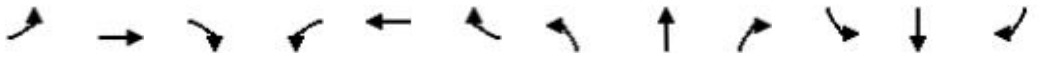
Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	47	5	455	488	4
Future Vol, veh/h	12	47	5	455	488	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	64	7	615	659	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1291	662	665	0	-	0
Stage 1	662	-	-	-	-	-
Stage 2	628	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	180	462	924	-	-	-
Stage 1	513	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	178	462	924	-	-	-
Mov Cap-2 Maneuver	178	-	-	-	-	-
Stage 1	507	-	-	-	-	-
Stage 2	532	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	18.35	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	20	-	349	-	-
HCM Lane V/C Ratio	0.007	-	0.229	-	-
HCM Control Delay (s/veh)	8.9	0	18.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	223	91	16	163	90	72	236	25	117	257	211
Future Volume (veh/h)	151	223	91	16	163	90	72	236	25	117	257	211
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	189	279	114	20	204	112	90	295	31	146	321	264
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	238	461	391	41	307	162	117	1146	119	188	734	834
Arrive On Green	0.13	0.25	0.25	0.02	0.14	0.14	0.07	0.35	0.35	0.11	0.39	0.39
Sat Flow, veh/h	1781	1870	1585	1781	2250	1184	1781	3248	339	1781	1870	1585
Grp Volume(v), veh/h	189	279	114	20	159	157	90	160	166	146	321	264
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1657	1781	1777	1809	1781	1870	1585
Q Serve(g_s), s	6.8	8.7	3.9	0.7	5.6	6.0	3.3	4.2	4.3	5.3	8.3	6.3
Cycle Q Clear(g_c), s	6.8	8.7	3.9	0.7	5.6	6.0	3.3	4.2	4.3	5.3	8.3	6.3
Prop In Lane	1.00		1.00	1.00		0.71	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	238	461	391	41	243	226	117	627	638	188	734	834
V/C Ratio(X)	0.80	0.60	0.29	0.48	0.66	0.69	0.77	0.26	0.26	0.78	0.44	0.32
Avail Cap(c_a), veh/h	479	862	730	143	483	451	274	627	638	401	734	834
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.8	22.1	20.2	31.9	27.1	27.3	30.4	15.2	15.3	28.9	14.7	8.9
Incr Delay (d2), s/veh	6.0	1.3	0.4	8.5	3.0	3.8	10.2	1.0	1.0	6.8	1.9	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	3.5	1.3	0.4	2.3	2.3	1.6	1.6	1.7	2.4	3.3	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.8	23.4	20.6	40.4	30.1	31.0	40.7	16.2	16.2	35.7	16.6	9.9
LnGrp LOS	C	C	C	D	C	C	D	B	B	D	B	A
Approach Vol, veh/h		582			336			416			731	
Approach Delay, s/veh		26.2			31.2			21.5			18.0	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	27.9	6.0	20.8	8.8	30.5	13.3	13.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	14.9	21.3	5.3	30.5	10.2	26.0	17.8	18.0
Max Q Clear Time (g_c+I1), s	7.3	6.3	2.7	10.7	5.3	10.3	8.8	8.0
Green Ext Time (p_c), s	0.2	1.4	0.0	1.7	0.1	2.3	0.3	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	23.2
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	336	53	42	235	37	109	228	41	55	254	44
Future Volume (veh/h)	38	336	53	42	235	37	109	228	41	55	254	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	391	62	49	273	43	127	265	48	64	295	51
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	545	86	80	555	86	165	1375	246	93	1262	216
Arrive On Green	0.04	0.18	0.18	0.04	0.18	0.18	0.09	0.46	0.46	0.05	0.42	0.42
Sat Flow, veh/h	1781	3076	484	1781	3081	479	1781	3012	538	1781	3035	518
Grp Volume(v), veh/h	44	225	228	49	156	160	127	155	158	64	171	175
Grp Sat Flow(s),veh/h/ln	1781	1777	1783	1781	1777	1784	1781	1777	1774	1781	1777	1777
Q Serve(g_s), s	1.6	8.0	8.1	1.8	5.3	5.4	4.7	3.5	3.6	2.4	4.2	4.3
Cycle Q Clear(g_c), s	1.6	8.0	8.1	1.8	5.3	5.4	4.7	3.5	3.6	2.4	4.2	4.3
Prop In Lane	1.00		0.27	1.00		0.27	1.00		0.30	1.00		0.29
Lane Grp Cap(c), veh/h	74	315	316	80	320	322	165	811	810	93	739	739
V/C Ratio(X)	0.59	0.71	0.72	0.62	0.49	0.50	0.77	0.19	0.20	0.69	0.23	0.24
Avail Cap(c_a), veh/h	227	572	574	227	572	574	440	811	810	307	739	739
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.4	25.9	25.9	31.3	24.6	24.7	29.6	10.8	10.8	31.1	12.6	12.6
Incr Delay (d2), s/veh	7.3	3.0	3.1	7.5	1.1	1.2	7.3	0.5	0.5	8.8	0.7	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.2	3.3	0.9	2.1	2.2	2.1	1.2	1.3	1.2	1.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.7	28.9	29.1	38.8	25.8	25.9	36.9	11.3	11.4	39.9	13.3	13.4
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		497			365			440			410	
Approach Delay, s/veh		29.8			27.6			18.7			17.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	35.0	7.5	16.3	10.7	32.3	7.3	16.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	30.5	8.5	21.5	16.5	25.5	8.5	21.5
Max Q Clear Time (g_c+I1), s	4.4	5.6	3.8	10.1	6.7	6.3	3.6	7.4
Green Ext Time (p_c), s	0.1	1.6	0.0	1.8	0.2	1.7	0.0	1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	23.5
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	274	233	236	265	35	180	133	149	43	226	53
Future Volume (veh/h)	24	274	233	236	265	35	180	133	149	43	226	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	285	243	246	276	36	188	139	155	45	235	55
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	677	302	344	833	107	233	766	683	72	1210	540
Arrive On Green	0.03	0.19	0.19	0.10	0.26	0.26	0.13	0.43	0.43	0.04	0.34	0.34
Sat Flow, veh/h	1781	3554	1585	3456	3165	409	1781	1777	1585	1781	3554	1585
Grp Volume(v), veh/h	25	285	243	246	154	158	188	139	155	45	235	55
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1797	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.0	5.3	11.1	5.2	5.3	5.4	7.7	3.6	4.7	1.9	3.5	1.8
Cycle Q Clear(g_c), s	1.0	5.3	11.1	5.2	5.3	5.4	7.7	3.6	4.7	1.9	3.5	1.8
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	48	677	302	344	467	473	233	766	683	72	1210	540
V/C Ratio(X)	0.52	0.42	0.80	0.71	0.33	0.33	0.81	0.18	0.23	0.62	0.19	0.10
Avail Cap(c_a), veh/h	130	919	410	573	624	631	460	766	683	177	1210	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.2	26.9	29.2	32.9	22.4	22.5	31.9	13.3	13.5	35.6	17.6	17.0
Incr Delay (d2), s/veh	8.4	0.4	8.2	2.8	0.4	0.4	6.5	0.5	0.8	8.5	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.0	4.4	2.1	2.0	2.0	3.4	1.3	1.5	0.9	1.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.6	27.3	37.3	35.7	22.8	22.9	38.4	13.8	14.3	44.2	17.9	17.4
LnGrp LOS	D	C	D	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		553			558			482			335	
Approach Delay, s/veh		32.5			28.5			23.5			21.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	37.0	12.0	18.9	14.4	30.2	6.5	24.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.5	32.5	12.5	19.5	19.5	20.5	5.5	26.5
Max Q Clear Time (g_c+I1), s	13.1	6.7	7.2	13.1	9.7	5.5	3.0	7.4
Green Ext Time (p_c), s	0.0	1.5	0.4	1.3	0.3	1.2	0.0	1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	27.2
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	319	4	166	443	322	0	0	349	416
Future Volume (veh/h)	0	0	0	319	4	166	443	322	0	0	349	416
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				332	4	173	461	335	0	0	364	433
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				385	5	346	505	2407	0	0	607	542
Arrive On Green				0.22	0.22	0.22	0.28	0.68	0.00	0.00	0.34	0.34
Sat Flow, veh/h				1761	21	1585	1781	3647	0	0	1870	1585
Grp Volume(v), veh/h				336	0	173	461	335	0	0	364	433
Grp Sat Flow(s),veh/h/ln				1782	0	1585	1781	1777	0	0	1777	1585
Q Serve(g_s), s				15.7	0.0	8.3	21.6	2.9	0.0	0.0	14.6	21.4
Cycle Q Clear(g_c), s				15.7	0.0	8.3	21.6	2.9	0.0	0.0	14.6	21.4
Prop In Lane				0.99		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				389	0	346	505	2407	0	0	607	542
V/C Ratio(X)				0.86	0.00	0.50	0.91	0.14	0.00	0.00	0.60	0.80
Avail Cap(c_a), veh/h				464	0	413	629	2407	0	0	607	542
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				32.5	0.0	29.6	29.9	5.0	0.0	0.0	23.5	25.7
Incr Delay (d2), s/veh				13.5	0.0	1.1	15.6	0.1	0.0	0.0	4.3	11.7
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.0	0.0	3.2	10.5	0.8	0.0	0.0	6.2	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				46.0	0.0	30.7	45.5	5.1	0.0	0.0	27.9	37.4
LnGrp LOS				D		C	D	A			C	D
Approach Vol, veh/h					509			796			797	
Approach Delay, s/veh					40.8			28.5			33.1	
Approach LOS					D			C			C	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	63.0		29.0	34.0		23.4
Change Period (Y+Rc), s	4.5		4.5	4.5		4.5
Max Green Setting (Gmax), s	58.5		30.5	23.5		22.5
Max Q Clear Time (g_c+I1), s	4.9		23.6	23.4		17.7
Green Ext Time (p_c), s	2.0		0.9	0.1		1.2

Intersection Summary		
HCM 7th Control Delay, s/veh	33.2	
HCM 7th LOS	C	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	2	427	0	0	0	0	559	384	187	484	0
Future Volume (veh/h)	181	2	427	0	0	0	0	559	384	187	484	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	185	2	436				0	570	392	191	494	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	366	1	325				0	1038	714	230	2468	0
Arrive On Green	0.21	0.21	0.21				0.00	0.52	0.52	0.13	0.69	0.00
Sat Flow, veh/h	1781	7	1579				0	2107	1385	1781	3647	0
Grp Volume(v), veh/h	185	0	438				0	503	459	191	494	0
Grp Sat Flow(s),veh/h/ln	1781	0	1586				0	1777	1621	1781	1777	0
Q Serve(g_s), s	8.3	0.0	18.5				0.0	17.2	17.2	9.4	4.4	0.0
Cycle Q Clear(g_c), s	8.3	0.0	18.5				0.0	17.2	17.2	9.4	4.4	0.0
Prop In Lane	1.00		1.00				0.00		0.85	1.00		0.00
Lane Grp Cap(c), veh/h	366	0	326				0	916	836	230	2468	0
V/C Ratio(X)	0.51	0.00	1.34				0.00	0.55	0.55	0.83	0.20	0.00
Avail Cap(c_a), veh/h	366	0	326				0	916	836	386	2468	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.7	0.0	35.8				0.0	14.7	14.7	38.2	4.9	0.0
Incr Delay (d2), s/veh	1.1	0.0	173.7				0.0	2.4	2.6	7.6	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	22.7				0.0	6.4	5.9	4.3	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.8	0.0	209.5				0.0	17.1	17.3	45.8	5.1	0.0
LnGrp LOS	C		F					B	B	D	A	
Approach Vol, veh/h		623						962			685	
Approach Delay, s/veh		157.0						17.2			16.4	
Approach LOS		F						B			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	16.1	50.9	23.0	67.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	19.5	38.5	18.5	62.5
Max Q Clear Time (g_c+I1), s	11.4	19.2	20.5	6.4
Green Ext Time (p_c), s	0.3	5.6	0.0	3.2

Intersection Summary	
HCM 7th Control Delay, s/veh	55.3
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	661	134	263	479	83	180
Future Volume (veh/h)	661	134	263	479	83	180
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	796	161	317	577	100	217
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1128	228	363	2279	444	395
Arrive On Green	0.38	0.38	0.20	0.64	0.25	0.25
Sat Flow, veh/h	3038	596	1781	3647	1781	1585
Grp Volume(v), veh/h	480	477	317	577	100	217
Grp Sat Flow(s),veh/h/ln	1777	1763	1781	1777	1781	1585
Q Serve(g_s), s	18.8	18.8	14.2	5.7	3.7	9.8
Cycle Q Clear(g_c), s	18.8	18.8	14.2	5.7	3.7	9.8
Prop In Lane		0.34	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	680	675	363	2279	444	395
V/C Ratio(X)	0.71	0.71	0.87	0.25	0.23	0.55
Avail Cap(c_a), veh/h	680	675	531	2614	444	395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.5	21.5	31.7	6.3	24.6	26.9
Incr Delay (d2), s/veh	6.1	6.1	10.7	0.1	1.2	5.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	7.9	6.6	1.5	1.6	4.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	27.5	27.6	42.4	6.4	25.7	32.3
LnGrp LOS	C	C	D	A	C	C
Approach Vol, veh/h	957			894	317	
Approach Delay, s/veh	27.6			19.1	30.2	
Approach LOS	C			B	C	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	25.0	21.3	36.0		57.3
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	20.5	24.5	31.5		60.5
Max Q Clear Time (g_c+I1), s	11.8	16.2	20.8		7.7
Green Ext Time (p_c), s	0.7	0.6	4.0		3.8

Intersection Summary	
HCM 7th Control Delay, s/veh	24.5
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	235	122	273	387	18
Future Vol, veh/h	25	235	122	273	387	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	318	165	369	523	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1234	535	547	0	-	0
Stage 1	535	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	195	545	1022	-	-	-
Stage 1	587	-	-	-	-	-
Stage 2	493	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	156	545	1022	-	-	-
Mov Cap-2 Maneuver	156	-	-	-	-	-
Stage 1	468	-	-	-	-	-
Stage 2	493	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	21.75	2.84	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	556	-	156	545	-	-
HCM Lane V/C Ratio	0.161	-	0.217	0.582	-	-
HCM Control Delay (s/veh)	9.2	0	34.5	20.4	-	-
HCM Lane LOS	A	A	D	C	-	-
HCM 95th %tile Q(veh)	0.6	-	0.8	3.7	-	-

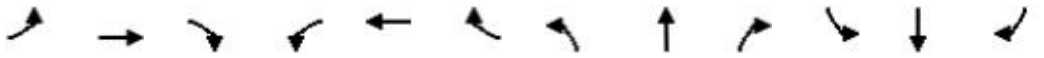
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	15	20	403	603	16
Future Vol, veh/h	8	15	20	403	603	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	20	27	537	804	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1405	815	825	0	-	0
Stage 1	815	-	-	-	-	-
Stage 2	591	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	154	378	805	-	-	-
Stage 1	435	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	146	378	805	-	-	-
Mov Cap-2 Maneuver	146	-	-	-	-	-
Stage 1	415	-	-	-	-	-
Stage 2	554	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	21.89	0.46	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	85	-	244	-	-
HCM Lane V/C Ratio	0.033	-	0.126	-	-
HCM Control Delay (s/veh)	9.6	0	21.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	91	49	19	145	107	78	163	10	80	299	205
Future Volume (veh/h)	164	91	49	19	145	107	78	163	10	80	299	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	180	100	54	21	159	118	86	179	11	88	329	225
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	228	430	364	43	252	176	111	1382	84	114	762	849
Arrive On Green	0.13	0.23	0.23	0.02	0.13	0.13	0.06	0.41	0.41	0.06	0.41	0.41
Sat Flow, veh/h	1781	1870	1585	1781	2001	1395	1781	3402	208	1781	1870	1585
Grp Volume(v), veh/h	180	100	54	21	140	137	86	93	97	88	329	225
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1619	1781	1777	1833	1781	1870	1585
Q Serve(g_s), s	6.4	2.8	1.8	0.8	4.9	5.3	3.1	2.1	2.2	3.2	8.3	5.0
Cycle Q Clear(g_c), s	6.4	2.8	1.8	0.8	4.9	5.3	3.1	2.1	2.2	3.2	8.3	5.0
Prop In Lane	1.00		1.00	1.00		0.86	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	228	430	364	43	224	204	111	722	744	114	762	849
V/C Ratio(X)	0.79	0.23	0.15	0.49	0.63	0.67	0.77	0.13	0.13	0.77	0.43	0.27
Avail Cap(c_a), veh/h	478	866	734	145	490	447	270	722	744	276	762	849
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.6	20.5	20.0	31.4	27.1	27.2	30.1	12.1	12.1	30.1	13.9	8.2
Incr Delay (d2), s/veh	6.0	0.3	0.2	8.2	2.9	3.8	10.7	0.4	0.4	10.5	1.8	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	1.1	0.6	0.4	2.0	2.0	1.5	0.8	0.8	1.6	3.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.6	20.7	20.2	39.7	29.9	31.0	40.9	12.5	12.5	40.5	15.7	9.0
LnGrp LOS	C	C	C	D	C	C	D	B	B	D	B	A
Approach Vol, veh/h		334			298			276			642	
Approach Delay, s/veh		27.6			31.1			21.3			16.7	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	31.0	6.1	19.5	8.6	31.1	12.9	12.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.1	26.4	5.3	30.2	9.9	26.6	17.5	18.0
Max Q Clear Time (g_c+I1), s	5.2	4.2	2.8	4.8	5.1	10.3	8.4	7.3
Green Ext Time (p_c), s	0.1	0.9	0.0	0.6	0.1	2.3	0.3	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	22.7
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	137	58	49	139	17	125	202	23	43	260	66
Future Volume (veh/h)	32	137	58	49	139	17	125	202	23	43	260	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	151	64	54	153	19	137	222	25	47	286	73
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	64	258	105	86	372	46	178	1683	188	79	1312	329
Arrive On Green	0.04	0.10	0.10	0.05	0.12	0.12	0.10	0.52	0.52	0.04	0.47	0.47
Sat Flow, veh/h	1781	2466	1001	1781	3187	390	1781	3223	359	1781	2814	706
Grp Volume(v), veh/h	35	107	108	54	84	88	137	121	126	47	179	180
Grp Sat Flow(s),veh/h/ln	1781	1777	1690	1781	1777	1800	1781	1777	1806	1781	1777	1743
Q Serve(g_s), s	1.2	3.7	3.9	1.9	2.8	2.9	4.8	2.2	2.3	1.7	3.8	3.9
Cycle Q Clear(g_c), s	1.2	3.7	3.9	1.9	2.8	2.9	4.8	2.2	2.3	1.7	3.8	3.9
Prop In Lane	1.00		0.59	1.00		0.22	1.00		0.20	1.00		0.40
Lane Grp Cap(c), veh/h	64	186	177	86	207	210	178	928	943	79	829	813
V/C Ratio(X)	0.54	0.57	0.61	0.63	0.41	0.42	0.77	0.13	0.13	0.60	0.22	0.22
Avail Cap(c_a), veh/h	236	540	514	264	568	575	486	928	943	264	829	813
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	27.4	27.5	30.0	26.3	26.3	28.1	7.9	7.9	30.1	10.2	10.2
Incr Delay (d2), s/veh	6.9	2.8	3.4	7.4	1.3	1.3	6.8	0.3	0.3	7.0	0.6	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.5	1.6	0.9	1.1	1.2	2.2	0.7	0.7	0.8	1.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.3	30.1	30.8	37.3	27.5	27.6	34.9	8.1	8.2	37.1	10.8	10.8
LnGrp LOS	D	C	C	D	C	C	C	A	A	D	B	B
Approach Vol, veh/h		250			226			384			406	
Approach Delay, s/veh		31.4			29.9			17.7			13.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	38.0	7.6	11.2	10.9	34.4	6.8	12.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.5	33.5	9.5	19.5	17.5	25.5	8.5	20.5
Max Q Clear Time (g_c+I1), s	3.7	4.3	3.9	5.9	6.8	5.9	3.2	4.9
Green Ext Time (p_c), s	0.0	1.3	0.0	0.8	0.2	1.8	0.0	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	21.4
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	158	227	222	207	18	183	267	184	18	298	36
Future Volume (veh/h)	48	158	227	222	207	18	183	267	184	18	298	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	163	234	229	213	19	189	275	190	19	307	37
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	641	286	324	765	68	234	952	637	39	1272	567
Arrive On Green	0.04	0.18	0.18	0.09	0.23	0.23	0.13	0.47	0.47	0.02	0.36	0.36
Sat Flow, veh/h	1781	3554	1585	3456	3303	292	1781	2038	1364	1781	3554	1585
Grp Volume(v), veh/h	49	163	234	229	114	118	189	239	226	19	307	37
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1818	1781	1777	1625	1781	1777	1585
Q Serve(g_s), s	2.1	3.0	10.8	4.9	4.0	4.1	7.8	6.3	6.5	0.8	4.6	1.2
Cycle Q Clear(g_c), s	2.1	3.0	10.8	4.9	4.0	4.1	7.8	6.3	6.5	0.8	4.6	1.2
Prop In Lane	1.00		1.00	1.00		0.16	1.00		0.84	1.00		1.00
Lane Grp Cap(c), veh/h	76	641	286	324	411	421	234	830	759	39	1272	567
V/C Ratio(X)	0.65	0.25	0.82	0.71	0.28	0.28	0.81	0.29	0.30	0.49	0.24	0.07
Avail Cap(c_a), veh/h	176	912	407	523	550	562	457	830	759	129	1272	567
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.8	26.7	29.9	33.4	24.0	24.0	32.1	12.4	12.5	36.7	17.1	16.0
Incr Delay (d2), s/veh	9.0	0.2	8.6	2.8	0.4	0.4	6.5	0.9	1.0	9.3	0.4	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.2	4.3	2.0	1.5	1.6	3.5	2.2	2.2	0.4	1.7	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.8	27.0	38.5	36.3	24.3	24.4	38.6	13.3	13.5	46.0	17.6	16.3
LnGrp LOS	D	C	D	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		446			461			654			363	
Approach Delay, s/veh		35.0			30.3			20.7			18.9	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	40.0	11.6	18.2	14.5	31.7	7.7	22.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	35.5	11.5	19.5	19.5	21.5	7.5	23.5
Max Q Clear Time (g_c+I1), s	12.8	8.5	6.9	12.8	9.8	6.6	4.1	6.1
Green Ext Time (p_c), s	0.0	2.5	0.3	0.9	0.3	1.5	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	26.0
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	378	5	208	344	404	0	0	249	474
Future Volume (veh/h)	0	0	0	378	5	208	344	404	0	0	249	474
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				394	5	217	358	421	0	0	259	494
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				463	6	417	404	2235	0	0	619	552
Arrive On Green				0.26	0.26	0.26	0.23	0.63	0.00	0.00	0.35	0.35
Sat Flow, veh/h				1760	22	1585	1781	3647	0	0	1870	1585
Grp Volume(v), veh/h				399	0	217	358	421	0	0	259	494
Grp Sat Flow(s),veh/h/ln				1782	0	1585	1781	1777	0	0	1777	1585
Q Serve(g_s), s				17.7	0.0	9.8	16.2	4.2	0.0	0.0	9.3	24.6
Cycle Q Clear(g_c), s				17.7	0.0	9.8	16.2	4.2	0.0	0.0	9.3	24.6
Prop In Lane				0.99		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				469	0	417	404	2235	0	0	619	552
V/C Ratio(X)				0.85	0.00	0.52	0.89	0.19	0.00	0.00	0.42	0.89
Avail Cap(c_a), veh/h				609	0	541	566	2235	0	0	619	552
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				29.2	0.0	26.3	31.2	6.5	0.0	0.0	20.7	25.7
Incr Delay (d2), s/veh				8.9	0.0	1.0	12.0	0.2	0.0	0.0	2.1	19.6
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.4	0.0	3.7	7.7	1.2	0.0	0.0	3.8	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				38.1	0.0	27.3	43.2	6.7	0.0	0.0	22.8	45.3
LnGrp LOS				D		C	D	A			C	D
Approach Vol, veh/h					616			779			753	
Approach Delay, s/veh					34.3			23.5			37.6	
Approach LOS					C			C			D	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	57.0		23.4	33.6		26.5
Change Period (Y+Rc), s	4.5		4.5	4.5		4.5
Max Green Setting (Gmax), s	52.5		26.5	21.5		28.5
Max Q Clear Time (g_c+I1), s	6.2		18.2	26.6		19.7
Green Ext Time (p_c), s	2.6		0.7	0.0		2.2

Intersection Summary		
HCM 7th Control Delay, s/veh	31.5	
HCM 7th LOS	C	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	275	4	475	0	0	0	0	450	369	156	489	0
Future Volume (veh/h)	275	4	475	0	0	0	0	450	369	156	489	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	296	4	511				0	484	397	168	526	0
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	505	3	446				0	837	686	205	2191	0
Arrive On Green	0.28	0.28	0.28				0.00	0.45	0.45	0.12	0.62	0.00
Sat Flow, veh/h	1781	12	1575				0	1948	1519	1781	3647	0
Grp Volume(v), veh/h	296	0	515				0	464	417	168	526	0
Grp Sat Flow(s),veh/h/ln	1781	0	1587				0	1777	1597	1781	1777	0
Q Serve(g_s), s	12.9	0.0	25.5				0.0	17.4	17.5	8.3	6.0	0.0
Cycle Q Clear(g_c), s	12.9	0.0	25.5				0.0	17.4	17.5	8.3	6.0	0.0
Prop In Lane	1.00		0.99				0.00		0.95	1.00		0.00
Lane Grp Cap(c), veh/h	505	0	450				0	802	721	205	2191	0
V/C Ratio(X)	0.59	0.00	1.15				0.00	0.58	0.58	0.82	0.24	0.00
Avail Cap(c_a), veh/h	505	0	450				0	802	721	346	2191	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.7	0.0	32.3				0.0	18.3	18.3	38.9	7.8	0.0
Incr Delay (d2), s/veh	1.8	0.0	88.7				0.0	3.0	3.4	7.8	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	20.5				0.0	6.9	6.3	3.8	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.5	0.0	120.9				0.0	21.3	21.7	46.7	8.0	0.0
LnGrp LOS	C		F					C	C	D	A	
Approach Vol, veh/h		811						881			694	
Approach Delay, s/veh		87.6						21.5			17.4	
Approach LOS		F						C			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	14.9	45.1	30.0	60.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	17.5	33.5	25.5	55.5
Max Q Clear Time (g_c+I1), s	10.3	19.5	27.5	8.0
Green Ext Time (p_c), s	0.2	4.4	0.0	3.4

Intersection Summary	
HCM 7th Control Delay, s/veh	42.8
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	536	105	155	630	126	147
Future Volume (veh/h)	536	105	155	630	126	147
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	646	127	187	759	152	177
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1206	237	230	2107	524	467
Arrive On Green	0.41	0.41	0.13	0.59	0.29	0.29
Sat Flow, veh/h	3055	581	1781	3647	1781	1585
Grp Volume(v), veh/h	387	386	187	759	152	177
Grp Sat Flow(s),veh/h/ln	1777	1766	1781	1777	1781	1585
Q Serve(g_s), s	13.2	13.2	8.2	8.8	5.3	7.1
Cycle Q Clear(g_c), s	13.2	13.2	8.2	8.8	5.3	7.1
Prop In Lane		0.33	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	724	719	230	2107	524	467
V/C Ratio(X)	0.54	0.54	0.81	0.36	0.29	0.38
Avail Cap(c_a), veh/h	724	719	458	2560	524	467
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.9	17.9	33.8	8.4	21.7	22.4
Incr Delay (d2), s/veh	2.8	2.9	6.8	0.1	1.4	2.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	5.2	3.7	2.5	2.2	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	20.8	20.8	40.6	8.5	23.1	24.7
LnGrp LOS	C	C	D	A	C	C
Approach Vol, veh/h	773			946	329	
Approach Delay, s/veh	20.8			14.9	24.0	
Approach LOS	C			B	C	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	28.0	14.8	37.0		51.8
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	23.5	20.5	32.5		57.5
Max Q Clear Time (g_c+I1), s	9.1	10.2	15.2		10.8
Green Ext Time (p_c), s	0.8	0.3	4.0		5.3

Intersection Summary	
HCM 7th Control Delay, s/veh	18.6
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	13.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	77	289	243	247	190	89
Future Vol, veh/h	77	289	243	247	190	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	103	385	324	329	253	119

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1290	313	372	0	-	0
Stage 1	313	-	-	-	-	-
Stage 2	977	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	180	728	1186	-	-	-
Stage 1	742	-	-	-	-	-
Stage 2	365	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	120	728	1186	-	-	-
Mov Cap-2 Maneuver	120	-	-	-	-	-
Stage 1	494	-	-	-	-	-
Stage 2	365	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	36.24	4.55	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	893	-	120	728	-	-
HCM Lane V/C Ratio	0.273	-	0.855	0.53	-	-
HCM Control Delay (s/veh)	9.2	0	114.5	15.4	-	-
HCM Lane LOS	A	A	F	C	-	-
HCM 95th %tile Q(veh)	1.1	-	5.2	3.1	-	-

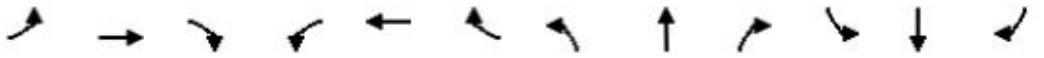
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	49	6	473	508	4
Future Vol, veh/h	13	49	6	473	508	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	66	8	639	686	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1345	689	692	0	-	0
Stage 1	689	-	-	-	-	-
Stage 2	655	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	167	446	903	-	-	-
Stage 1	498	-	-	-	-	-
Stage 2	517	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	165	446	903	-	-	-
Mov Cap-2 Maneuver	165	-	-	-	-	-
Stage 1	491	-	-	-	-	-
Stage 2	517	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	19.68	0.11	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	23	-	328	-	-
HCM Lane V/C Ratio	0.009	-	0.255	-	-
HCM Control Delay (s/veh)	9	0	19.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	157	232	95	17	170	94	75	246	26	121	268	220
Future Volume (veh/h)	157	232	95	17	170	94	75	246	26	121	268	220
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	196	290	119	21	212	118	94	308	32	151	335	275
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	244	472	400	43	312	167	122	1149	118	193	736	840
Arrive On Green	0.14	0.25	0.25	0.02	0.14	0.14	0.07	0.35	0.35	0.11	0.39	0.39
Sat Flow, veh/h	1781	1870	1585	1781	2237	1195	1781	3252	335	1781	1870	1585
Grp Volume(v), veh/h	196	290	119	21	167	163	94	167	173	151	335	275
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1655	1781	1777	1810	1781	1870	1585
Q Serve(g_s), s	7.3	9.4	4.2	0.8	6.1	6.5	3.6	4.6	4.7	5.7	9.1	6.8
Cycle Q Clear(g_c), s	7.3	9.4	4.2	0.8	6.1	6.5	3.6	4.6	4.7	5.7	9.1	6.8
Prop In Lane	1.00		1.00	1.00		0.72	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	244	472	400	43	248	231	122	628	639	193	736	840
V/C Ratio(X)	0.80	0.61	0.30	0.49	0.67	0.71	0.77	0.27	0.27	0.78	0.46	0.33
Avail Cap(c_a), veh/h	454	823	697	138	466	434	246	628	639	394	736	840
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	22.7	20.8	33.1	28.1	28.2	31.5	15.8	15.9	29.8	15.4	9.2
Incr Delay (d2), s/veh	6.1	1.3	0.4	8.4	3.2	4.0	9.9	1.0	1.0	6.8	2.0	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	3.8	1.4	0.4	2.5	2.5	1.7	1.8	1.9	2.6	3.7	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.8	24.0	21.2	41.5	31.2	32.2	41.4	16.9	16.9	36.6	17.4	10.2
LnGrp LOS	C	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		605			351			434			761	
Approach Delay, s/veh		27.0			32.3			22.2			18.6	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	28.8	6.1	21.8	9.2	31.5	13.9	14.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	15.2	21.3	5.3	30.2	9.5	27.0	17.5	18.0
Max Q Clear Time (g_c+I1), s	7.7	6.7	2.8	11.4	5.6	11.1	9.3	8.5
Green Ext Time (p_c), s	0.2	1.5	0.0	1.7	0.1	2.5	0.3	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	23.9
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	350	55	44	244	38	113	237	43	57	264	46
Future Volume (veh/h)	40	350	55	44	244	38	113	237	43	57	264	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	407	64	51	284	44	131	276	50	66	307	53
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	568	89	82	576	88	170	1341	240	95	1222	209
Arrive On Green	0.04	0.18	0.18	0.05	0.19	0.19	0.10	0.45	0.45	0.05	0.40	0.40
Sat Flow, veh/h	1781	3080	481	1781	3089	473	1781	3012	538	1781	3036	518
Grp Volume(v), veh/h	47	234	237	51	162	166	131	161	165	66	178	182
Grp Sat Flow(s),veh/h/ln	1781	1777	1784	1781	1777	1785	1781	1777	1773	1781	1777	1777
Q Serve(g_s), s	1.7	8.2	8.3	1.9	5.4	5.5	4.8	3.7	3.8	2.4	4.4	4.5
Cycle Q Clear(g_c), s	1.7	8.2	8.3	1.9	5.4	5.5	4.8	3.7	3.8	2.4	4.4	4.5
Prop In Lane	1.00		0.27	1.00		0.26	1.00		0.30	1.00		0.29
Lane Grp Cap(c), veh/h	78	327	329	82	331	333	170	791	789	95	715	716
V/C Ratio(X)	0.60	0.71	0.72	0.62	0.49	0.50	0.77	0.20	0.21	0.70	0.25	0.25
Avail Cap(c_a), veh/h	228	603	606	228	603	606	443	791	789	309	715	716
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.1	25.4	25.4	31.1	24.1	24.2	29.3	11.2	11.2	30.9	13.1	13.2
Incr Delay (d2), s/veh	7.3	2.9	3.0	7.5	1.1	1.2	7.1	0.6	0.6	8.9	0.8	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.3	3.3	0.9	2.1	2.2	2.2	1.3	1.3	1.2	1.6	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.4	28.3	28.4	38.6	25.2	25.3	36.4	11.8	11.8	39.8	14.0	14.0
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		518			379			457			426	
Approach Delay, s/veh		29.3			27.1			18.9			18.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	34.0	7.5	16.7	10.8	31.2	7.4	16.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	29.5	8.5	22.5	16.5	24.5	8.5	22.5
Max Q Clear Time (g_c+I1), s	4.4	5.8	3.9	10.3	6.8	6.5	3.7	7.5
Green Ext Time (p_c), s	0.1	1.7	0.0	1.9	0.2	1.7	0.0	1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	23.4
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	285	243	246	275	36	187	138	155	45	235	55
Future Volume (veh/h)	25	285	243	246	275	36	187	138	155	45	235	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	297	253	256	286	38	195	144	161	47	245	57
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	49	695	310	353	853	112	240	756	674	74	1179	526
Arrive On Green	0.03	0.20	0.20	0.10	0.27	0.27	0.13	0.43	0.43	0.04	0.33	0.33
Sat Flow, veh/h	1781	3554	1585	3456	3157	415	1781	1777	1585	1781	3554	1585
Grp Volume(v), veh/h	26	297	253	256	160	164	195	144	161	47	245	57
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1796	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.1	5.6	11.7	5.5	5.5	5.6	8.1	3.9	5.0	2.0	3.8	1.9
Cycle Q Clear(g_c), s	1.1	5.6	11.7	5.5	5.5	5.6	8.1	3.9	5.0	2.0	3.8	1.9
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	49	695	310	353	480	485	240	756	674	74	1179	526
V/C Ratio(X)	0.53	0.43	0.82	0.72	0.33	0.34	0.81	0.19	0.24	0.64	0.21	0.11
Avail Cap(c_a), veh/h	131	907	404	565	614	620	454	756	674	175	1179	526
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	27.0	29.4	33.3	22.4	22.4	32.1	13.7	14.1	36.1	18.3	17.7
Incr Delay (d2), s/veh	8.4	0.4	9.5	2.8	0.4	0.4	6.5	0.6	0.8	8.9	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.2	4.8	2.2	2.1	2.1	3.6	1.4	1.7	1.0	1.4	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.1	27.4	38.9	36.1	22.8	22.8	38.7	14.3	14.9	44.9	18.7	18.1
LnGrp LOS	D	C	D	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		576			580			500			349	
Approach Delay, s/veh		33.3			28.7			24.0			22.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	37.0	12.3	19.5	14.8	29.9	6.6	25.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.5	32.5	12.5	19.5	19.5	20.5	5.6	26.4
Max Q Clear Time (g_c+I1), s	4.0	7.0	7.5	13.7	10.1	5.8	3.1	7.6
Green Ext Time (p_c), s	0.0	1.6	0.4	1.3	0.3	1.3	0.0	1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	27.7
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	332	5	173	461	335	0	0	363	433
Future Volume (veh/h)	0	0	0	332	5	173	461	335	0	0	363	433
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				346	5	180	480	349	0	0	378	451
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				396	6	357	522	2386	0	0	581	518
Arrive On Green				0.23	0.23	0.23	0.29	0.67	0.00	0.00	0.33	0.33
Sat Flow, veh/h				1757	25	1585	1781	3647	0	0	1870	1585
Grp Volume(v), veh/h				351	0	180	480	349	0	0	378	451
Grp Sat Flow(s),veh/h/ln				1783	0	1585	1781	1777	0	0	1777	1585
Q Serve(g_s), s				16.6	0.0	8.6	22.7	3.1	0.0	0.0	15.8	23.3
Cycle Q Clear(g_c), s				16.6	0.0	8.6	22.7	3.1	0.0	0.0	15.8	23.3
Prop In Lane				0.99		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				401	0	357	522	2386	0	0	581	518
V/C Ratio(X)				0.87	0.00	0.50	0.92	0.15	0.00	0.00	0.65	0.87
Avail Cap(c_a), veh/h				460	0	409	624	2386	0	0	581	518
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				32.6	0.0	29.5	29.8	5.2	0.0	0.0	25.1	27.6
Incr Delay (d2), s/veh				15.4	0.0	1.1	17.1	0.1	0.0	0.0	5.6	17.9
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.7	0.0	3.3	11.2	0.8	0.0	0.0	6.9	10.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				48.0	0.0	30.6	46.9	5.3	0.0	0.0	30.7	45.5
LnGrp LOS				D		C	D	A			C	D
Approach Vol, veh/h					531			829			829	
Approach Delay, s/veh					42.1			29.4			38.7	
Approach LOS					D			C			D	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	63.0		30.0	33.0		24.1
Change Period (Y+Rc), s	4.5		4.5	4.5		4.5
Max Green Setting (Gmax), s	58.5		30.5	23.5		22.5
Max Q Clear Time (g_c+I1), s	5.1		24.7	25.3		18.6
Green Ext Time (p_c), s	2.1		0.8	0.0		1.1

Intersection Summary		
HCM 7th Control Delay, s/veh	36.0	
HCM 7th LOS	D	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	2	444	0	0	0	0	582	400	194	504	0
Future Volume (veh/h)	188	2	444	0	0	0	0	582	400	194	504	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	192	2	453				0	594	408	198	514	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	366	1	325				0	1030	708	237	2468	0
Arrive On Green	0.21	0.21	0.21				0.00	0.51	0.51	0.13	0.69	0.00
Sat Flow, veh/h	1781	7	1579				0	2108	1384	1781	3647	0
Grp Volume(v), veh/h	192	0	455				0	524	478	198	514	0
Grp Sat Flow(s),veh/h/ln	1781	0	1586				0	1777	1621	1781	1777	0
Q Serve(g_s), s	8.6	0.0	18.5				0.0	18.4	18.4	9.8	4.7	0.0
Cycle Q Clear(g_c), s	8.6	0.0	18.5				0.0	18.4	18.4	9.8	4.7	0.0
Prop In Lane	1.00		1.00				0.00		0.85	1.00		0.00
Lane Grp Cap(c), veh/h	366	0	326				0	909	829	237	2468	0
V/C Ratio(X)	0.52	0.00	1.40				0.00	0.58	0.58	0.84	0.21	0.00
Avail Cap(c_a), veh/h	366	0	326				0	909	829	386	2468	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.8	0.0	35.8				0.0	15.2	15.2	38.1	4.9	0.0
Incr Delay (d2), s/veh	1.4	0.0	195.7				0.0	2.7	2.9	8.2	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	24.7				0.0	6.9	6.4	4.5	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.2	0.0	231.5				0.0	17.9	18.1	46.3	5.1	0.0
LnGrp LOS	C		F					B	B	D	A	
Approach Vol, veh/h		647						1002			712	
Approach Delay, s/veh		172.6						18.0			16.6	
Approach LOS		F						B			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	16.5	50.5	23.0	67.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	12.0	38.5	18.5	62.5
Max Q Clear Time (g_c+I1), s	11.8	20.4	20.5	6.7
Green Ext Time (p_c), s	0.3	5.7	0.0	3.3

Intersection Summary	
HCM 7th Control Delay, s/veh	59.9
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	661	155	273	479	89	183
Future Volume (veh/h)	661	155	273	479	89	183
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	796	187	329	577	107	220
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1085	255	374	2289	440	392
Arrive On Green	0.38	0.38	0.21	0.64	0.25	0.25
Sat Flow, veh/h	2949	671	1781	3647	1781	1585
Grp Volume(v), veh/h	495	488	329	577	107	220
Grp Sat Flow(s),veh/h/ln	1777	1750	1781	1777	1781	1585
Q Serve(g_s), s	19.9	19.9	14.8	5.7	4.0	10.1
Cycle Q Clear(g_c), s	19.9	19.9	14.8	5.7	4.0	10.1
Prop In Lane		0.38	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	675	665	374	2289	440	392
V/C Ratio(X)	0.73	0.73	0.88	0.25	0.24	0.56
Avail Cap(c_a), veh/h	675	665	526	2593	440	392
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.1	22.1	31.7	6.3	25.0	27.3
Incr Delay (d2), s/veh	6.9	7.0	11.9	0.1	1.3	5.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	8.4	7.0	1.5	1.8	4.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	29.0	29.2	43.6	6.3	26.3	33.0
LnGrp LOS	C	C	D	A	C	C
Approach Vol, veh/h	983			906	327	
Approach Delay, s/veh	29.1			19.9	30.8	
Approach LOS	C			B	C	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	25.0	21.9	36.0		57.9
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	20.5	24.5	31.5		60.5
Max Q Clear Time (g_c+I1), s	12.1	16.8	21.9		7.7
Green Ext Time (p_c), s	0.7	0.6	3.9		3.8

Intersection Summary	
HCM 7th Control Delay, s/veh	25.6
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	235	122	283	419	18
Future Vol, veh/h	25	235	122	283	419	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	318	165	382	566	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1291	578	591	0	-	0
Stage 1	578	-	-	-	-	-
Stage 2	712	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	180	515	985	-	-	-
Stage 1	561	-	-	-	-	-
Stage 2	486	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	142	515	985	-	-	-
Mov Cap-2 Maneuver	142	-	-	-	-	-
Stage 1	442	-	-	-	-	-
Stage 2	486	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	24.05	2.83	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	542	-	142	515	-	-
HCM Lane V/C Ratio	0.167	-	0.238	0.616	-	-
HCM Control Delay (s/veh)	9.4	0	38.1	22.6	-	-
HCM Lane LOS	A	A	E	C	-	-
HCM 95th %tile Q(veh)	0.6	-	0.9	4.1	-	-

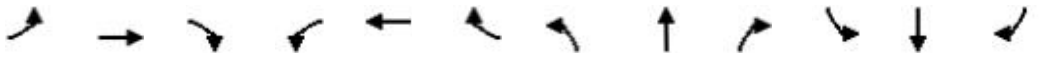
Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	44	115	404	608	43
Future Vol, veh/h	16	44	115	404	608	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	59	153	539	811	57

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1685	839	868	0	-	0
Stage 1	839	-	-	-	-	-
Stage 2	845	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	103	365	776	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	421	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	74	365	776	-	-	-
Mov Cap-2 Maneuver	74	-	-	-	-	-
Stage 1	304	-	-	-	-	-
Stage 2	421	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	40.53	2.39	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	399	-	179	-	-
HCM Lane V/C Ratio	0.198	-	0.448	-	-
HCM Control Delay (s/veh)	10.8	0	40.5	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0.7	-	2.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	246	91	49	19	145	107	78	195	10	80	309	230
Future Volume (veh/h)	246	91	49	19	145	107	78	195	10	80	309	230
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	270	100	54	21	159	118	86	214	11	88	340	253
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	319	520	441	43	246	171	111	1299	66	114	709	885
Arrive On Green	0.18	0.28	0.28	0.02	0.12	0.12	0.06	0.38	0.38	0.06	0.38	0.38
Sat Flow, veh/h	1781	1870	1585	1781	2001	1395	1781	3440	176	1781	1870	1585
Grp Volume(v), veh/h	270	100	54	21	140	137	86	110	115	88	340	253
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1619	1781	1777	1839	1781	1870	1585
Q Serve(g_s), s	10.3	2.9	1.8	0.8	5.3	5.7	3.3	2.9	2.9	3.4	9.7	5.9
Cycle Q Clear(g_c), s	10.3	2.9	1.8	0.8	5.3	5.7	3.3	2.9	2.9	3.4	9.7	5.9
Prop In Lane	1.00		1.00	1.00		0.86	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	319	520	441	43	218	199	111	671	694	114	709	885
V/C Ratio(X)	0.85	0.19	0.12	0.49	0.64	0.69	0.77	0.16	0.17	0.77	0.48	0.29
Avail Cap(c_a), veh/h	444	805	682	135	456	415	251	671	694	256	709	885
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.9	19.3	18.9	33.8	29.3	29.5	32.4	14.5	14.5	32.3	16.5	8.2
Incr Delay (d2), s/veh	10.4	0.2	0.1	8.5	3.1	4.2	10.7	0.5	0.5	10.5	2.3	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	1.1	0.6	0.4	2.2	2.2	1.7	1.1	1.1	1.7	4.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.2	19.5	19.1	42.4	32.4	33.7	43.1	15.0	15.0	42.8	18.9	9.0
LnGrp LOS	D	B	B	D	C	C	D	B	B	D	B	A
Approach Vol, veh/h		424			298			311			681	
Approach Delay, s/veh		31.4			33.7			22.8			18.3	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	31.0	6.2	24.0	8.9	31.1	17.1	13.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.1	26.4	5.3	30.2	9.9	26.6	17.5	18.0
Max Q Clear Time (g_c+I1), s	5.4	4.9	2.8	4.9	5.3	11.7	12.3	7.7
Green Ext Time (p_c), s	0.1	1.0	0.0	0.6	0.1	2.4	0.3	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	25.0
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	137	58	49	139	17	125	234	23	43	270	66
Future Volume (veh/h)	32	137	58	49	139	17	125	234	23	43	270	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	151	64	54	153	19	137	257	25	47	297	73
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	64	258	105	86	372	46	178	1710	165	79	1323	320
Arrive On Green	0.04	0.10	0.10	0.05	0.12	0.12	0.10	0.52	0.52	0.04	0.47	0.47
Sat Flow, veh/h	1781	2466	1001	1781	3187	390	1781	3274	316	1781	2837	686
Grp Volume(v), veh/h	35	107	108	54	84	88	137	138	144	47	184	186
Grp Sat Flow(s),veh/h/ln	1781	1777	1690	1781	1777	1800	1781	1777	1814	1781	1777	1747
Q Serve(g_s), s	1.2	3.7	3.9	1.9	2.8	2.9	4.8	2.6	2.6	1.7	4.0	4.1
Cycle Q Clear(g_c), s	1.2	3.7	3.9	1.9	2.8	2.9	4.8	2.6	2.6	1.7	4.0	4.1
Prop In Lane	1.00		0.59	1.00		0.22	1.00		0.17	1.00		0.39
Lane Grp Cap(c), veh/h	64	186	177	86	207	210	178	928	947	79	829	815
V/C Ratio(X)	0.54	0.57	0.61	0.63	0.41	0.42	0.77	0.15	0.15	0.60	0.22	0.23
Avail Cap(c_a), veh/h	236	540	514	264	568	575	486	928	947	264	829	815
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	27.4	27.5	30.0	26.3	26.3	28.1	7.9	7.9	30.1	10.2	10.2
Incr Delay (d2), s/veh	6.9	2.8	3.4	7.4	1.3	1.3	6.8	0.3	0.3	7.0	0.6	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.5	1.6	0.9	1.1	1.2	2.2	0.8	0.9	0.8	1.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.3	30.1	30.8	37.3	27.5	27.6	34.9	8.3	8.3	37.1	10.8	10.9
LnGrp LOS	D	C	C	D	C	C	C	A	A	D	B	B
Approach Vol, veh/h		250			226			419			417	
Approach Delay, s/veh		31.4			29.9			17.0			13.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	38.0	7.6	11.2	10.9	34.4	6.8	12.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.5	33.5	9.5	19.5	17.5	25.5	8.5	20.5
Max Q Clear Time (g_c+I1), s	3.7	4.6	3.9	5.9	6.8	6.1	3.2	4.9
Green Ext Time (p_c), s	0.0	1.5	0.0	0.8	0.2	1.8	0.0	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	21.0
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	158	227	247	207	18	183	267	266	18	298	36
Future Volume (veh/h)	48	158	227	247	207	18	183	267	266	18	298	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	163	234	255	213	19	189	275	274	19	307	37
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	639	285	349	788	70	233	822	733	39	1256	560
Arrive On Green	0.04	0.18	0.18	0.10	0.24	0.24	0.13	0.46	0.46	0.02	0.35	0.35
Sat Flow, veh/h	1781	3554	1585	3456	3303	292	1781	1777	1585	1781	3554	1585
Grp Volume(v), veh/h	49	163	234	255	114	118	189	275	274	19	307	37
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1818	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.1	3.0	10.9	5.5	4.0	4.1	7.9	7.5	8.6	0.8	4.7	1.2
Cycle Q Clear(g_c), s	2.1	3.0	10.9	5.5	4.0	4.1	7.9	7.5	8.6	0.8	4.7	1.2
Prop In Lane	1.00		1.00	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	75	639	285	349	424	434	233	822	733	39	1256	560
V/C Ratio(X)	0.65	0.26	0.82	0.73	0.27	0.27	0.81	0.33	0.37	0.49	0.24	0.07
Avail Cap(c_a), veh/h	174	903	403	518	544	557	453	822	733	128	1256	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.2	27.0	30.3	33.5	23.8	23.8	32.4	13.1	13.4	37.1	17.6	16.4
Incr Delay (d2), s/veh	9.1	0.2	8.9	2.9	0.3	0.3	6.6	1.1	1.5	9.3	0.5	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.2	4.4	2.2	1.5	1.6	3.5	2.7	2.8	0.4	1.8	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.3	27.3	39.2	36.4	24.1	24.1	39.0	14.2	14.8	46.5	18.0	16.6
LnGrp LOS	D	C	D	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		446			487			738			363	
Approach Delay, s/veh		35.5			30.5			20.8			19.4	
Approach LOS		D			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	40.0	12.3	18.3	14.6	31.6	7.7	22.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	35.5	11.5	19.5	19.5	21.5	7.5	23.5
Max Q Clear Time (g_c+I1), s	12.8	10.6	7.5	12.9	9.9	6.7	4.1	6.1
Green Ext Time (p_c), s	0.0	3.1	0.3	0.9	0.3	1.5	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	26.1
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	378	5	246	344	448	0	0	261	487
Future Volume (veh/h)	0	0	0	378	5	246	344	448	0	0	261	487
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				394	5	256	358	467	0	0	272	507
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				465	6	419	404	2232	0	0	618	551
Arrive On Green				0.26	0.26	0.26	0.23	0.63	0.00	0.00	0.35	0.35
Sat Flow, veh/h				1760	22	1585	1781	3647	0	0	1870	1585
Grp Volume(v), veh/h				399	0	256	358	467	0	0	272	507
Grp Sat Flow(s),veh/h/ln				1782	0	1585	1781	1777	0	0	1777	1585
Q Serve(g_s), s				17.7	0.0	11.8	16.3	4.7	0.0	0.0	9.9	25.6
Cycle Q Clear(g_c), s				17.7	0.0	11.8	16.3	4.7	0.0	0.0	9.9	25.6
Prop In Lane				0.99		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				471	0	419	404	2232	0	0	618	551
V/C Ratio(X)				0.85	0.00	0.61	0.89	0.21	0.00	0.00	0.44	0.92
Avail Cap(c_a), veh/h				608	0	540	565	2232	0	0	618	551
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				29.2	0.0	27.0	31.3	6.7	0.0	0.0	21.0	26.1
Incr Delay (d2), s/veh				8.7	0.0	1.4	12.0	0.2	0.0	0.0	2.3	22.9
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.4	0.0	4.5	7.7	1.4	0.0	0.0	4.0	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				37.8	0.0	28.4	43.3	6.9	0.0	0.0	23.3	49.1
LnGrp LOS				D		C	D	A			C	D
Approach Vol, veh/h					655			825			779	
Approach Delay, s/veh					34.2			22.7			40.1	
Approach LOS					C			C			D	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	57.0		23.4	33.6		26.6
Change Period (Y+Rc), s	4.5		4.5	4.5		4.5
Max Green Setting (Gmax), s	52.5		26.5	21.5		28.5
Max Q Clear Time (g_c+I1), s	6.7		18.3	27.6		19.7
Green Ext Time (p_c), s	2.9		0.7	0.0		2.3

Intersection Summary		
HCM 7th Control Delay, s/veh	32.0	
HCM 7th LOS	C	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	319	4	475	0	0	0	0	450	369	168	489	0
Future Volume (veh/h)	319	4	475	0	0	0	0	450	369	168	489	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	343	4	511				0	484	397	181	526	0
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	505	3	446				0	823	674	219	2191	0
Arrive On Green	0.28	0.28	0.28				0.00	0.44	0.44	0.12	0.62	0.00
Sat Flow, veh/h	1781	12	1575				0	1948	1519	1781	3647	0
Grp Volume(v), veh/h	343	0	515				0	464	417	181	526	0
Grp Sat Flow(s),veh/h/ln	1781	0	1587				0	1777	1597	1781	1777	0
Q Serve(g_s), s	15.4	0.0	25.5				0.0	17.7	17.7	8.9	6.0	0.0
Cycle Q Clear(g_c), s	15.4	0.0	25.5				0.0	17.7	17.7	8.9	6.0	0.0
Prop In Lane	1.00		0.99				0.00		0.95	1.00		0.00
Lane Grp Cap(c), veh/h	505	0	450				0	789	709	219	2191	0
V/C Ratio(X)	0.68	0.00	1.15				0.00	0.59	0.59	0.83	0.24	0.00
Avail Cap(c_a), veh/h	505	0	450				0	789	709	346	2191	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	28.6	0.0	32.3				0.0	18.8	18.8	38.6	7.8	0.0
Incr Delay (d2), s/veh	3.7	0.0	88.7				0.0	3.2	3.6	8.9	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	0.0	20.5				0.0	7.0	6.4	4.2	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.3	0.0	120.9				0.0	22.0	22.4	47.5	8.0	0.0
LnGrp LOS	C		F					C	C	D	A	
Approach Vol, veh/h		858						881			707	
Approach Delay, s/veh		85.5						22.2			18.1	
Approach LOS		F						C			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	15.5	44.5	30.0	60.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.0	33.5	25.5	55.5
Max Q Clear Time (g_c+I1), s	10.9	19.7	27.5	8.0
Green Ext Time (p_c), s	0.2	4.4	0.0	3.4

Intersection Summary	
HCM 7th Control Delay, s/veh	43.2
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	7.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	42	0	0	13
Future Vol, veh/h	0	0	42	0	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	44	0	0	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	1	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	0	1622	-	0	1084
Stage 1	-	0	-	-	0	-
Stage 2	-	0	-	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1622	-	-	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	7.28	8.36
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	1084	-	1622	-
HCM Lane V/C Ratio	0.013	-	0.027	-
HCM Control Delay (s/veh)	8.4	-	7.3	0
HCM Lane LOS	A	-	A	A
HCM 95th %tile Q(veh)	0	-	0.1	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	13	0	57	42	0	17
Future Vol, veh/h	13	0	57	42	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	0	60	44	0	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	14	0	178	14
Stage 1	-	-	-	-	14	-
Stage 2	-	-	-	-	164	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	1605	-	812	1066
Stage 1	-	0	-	-	1009	-
Stage 2	-	0	-	-	865	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1605	-	781	1066
Mov Cap-2 Maneuver	-	-	-	-	781	-
Stage 1	-	-	-	-	1009	-
Stage 2	-	-	-	-	832	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	4.22	8.43
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	1066	-	1036	-
HCM Lane V/C Ratio	0.017	-	0.037	-
HCM Control Delay (s/veh)	8.4	-	7.3	0
HCM Lane LOS	A	-	A	A
HCM 95th %tile Q(veh)	0.1	-	0.1	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	30	0	23	99	0	7
Future Vol, veh/h	30	0	23	99	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	0	24	104	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	32	0	184	32
Stage 1	-	-	-	-	32	-
Stage 2	-	-	-	-	153	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	1581	-	805	1042
Stage 1	-	0	-	-	991	-
Stage 2	-	0	-	-	875	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1581	-	792	1042
Mov Cap-2 Maneuver	-	-	-	-	792	-
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	861	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.38	8.48
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	1042	-	339	-
HCM Lane V/C Ratio	0.007	-	0.015	-
HCM Control Delay (s/veh)	8.5	-	7.3	0
HCM Lane LOS	A	-	A	A
HCM 95th %tile Q(veh)	0	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	6	19	498	632	5
Future Vol, veh/h	1	6	19	498	632	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	6	20	524	665	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1232	668	671	0	-	0
Stage 1	668	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	196	458	920	-	-	-
Stage 1	510	-	-	-	-	-
Stage 2	569	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	190	458	920	-	-	-
Mov Cap-2 Maneuver	190	-	-	-	-	-
Stage 1	494	-	-	-	-	-
Stage 2	569	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.63	0.33	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	66	-	381	-	-
HCM Lane V/C Ratio	0.022	-	0.019	-	-
HCM Control Delay (s/veh)	9	0	14.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	536	113	159	630	147	157
Future Volume (veh/h)	536	113	159	630	147	157
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	646	136	192	759	177	189
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1186	249	235	2111	523	465
Arrive On Green	0.41	0.41	0.13	0.59	0.29	0.29
Sat Flow, veh/h	3016	614	1781	3647	1781	1585
Grp Volume(v), veh/h	392	390	192	759	177	189
Grp Sat Flow(s),veh/h/ln	1777	1760	1781	1777	1781	1585
Q Serve(g_s), s	13.5	13.5	8.4	8.8	6.2	7.7
Cycle Q Clear(g_c), s	13.5	13.5	8.4	8.8	6.2	7.7
Prop In Lane		0.35	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	721	714	235	2111	523	465
V/C Ratio(X)	0.54	0.55	0.82	0.36	0.34	0.41
Avail Cap(c_a), veh/h	721	714	456	2552	523	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.1	18.2	33.8	8.4	22.2	22.7
Incr Delay (d2), s/veh	2.9	3.0	6.8	0.1	1.8	2.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	5.3	3.8	2.6	2.7	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	21.1	21.1	40.6	8.5	23.9	25.3
LnGrp LOS	C	C	D	A	C	C
Approach Vol, veh/h	782			951	366	
Approach Delay, s/veh	21.1			15.0	24.7	
Approach LOS	C			B	C	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	28.0	15.1	37.0		52.1
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	23.5	20.5	32.5		57.5
Max Q Clear Time (g_c+I1), s	9.7	10.4	15.5		10.8
Green Ext Time (p_c), s	0.9	0.3	4.0		5.3

Intersection Summary	
HCM 7th Control Delay, s/veh	18.9
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	15.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	77	289	243	279	202	89
Future Vol, veh/h	77	289	243	279	202	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	103	385	324	372	269	119

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1349	329	388	0	-	0
Stage 1	329	-	-	-	-	-
Stage 2	1020	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	166	713	1170	-	-	-
Stage 1	729	-	-	-	-	-
Stage 2	348	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	108	713	1170	-	-	-
Mov Cap-2 Maneuver	108	-	-	-	-	-
Stage 1	475	-	-	-	-	-
Stage 2	348	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	43.31	4.31	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	838	-	108	713	-	-
HCM Lane V/C Ratio	0.277	-	0.949	0.541	-	-
HCM Control Delay (s/veh)	9.2	0	146.4	15.8	-	-
HCM Lane LOS	A	A	F	C	-	-
HCM 95th %tile Q(veh)	1.1	-	5.9	3.3	-	-

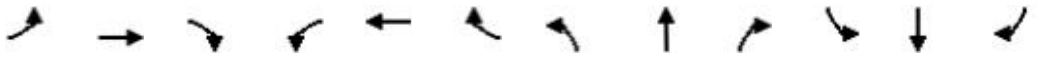
Intersection	
Int Delay, s/veh	9.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	144	42	478	510	14
Future Vol, veh/h	40	144	42	478	510	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	195	57	646	689	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1458	699	708	0	-	0
Stage 1	699	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	143	440	891	-	-	-
Stage 1	493	-	-	-	-	-
Stage 2	462	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	128	440	891	-	-	-
Mov Cap-2 Maneuver	128	-	-	-	-	-
Stage 1	444	-	-	-	-	-
Stage 2	462	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	62.89	0.75	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	145	-	288	-	-
HCM Lane V/C Ratio	0.064	-	0.863	-	-
HCM Control Delay (s/veh)	9.3	0	62.9	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.2	-	7.5	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	232	95	17	170	94	75	258	26	121	300	302
Future Volume (veh/h)	188	232	95	17	170	94	75	258	26	121	300	302
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	235	290	119	21	212	118	94	322	32	151	375	378
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	283	511	433	43	308	165	122	1115	110	192	712	856
Arrive On Green	0.16	0.27	0.27	0.02	0.14	0.14	0.07	0.34	0.34	0.11	0.38	0.38
Sat Flow, veh/h	1781	1870	1585	1781	2237	1195	1781	3267	322	1781	1870	1585
Grp Volume(v), veh/h	235	290	119	21	167	163	94	174	180	151	375	378
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1655	1781	1777	1812	1781	1870	1585
Q Serve(g_s), s	9.1	9.5	4.2	0.8	6.3	6.7	3.7	5.1	5.1	5.9	11.0	10.2
Cycle Q Clear(g_c), s	9.1	9.5	4.2	0.8	6.3	6.7	3.7	5.1	5.1	5.9	11.0	10.2
Prop In Lane	1.00		1.00	1.00		0.72	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	283	511	433	43	245	228	122	606	618	192	712	856
V/C Ratio(X)	0.83	0.57	0.27	0.49	0.68	0.72	0.77	0.29	0.29	0.79	0.53	0.44
Avail Cap(c_a), veh/h	440	797	675	133	451	420	239	606	618	382	712	856
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.9	22.2	20.2	34.2	29.1	29.2	32.5	17.1	17.1	30.8	17.0	9.8
Incr Delay (d2), s/veh	7.6	1.0	0.3	8.6	3.3	4.2	10.0	1.2	1.2	6.9	2.8	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	3.8	1.4	0.4	2.6	2.6	1.8	2.0	2.1	2.7	4.6	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.4	23.2	20.6	42.8	32.4	33.4	42.4	18.2	18.3	37.8	19.8	11.5
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		644			351			448			904	
Approach Delay, s/veh		27.5			33.5			23.3			19.3	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	28.7	6.2	23.9	9.3	31.5	15.8	14.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	15.2	21.3	5.3	30.2	9.5	27.0	17.5	18.0
Max Q Clear Time (g_c+I1), s	7.9	7.1	2.8	11.5	5.7	13.0	11.1	8.7
Green Ext Time (p_c), s	0.2	1.5	0.0	1.7	0.1	2.9	0.3	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	24.5
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	350	55	44	244	38	113	249	43	57	296	46
Future Volume (veh/h)	40	350	55	44	244	38	113	249	43	57	296	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	407	64	51	284	44	131	290	50	66	344	53
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	568	89	82	576	88	170	1352	230	95	1244	190
Arrive On Green	0.04	0.18	0.18	0.05	0.19	0.19	0.10	0.45	0.45	0.05	0.40	0.40
Sat Flow, veh/h	1781	3080	481	1781	3089	473	1781	3037	517	1781	3090	472
Grp Volume(v), veh/h	47	234	237	51	162	166	131	168	172	66	196	201
Grp Sat Flow(s),veh/h/ln	1781	1777	1784	1781	1777	1785	1781	1777	1777	1781	1777	1785
Q Serve(g_s), s	1.7	8.2	8.3	1.9	5.4	5.5	4.8	3.8	3.9	2.4	4.9	5.0
Cycle Q Clear(g_c), s	1.7	8.2	8.3	1.9	5.4	5.5	4.8	3.8	3.9	2.4	4.9	5.0
Prop In Lane	1.00		0.27	1.00		0.26	1.00		0.29	1.00		0.26
Lane Grp Cap(c), veh/h	78	327	329	82	331	333	170	791	791	95	715	719
V/C Ratio(X)	0.60	0.71	0.72	0.62	0.49	0.50	0.77	0.21	0.22	0.70	0.27	0.28
Avail Cap(c_a), veh/h	228	603	606	228	603	606	443	791	791	309	715	719
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.1	25.4	25.4	31.1	24.1	24.2	29.3	11.3	11.3	30.9	13.3	13.3
Incr Delay (d2), s/veh	7.3	2.9	3.0	7.5	1.1	1.2	7.1	0.6	0.6	8.9	0.9	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.3	3.3	0.9	2.1	2.2	2.2	1.4	1.4	1.2	1.8	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.4	28.3	28.4	38.6	25.2	25.3	36.4	11.9	11.9	39.8	14.2	14.3
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		518			379			471			463	
Approach Delay, s/veh		29.3			27.1			18.7			17.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	34.0	7.5	16.7	10.8	31.2	7.4	16.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	29.5	8.5	22.5	16.5	24.5	8.5	22.5
Max Q Clear Time (g_c+I1), s	4.4	5.9	3.9	10.3	6.8	7.0	3.7	7.5
Green Ext Time (p_c), s	0.1	1.7	0.0	1.9	0.2	1.9	0.0	1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	23.2
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	285	243	328	275	36	187	138	186	45	235	55
Future Volume (veh/h)	25	285	243	328	275	36	187	138	186	45	235	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	297	253	342	286	38	195	144	194	47	245	57
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	49	689	307	434	922	121	239	732	653	73	1132	505
Arrive On Green	0.03	0.19	0.19	0.13	0.29	0.29	0.13	0.41	0.41	0.04	0.32	0.32
Sat Flow, veh/h	1781	3554	1585	3456	3157	415	1781	1777	1585	1781	3554	1585
Grp Volume(v), veh/h	26	297	253	342	160	164	195	144	194	47	245	57
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1796	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.1	5.8	12.1	7.6	5.5	5.6	8.4	4.1	6.5	2.1	4.0	2.0
Cycle Q Clear(g_c), s	1.1	5.8	12.1	7.6	5.5	5.6	8.4	4.1	6.5	2.1	4.0	2.0
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	49	689	307	434	519	524	239	732	653	73	1132	505
V/C Ratio(X)	0.53	0.43	0.82	0.79	0.31	0.31	0.82	0.20	0.30	0.65	0.22	0.11
Avail Cap(c_a), veh/h	126	878	392	547	594	601	440	732	653	169	1132	505
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	28.0	30.5	33.5	21.7	21.8	33.2	14.9	15.6	37.3	19.7	19.0
Incr Delay (d2), s/veh	8.6	0.4	10.7	6.0	0.3	0.3	6.7	0.6	1.2	9.3	0.4	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.3	5.0	3.2	2.1	2.1	3.8	1.6	2.2	1.0	1.5	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.5	28.4	41.2	39.4	22.1	22.1	40.0	15.5	16.7	46.6	20.1	19.5
LnGrp LOS	D	C	D	D	C	C	D	B	B	D	C	B
Approach Vol, veh/h		576			666			533			349	
Approach Delay, s/veh		34.9			31.0			24.9			23.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	37.0	14.4	19.8	15.1	29.6	6.7	27.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.5	32.5	12.5	19.5	19.5	20.5	5.6	26.4
Max Q Clear Time (g_c+I1), s	4.1	8.5	9.6	14.1	10.4	6.0	3.1	7.6
Green Ext Time (p_c), s	0.0	1.8	0.3	1.2	0.3	1.2	0.0	1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	29.3
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	332	5	211	461	379	0	0	375	446
Future Volume (veh/h)	0	0	0	332	5	211	461	379	0	0	375	446
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				346	5	220	480	395	0	0	391	465
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				397	6	358	522	2384	0	0	580	517
Arrive On Green				0.23	0.23	0.23	0.29	0.67	0.00	0.00	0.33	0.33
Sat Flow, veh/h				1757	25	1585	1781	3647	0	0	1870	1585
Grp Volume(v), veh/h				351	0	220	480	395	0	0	391	465
Grp Sat Flow(s),veh/h/ln				1783	0	1585	1781	1777	0	0	1777	1585
Q Serve(g_s), s				16.6	0.0	10.9	22.7	3.6	0.0	0.0	16.6	24.4
Cycle Q Clear(g_c), s				16.6	0.0	10.9	22.7	3.6	0.0	0.0	16.6	24.4
Prop In Lane				0.99		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				403	0	358	522	2384	0	0	580	517
V/C Ratio(X)				0.87	0.00	0.61	0.92	0.17	0.00	0.00	0.67	0.90
Avail Cap(c_a), veh/h				460	0	409	623	2384	0	0	580	517
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				32.5	0.0	30.3	29.8	5.3	0.0	0.0	25.4	28.0
Incr Delay (d2), s/veh				15.2	0.0	2.2	17.1	0.1	0.0	0.0	6.2	21.1
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.6	0.0	4.3	11.3	1.0	0.0	0.0	7.3	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				47.7	0.0	32.5	47.0	5.5	0.0	0.0	31.5	49.1
LnGrp LOS				D		C	D	A			C	D
Approach Vol, veh/h					571			875			856	
Approach Delay, s/veh					41.8			28.2			41.1	
Approach LOS					D			C			D	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	63.0		30.0	33.0		24.2
Change Period (Y+Rc), s	4.5		4.5	4.5		4.5
Max Green Setting (Gmax), s	58.5		30.5	23.5		22.5
Max Q Clear Time (g_c+I1), s	5.6		24.7	26.4		18.6
Green Ext Time (p_c), s	2.5		0.8	0.0		1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	36.4
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	2	444	0	0	0	0	582	400	206	504	0
Future Volume (veh/h)	232	2	444	0	0	0	0	582	400	206	504	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	237	2	453				0	594	408	210	514	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	366	1	325				0	1017	698	249	2468	0
Arrive On Green	0.21	0.21	0.21				0.00	0.50	0.50	0.14	0.69	0.00
Sat Flow, veh/h	1781	7	1579				0	2108	1384	1781	3647	0
Grp Volume(v), veh/h	237	0	455				0	524	478	210	514	0
Grp Sat Flow(s),veh/h/ln	1781	0	1586				0	1777	1621	1781	1777	0
Q Serve(g_s), s	11.0	0.0	18.5				0.0	18.6	18.6	10.3	4.7	0.0
Cycle Q Clear(g_c), s	11.0	0.0	18.5				0.0	18.6	18.6	10.3	4.7	0.0
Prop In Lane	1.00		1.00				0.00		0.85	1.00		0.00
Lane Grp Cap(c), veh/h	366	0	326				0	897	818	249	2468	0
V/C Ratio(X)	0.65	0.00	1.40				0.00	0.58	0.58	0.84	0.21	0.00
Avail Cap(c_a), veh/h	366	0	326				0	897	818	386	2468	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.8	0.0	35.8				0.0	15.7	15.7	37.7	4.9	0.0
Incr Delay (d2), s/veh	3.9	0.0	195.7				0.0	2.8	3.0	9.7	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	24.7				0.0	7.1	6.5	4.9	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.7	0.0	231.5				0.0	18.4	18.7	47.5	5.1	0.0
LnGrp LOS	D		F					B	B	D	A	
Approach Vol, veh/h		692						1002			724	
Approach Delay, s/veh		164.8						18.6			17.4	
Approach LOS		F						B			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	17.1	49.9	23.0	67.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	19.5	38.5	18.5	62.5
Max Q Clear Time (g_c+I1), s	12.3	20.6	20.5	6.7
Green Ext Time (p_c), s	0.3	5.7	0.0	3.3

Intersection Summary	
HCM 7th Control Delay, s/veh	60.1
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	16	0	0	42
Future Vol, veh/h	0	0	16	0	0	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	17	0	0	44

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	1	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	0	1622	-	0	1084
Stage 1	-	0	-	-	0	-
Stage 2	-	0	-	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1622	-	-	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	7.24	8.46
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	1084	-	1622	-
HCM Lane V/C Ratio	0.041	-	0.01	-
HCM Control Delay (s/veh)	8.5	-	7.2	0
HCM Lane LOS	A	-	A	A
HCM 95th %tile Q(veh)	0.1	-	0	-

Intersection	
Int Delay, s/veh	4.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	42	0	22	16	0	57
Future Vol, veh/h	42	0	22	16	0	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	0	23	17	0	60

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	44	0	107	44
Stage 1	-	-	-	-	44	-
Stage 2	-	-	-	-	63	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	1564	-	890	1026
Stage 1	-	0	-	-	978	-
Stage 2	-	0	-	-	959	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1564	-	877	1026
Mov Cap-2 Maneuver	-	-	-	-	877	-
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	945	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	4.25	8.73
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	1026	-	1042	-
HCM Lane V/C Ratio	0.058	-	0.015	-
HCM Control Delay (s/veh)	8.7	-	7.3	0
HCM Lane LOS	A	-	A	A
HCM 95th %tile Q(veh)	0.2	-	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	99	0	9	38	0	23
Future Vol, veh/h	99	0	9	38	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	104	0	9	40	0	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	104	0	163	104
Stage 1	-	-	-	-	104	-
Stage 2	-	-	-	-	59	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	1487	-	828	950
Stage 1	-	0	-	-	920	-
Stage 2	-	0	-	-	964	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1487	-	822	950
Mov Cap-2 Maneuver	-	-	-	-	822	-
Stage 1	-	-	-	-	920	-
Stage 2	-	-	-	-	957	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.42	8.89
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	950	-	345	-
HCM Lane V/C Ratio	0.025	-	0.006	-
HCM Control Delay (s/veh)	8.9	-	7.4	0
HCM Lane LOS	A	-	A	A
HCM 95th %tile Q(veh)	0.1	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	19	7	509	603	2
Future Vol, veh/h	5	19	7	509	603	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	20	7	536	635	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1186	636	637	0	-	0
Stage 1	636	-	-	-	-	-
Stage 2	551	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	208	478	947	-	-	-
Stage 1	528	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	206	478	947	-	-	-
Mov Cap-2 Maneuver	206	-	-	-	-	-
Stage 1	522	-	-	-	-	-
Stage 2	578	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	15.29	0.12	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	24	-	375	-	-
HCM Lane V/C Ratio	0.008	-	0.067	-	-
HCM Control Delay (s/veh)	8.8	0	15.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	661	137	265	479	84	181
Future Volume (veh/h)	661	137	265	479	84	181
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	796	165	319	577	101	218
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1121	232	365	2281	443	395
Arrive On Green	0.38	0.38	0.20	0.64	0.25	0.25
Sat Flow, veh/h	3024	607	1781	3647	1781	1585
Grp Volume(v), veh/h	483	478	319	577	101	218
Grp Sat Flow(s),veh/h/ln	1777	1761	1781	1777	1781	1585
Q Serve(g_s), s	19.0	19.0	14.3	5.7	3.7	9.9
Cycle Q Clear(g_c), s	19.0	19.0	14.3	5.7	3.7	9.9
Prop In Lane		0.34	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	680	673	365	2281	443	395
V/C Ratio(X)	0.71	0.71	0.87	0.25	0.23	0.55
Avail Cap(c_a), veh/h	680	673	530	2610	443	395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.6	21.6	31.7	6.3	24.6	26.9
Incr Delay (d2), s/veh	6.2	6.3	10.9	0.1	1.2	5.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	8.0	6.7	1.5	1.6	4.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	27.8	27.8	42.6	6.4	25.8	32.4
LnGrp LOS	C	C	D	A	C	C
Approach Vol, veh/h	961			896	319	
Approach Delay, s/veh	27.8			19.3	30.3	
Approach LOS	C			B	C	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	25.0	21.4	36.0		57.4
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	20.5	24.5	31.5		60.5
Max Q Clear Time (g_c+I1), s	11.9	16.3	21.0		7.7
Green Ext Time (p_c), s	0.7	0.6	4.0		3.8

Intersection Summary	
HCM 7th Control Delay, s/veh	24.6
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	235	122	280	411	18
Future Vol, veh/h	25	235	122	280	411	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	318	165	378	555	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1276	568	580	0	-	0
Stage 1	568	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	184	523	994	-	-	-
Stage 1	567	-	-	-	-	-
Stage 2	488	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	145	523	994	-	-	-
Mov Cap-2 Maneuver	145	-	-	-	-	-
Stage 1	448	-	-	-	-	-
Stage 2	488	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	23.43	2.83	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	546	-	145	523	-	-
HCM Lane V/C Ratio	0.166	-	0.232	0.608	-	-
HCM Control Delay (s/veh)	9.3	0	37.1	22	-	-
HCM Lane LOS	A	A	E	C	-	-
HCM 95th %tile Q(veh)	0.6	-	0.9	4	-	-

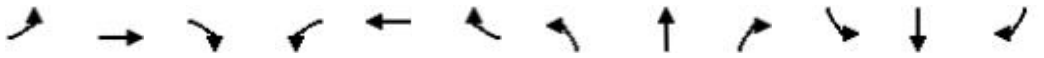
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	15	20	456	624	16
Future Vol, veh/h	8	15	20	456	624	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	20	27	608	832	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1504	843	853	0	-	0
Stage 1	843	-	-	-	-	-
Stage 2	661	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	134	364	786	-	-	-
Stage 1	422	-	-	-	-	-
Stage 2	513	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	127	364	786	-	-	-
Mov Cap-2 Maneuver	127	-	-	-	-	-
Stage 1	401	-	-	-	-	-
Stage 2	513	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	23.95	0.41	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	76	-	220	-	-
HCM Lane V/C Ratio	0.034	-	0.139	-	-
HCM Control Delay (s/veh)	9.7	0	23.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	209	152	49	19	163	114	78	178	10	82	304	219
Future Volume (veh/h)	209	152	49	19	163	114	78	178	10	82	304	219
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	230	167	54	21	179	125	86	196	11	90	334	241
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	282	499	423	43	272	180	111	1297	72	117	715	856
Arrive On Green	0.16	0.27	0.27	0.02	0.13	0.13	0.06	0.38	0.38	0.07	0.38	0.38
Sat Flow, veh/h	1781	1870	1585	1781	2049	1354	1781	3422	191	1781	1870	1585
Grp Volume(v), veh/h	230	167	54	21	154	150	86	101	106	90	334	241
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1627	1781	1777	1836	1781	1870	1585
Q Serve(g_s), s	8.5	4.9	1.8	0.8	5.6	6.0	3.2	2.6	2.6	3.4	9.1	5.6
Cycle Q Clear(g_c), s	8.5	4.9	1.8	0.8	5.6	6.0	3.2	2.6	2.6	3.4	9.1	5.6
Prop In Lane	1.00		1.00	1.00		0.83	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	282	499	423	43	236	216	111	674	696	117	715	856
V/C Ratio(X)	0.82	0.33	0.13	0.49	0.65	0.70	0.77	0.15	0.15	0.77	0.47	0.28
Avail Cap(c_a), veh/h	511	886	750	139	470	431	223	674	696	267	715	856
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	20.1	18.9	32.8	28.0	28.2	31.4	13.9	13.9	31.3	15.8	8.5
Incr Delay (d2), s/veh	5.8	0.4	0.1	8.4	3.0	4.0	10.9	0.5	0.5	10.2	2.2	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	1.9	0.6	0.4	2.3	2.3	1.6	1.0	1.0	1.7	3.7	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.4	20.5	19.1	41.2	31.1	32.2	42.3	14.4	14.4	41.5	18.0	9.3
LnGrp LOS	C	C	B	D	C	C	D	B	B	D	B	A
Approach Vol, veh/h		451			325			293			665	
Approach Delay, s/veh		26.9			32.2			22.6			18.0	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	30.3	6.1	22.6	8.7	30.5	15.2	13.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.2	24.3	5.3	32.2	8.5	26.0	19.5	18.0
Max Q Clear Time (g_c+I1), s	5.4	4.6	2.8	6.9	5.2	11.1	10.5	8.0
Green Ext Time (p_c), s	0.1	0.9	0.0	0.9	0.0	2.3	0.4	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	23.8
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	137	58	49	147	17	126	202	23	44	260	85
Future Volume (veh/h)	39	137	58	49	147	17	126	202	23	44	260	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	151	64	54	162	19	138	222	25	48	286	93
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	258	105	86	357	41	179	1682	187	80	1235	393
Arrive On Green	0.04	0.10	0.10	0.05	0.11	0.11	0.10	0.52	0.52	0.04	0.47	0.47
Sat Flow, veh/h	1781	2466	1001	1781	3209	371	1781	3223	359	1781	2651	844
Grp Volume(v), veh/h	43	107	108	54	89	92	138	121	126	48	190	189
Grp Sat Flow(s),veh/h/ln	1781	1777	1690	1781	1777	1804	1781	1777	1806	1781	1777	1718
Q Serve(g_s), s	1.5	3.7	3.9	1.9	3.0	3.1	4.8	2.2	2.3	1.7	4.1	4.2
Cycle Q Clear(g_c), s	1.5	3.7	3.9	1.9	3.0	3.1	4.8	2.2	2.3	1.7	4.1	4.2
Prop In Lane	1.00		0.59	1.00		0.21	1.00		0.20	1.00		0.49
Lane Grp Cap(c), veh/h	74	186	177	86	198	201	179	927	942	80	828	801
V/C Ratio(X)	0.58	0.57	0.61	0.63	0.45	0.46	0.77	0.13	0.13	0.60	0.23	0.24
Avail Cap(c_a), veh/h	236	540	513	264	567	576	486	927	942	264	828	801
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.2	27.4	27.5	30.0	26.7	26.7	28.1	7.9	7.9	30.1	10.2	10.3
Incr Delay (d2), s/veh	6.9	2.8	3.4	7.4	1.6	1.6	6.8	0.3	0.3	7.1	0.6	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.5	1.6	0.9	1.2	1.3	2.2	0.7	0.7	0.8	1.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.1	30.2	30.9	37.4	28.3	28.4	34.9	8.2	8.2	37.2	10.9	11.0
LnGrp LOS	D	C	C	D	C	C	C	A	A	D	B	B
Approach Vol, veh/h		258			235			385			427	
Approach Delay, s/veh		31.6			30.4			17.8			13.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	38.0	7.6	11.2	11.0	34.4	7.2	11.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.5	33.5	9.5	19.5	17.5	25.5	8.5	20.5
Max Q Clear Time (g_c+I1), s	3.7	4.3	3.9	5.9	6.8	6.2	3.5	5.1
Green Ext Time (p_c), s	0.0	1.3	0.0	0.8	0.2	1.9	0.0	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	21.5
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	158	227	242	207	18	183	267	251	18	298	36
Future Volume (veh/h)	48	158	227	242	207	18	183	267	251	18	298	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	163	234	249	213	19	189	275	259	19	307	37
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	642	286	348	788	70	234	814	726	39	1238	552
Arrive On Green	0.04	0.18	0.18	0.10	0.24	0.24	0.13	0.46	0.46	0.02	0.35	0.35
Sat Flow, veh/h	1781	3554	1585	3456	3303	292	1781	1777	1585	1781	3554	1585
Grp Volume(v), veh/h	49	163	234	249	114	118	189	275	259	19	307	37
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1818	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.0	3.0	10.7	5.3	3.9	4.0	7.8	7.5	8.0	0.8	4.6	1.2
Cycle Q Clear(g_c), s	2.0	3.0	10.7	5.3	3.9	4.0	7.8	7.5	8.0	0.8	4.6	1.2
Prop In Lane	1.00		1.00	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	76	642	286	348	424	434	234	814	726	39	1238	552
V/C Ratio(X)	0.65	0.25	0.82	0.72	0.27	0.27	0.81	0.34	0.36	0.49	0.25	0.07
Avail Cap(c_a), veh/h	177	920	410	574	578	591	461	814	726	130	1238	552
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.5	26.5	29.7	32.8	23.3	23.4	31.8	13.1	13.2	36.4	17.5	16.4
Incr Delay (d2), s/veh	8.9	0.2	8.3	2.8	0.3	0.3	6.5	1.1	1.4	9.3	0.5	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.1	4.3	2.1	1.5	1.5	3.5	2.7	2.6	0.4	1.7	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.4	26.7	38.0	35.6	23.7	23.7	38.3	14.2	14.6	45.7	18.0	16.6
LnGrp LOS	D	C	D	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		446			481			723			363	
Approach Delay, s/veh		34.6			29.8			20.6			19.3	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	39.0	12.1	18.1	14.4	30.7	7.7	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	34.5	12.5	19.5	19.5	20.5	7.5	24.5
Max Q Clear Time (g_c+I1), s	12.8	10.0	7.3	12.7	9.8	6.6	4.0	6.0
Green Ext Time (p_c), s	0.0	3.0	0.4	0.9	0.3	1.5	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	25.7
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	406	5	254	355	462	0	0	265	486
Future Volume (veh/h)	0	0	0	406	5	254	355	462	0	0	265	486
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				423	5	265	370	481	0	0	276	506
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				494	6	444	414	2177	0	0	580	518
Arrive On Green				0.28	0.28	0.28	0.23	0.61	0.00	0.00	0.33	0.33
Sat Flow, veh/h				1761	21	1585	1781	3647	0	0	1870	1585
Grp Volume(v), veh/h				428	0	265	370	481	0	0	276	506
Grp Sat Flow(s),veh/h/ln				1782	0	1585	1781	1777	0	0	1777	1585
Q Serve(g_s), s				19.1	0.0	12.1	16.9	5.1	0.0	0.0	10.4	26.5
Cycle Q Clear(g_c), s				19.1	0.0	12.1	16.9	5.1	0.0	0.0	10.4	26.5
Prop In Lane				0.99		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				500	0	444	414	2177	0	0	580	518
V/C Ratio(X)				0.86	0.00	0.60	0.89	0.22	0.00	0.00	0.48	0.98
Avail Cap(c_a), veh/h				625	0	556	540	2177	0	0	580	518
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				28.7	0.0	26.1	31.3	7.3	0.0	0.0	22.6	28.0
Incr Delay (d2), s/veh				9.5	0.0	1.3	14.2	0.2	0.0	0.0	2.8	34.3
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				9.2	0.0	4.6	8.2	1.5	0.0	0.0	4.3	13.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				38.1	0.0	27.4	45.5	7.5	0.0	0.0	25.3	62.3
LnGrp LOS				D		C	D	A			C	E
Approach Vol, veh/h					693			851			782	
Approach Delay, s/veh					34.0			24.0			49.2	
Approach LOS					C			C			D	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	56.0		24.0	32.0		28.1
Change Period (Y+Rc), s	4.5		4.5	4.5		4.5
Max Green Setting (Gmax), s	51.5		25.5	21.5		29.5
Max Q Clear Time (g_c+I1), s	7.1		18.9	28.5		21.1
Green Ext Time (p_c), s	3.0		0.6	0.0		2.4

Intersection Summary	
HCM 7th Control Delay, s/veh	35.5
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	4	503	0	0	0	0	464	381	170	519	0
Future Volume (veh/h)	330	4	503	0	0	0	0	464	381	170	519	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	355	4	541				0	499	410	183	558	0
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	554	4	490				0	769	631	221	2093	0
Arrive On Green	0.31	0.31	0.31				0.00	0.41	0.41	0.12	0.59	0.00
Sat Flow, veh/h	1781	12	1575				0	1946	1521	1781	3647	0
Grp Volume(v), veh/h	355	0	545				0	479	430	183	558	0
Grp Sat Flow(s),veh/h/ln	1781	0	1587				0	1777	1597	1781	1777	0
Q Serve(g_s), s	15.4	0.0	28.0				0.0	19.4	19.4	9.0	6.9	0.0
Cycle Q Clear(g_c), s	15.4	0.0	28.0				0.0	19.4	19.4	9.0	6.9	0.0
Prop In Lane	1.00		0.99				0.00		0.95	1.00		0.00
Lane Grp Cap(c), veh/h	554	0	494				0	737	663	221	2093	0
V/C Ratio(X)	0.64	0.00	1.10				0.00	0.65	0.65	0.83	0.27	0.00
Avail Cap(c_a), veh/h	554	0	494				0	737	663	350	2093	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.7	0.0	31.0				0.0	21.1	21.1	38.5	9.0	0.0
Incr Delay (d2), s/veh	2.5	0.0	72.0				0.0	4.4	4.9	8.9	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	0.0	20.1				0.0	8.0	7.3	4.2	2.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.2	0.0	103.0				0.0	25.5	26.0	47.4	9.3	0.0
LnGrp LOS	C		F					C	C	D	A	
Approach Vol, veh/h		900						909			741	
Approach Delay, s/veh		73.8						25.7			18.7	
Approach LOS		E						C			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	15.7	41.8	32.5	57.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	17.3	30.8	28.0	53.0
Max Q Clear Time (g_c+I1), s	11.0	21.4	30.0	8.9
Green Ext Time (p_c), s	0.2	3.6	0.0	3.6

Intersection Summary	
HCM 7th Control Delay, s/veh	40.7
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	536	106	156	630	129	149
Future Volume (veh/h)	536	106	156	630	129	149
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	646	128	188	759	155	180
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1203	238	231	2108	524	466
Arrive On Green	0.41	0.41	0.13	0.59	0.29	0.29
Sat Flow, veh/h	3050	585	1781	3647	1781	1585
Grp Volume(v), veh/h	388	386	188	759	155	180
Grp Sat Flow(s),veh/h/ln	1777	1765	1781	1777	1781	1585
Q Serve(g_s), s	13.2	13.3	8.2	8.8	5.4	7.2
Cycle Q Clear(g_c), s	13.2	13.3	8.2	8.8	5.4	7.2
Prop In Lane		0.33	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	723	718	231	2108	524	466
V/C Ratio(X)	0.54	0.54	0.81	0.36	0.30	0.39
Avail Cap(c_a), veh/h	723	718	457	2558	524	466
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.0	18.0	33.8	8.4	21.8	22.4
Incr Delay (d2), s/veh	2.8	2.9	6.8	0.1	1.4	2.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	5.2	3.7	2.5	2.3	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	20.8	20.9	40.6	8.5	23.2	24.8
LnGrp LOS	C	C	D	A	C	C
Approach Vol, veh/h	774			947	335	
Approach Delay, s/veh	20.8			14.9	24.1	
Approach LOS	C			B	C	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	28.0	14.9	37.0		51.9
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	23.5	20.5	32.5		57.5
Max Q Clear Time (g_c+I1), s	9.2	10.2	15.3		10.8
Green Ext Time (p_c), s	0.9	0.3	4.0		5.3

Intersection Summary	
HCM 7th Control Delay, s/veh	18.6
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	14.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	77	289	243	265	198	89
Future Vol, veh/h	77	289	243	265	198	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	103	385	324	353	264	119

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1325	323	383	0	-	0
Stage 1	323	-	-	-	-	-
Stage 2	1001	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	172	718	1176	-	-	-
Stage 1	734	-	-	-	-	-
Stage 2	355	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	113	718	1176	-	-	-
Mov Cap-2 Maneuver	113	-	-	-	-	-
Stage 1	482	-	-	-	-	-
Stage 2	355	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	40.23	4.41	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	861	-	113	718	-	-
HCM Lane V/C Ratio	0.276	-	0.909	0.537	-	-
HCM Control Delay (s/veh)	9.2	0	132.4	15.7	-	-
HCM Lane LOS	A	A	F	C	-	-
HCM 95th %tile Q(veh)	1.1	-	5.6	3.2	-	-

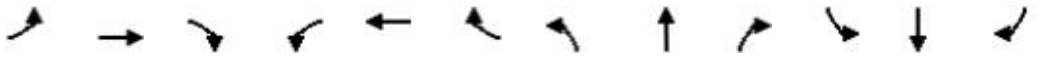
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	49	6	490	548	4
Future Vol, veh/h	13	49	6	490	548	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	66	8	662	741	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1422	743	746	0	-	0
Stage 1	743	-	-	-	-	-
Stage 2	678	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	150	415	862	-	-	-
Stage 1	470	-	-	-	-	-
Stage 2	504	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	148	415	862	-	-	-
Mov Cap-2 Maneuver	148	-	-	-	-	-
Stage 1	463	-	-	-	-	-
Stage 2	504	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	21.5	1	0.11	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	22	-	301	-	-
HCM Lane V/C Ratio	0.009	-	0.278	-	-
HCM Control Delay (s/veh)	9.2	0	21.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	1.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	255	95	17	230	96	75	250	26	128	279	255
Future Volume (veh/h)	169	255	95	17	230	96	75	250	26	128	279	255
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	211	319	119	21	288	120	94	312	32	160	349	319
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	258	525	445	42	393	160	121	1078	110	202	704	826
Arrive On Green	0.14	0.28	0.28	0.02	0.16	0.16	0.07	0.33	0.33	0.11	0.38	0.38
Sat Flow, veh/h	1781	1870	1585	1781	2464	1003	1781	3256	332	1781	1870	1585
Grp Volume(v), veh/h	211	319	119	21	206	202	94	169	175	160	349	319
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1690	1781	1777	1811	1781	1870	1585
Q Serve(g_s), s	8.2	10.6	4.2	0.8	7.9	8.2	3.7	5.0	5.1	6.3	10.3	8.6
Cycle Q Clear(g_c), s	8.2	10.6	4.2	0.8	7.9	8.2	3.7	5.0	5.1	6.3	10.3	8.6
Prop In Lane	1.00		1.00	1.00		0.59	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	258	525	445	42	283	269	121	588	600	202	704	826
V/C Ratio(X)	0.82	0.61	0.27	0.49	0.73	0.75	0.77	0.29	0.29	0.79	0.50	0.39
Avail Cap(c_a), veh/h	435	788	667	132	446	424	236	588	600	387	704	826
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.7	22.4	20.1	34.6	28.7	28.8	32.9	17.7	17.8	31.0	17.1	10.3
Incr Delay (d2), s/veh	6.3	1.1	0.3	8.6	3.5	4.2	10.0	1.2	1.2	6.8	2.5	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	4.2	1.4	0.4	3.2	3.2	1.8	2.0	2.1	2.9	4.3	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.0	23.5	20.4	43.2	32.2	33.0	42.8	19.0	19.0	37.8	19.6	11.6
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		649			429			438			828	
Approach Delay, s/veh		27.0			33.1			24.1			20.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	28.3	6.2	24.6	9.4	31.5	14.9	15.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	15.6	20.9	5.3	30.2	9.5	27.0	17.5	18.0
Max Q Clear Time (g_c+I1), s	8.3	7.1	2.8	12.6	5.7	12.3	10.2	10.2
Green Ext Time (p_c), s	0.2	1.4	0.0	1.8	0.1	2.6	0.3	1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	25.1
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	350	55	44	247	38	113	237	43	64	265	57
Future Volume (veh/h)	60	350	55	44	247	38	113	237	43	64	265	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	407	64	51	287	44	131	276	50	74	308	66
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	573	89	82	548	83	170	1313	235	101	1158	245
Arrive On Green	0.06	0.19	0.19	0.05	0.18	0.18	0.10	0.44	0.44	0.06	0.40	0.40
Sat Flow, veh/h	1781	3080	481	1781	3094	469	1781	3012	538	1781	2919	617
Grp Volume(v), veh/h	70	234	237	51	163	168	131	161	165	74	186	188
Grp Sat Flow(s),veh/h/ln	1781	1777	1784	1781	1777	1786	1781	1777	1773	1781	1777	1759
Q Serve(g_s), s	2.5	8.1	8.2	1.8	5.4	5.6	4.7	3.7	3.8	2.7	4.6	4.7
Cycle Q Clear(g_c), s	2.5	8.1	8.2	1.8	5.4	5.6	4.7	3.7	3.8	2.7	4.6	4.7
Prop In Lane	1.00		0.27	1.00		0.26	1.00		0.30	1.00		0.35
Lane Grp Cap(c), veh/h	98	331	332	82	315	317	170	775	773	101	705	698
V/C Ratio(X)	0.71	0.71	0.72	0.62	0.52	0.53	0.77	0.21	0.21	0.73	0.26	0.27
Avail Cap(c_a), veh/h	313	639	641	232	557	560	450	775	773	313	705	698
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	24.9	25.0	30.6	24.4	24.4	28.9	11.4	11.5	30.4	13.3	13.3
Incr Delay (d2), s/veh	9.2	2.8	2.9	7.4	1.3	1.4	7.1	0.6	0.6	9.9	0.9	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.2	3.3	0.9	2.2	2.2	2.2	1.3	1.3	1.3	1.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.6	27.7	27.9	38.0	25.7	25.8	36.0	12.1	12.1	40.2	14.2	14.3
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		541			382			457			448	
Approach Delay, s/veh		29.3			27.4			18.9			18.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	33.0	7.5	16.7	10.8	30.4	8.1	16.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	28.5	8.5	23.5	16.5	23.5	11.5	20.5
Max Q Clear Time (g_c+I1), s	4.7	5.8	3.8	10.2	6.7	6.7	4.5	7.6
Green Ext Time (p_c), s	0.1	1.6	0.0	2.0	0.2	1.7	0.1	1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	23.7
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	285	243	312	275	36	187	138	180	45	235	55
Future Volume (veh/h)	25	285	243	312	275	36	187	138	180	45	235	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	297	253	325	286	38	195	144	188	47	245	57
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	49	684	305	425	909	120	239	735	656	73	1140	508
Arrive On Green	0.03	0.19	0.19	0.12	0.29	0.29	0.13	0.41	0.41	0.04	0.32	0.32
Sat Flow, veh/h	1781	3554	1585	3456	3157	415	1781	1777	1585	1781	3554	1585
Grp Volume(v), veh/h	26	297	253	325	160	164	195	144	188	47	245	57
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1796	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.1	5.8	12.0	7.1	5.5	5.6	8.3	4.0	6.2	2.0	3.9	2.0
Cycle Q Clear(g_c), s	1.1	5.8	12.0	7.1	5.5	5.6	8.3	4.0	6.2	2.0	3.9	2.0
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	49	684	305	425	512	517	239	735	656	73	1140	508
V/C Ratio(X)	0.53	0.43	0.83	0.76	0.31	0.32	0.82	0.20	0.29	0.65	0.21	0.11
Avail Cap(c_a), veh/h	127	840	374	640	622	628	421	735	656	150	1140	508
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	27.9	30.4	33.2	21.8	21.9	33.0	14.6	15.3	37.0	19.4	18.7
Incr Delay (d2), s/veh	8.6	0.4	12.2	3.0	0.3	0.3	6.8	0.6	1.1	9.2	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.2	5.1	2.9	2.1	2.1	3.7	1.5	2.1	1.0	1.5	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.1	28.3	42.6	36.3	22.2	22.2	39.7	15.2	16.4	46.2	19.8	19.2
LnGrp LOS	D	C	D	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		576			649			527			349	
Approach Delay, s/veh		35.4			29.2			24.7			23.3	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	36.9	14.1	19.6	15.0	29.6	6.7	27.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.6	32.4	14.5	18.5	18.5	20.5	5.6	27.4
Max Q Clear Time (g_c+I1), s	4.0	8.2	9.1	14.0	10.3	5.9	3.1	7.6
Green Ext Time (p_c), s	0.0	1.7	0.5	1.1	0.3	1.2	0.0	1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	28.8
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	343	5	192	501	362	0	0	410	473
Future Volume (veh/h)	0	0	0	343	5	192	501	362	0	0	410	473
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				357	5	200	522	377	0	0	427	493
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				399	6	360	559	2386	0	0	545	486
Arrive On Green				0.23	0.23	0.23	0.31	0.67	0.00	0.00	0.31	0.31
Sat Flow, veh/h				1758	25	1585	1781	3647	0	0	1870	1585
Grp Volume(v), veh/h				362	0	200	522	377	0	0	427	493
Grp Sat Flow(s),veh/h/ln				1782	0	1585	1781	1777	0	0	1777	1585
Q Serve(g_s), s				17.5	0.0	9.9	25.2	3.5	0.0	0.0	19.4	27.2
Cycle Q Clear(g_c), s				17.5	0.0	9.9	25.2	3.5	0.0	0.0	19.4	27.2
Prop In Lane				0.99		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				404	0	360	559	2386	0	0	545	486
V/C Ratio(X)				0.90	0.00	0.56	0.93	0.16	0.00	0.00	0.78	1.01
Avail Cap(c_a), veh/h				433	0	385	613	2386	0	0	545	486
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				33.2	0.0	30.3	29.5	5.3	0.0	0.0	28.0	30.7
Incr Delay (d2), s/veh				19.9	0.0	1.5	20.6	0.1	0.0	0.0	10.7	44.2
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				9.6	0.0	3.8	12.9	1.0	0.0	0.0	9.1	15.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				53.1	0.0	31.8	50.1	5.5	0.0	0.0	38.7	74.9
LnGrp LOS				D		C	D	A			D	F
Approach Vol, veh/h					562			899			920	
Approach Delay, s/veh					45.5			31.4			58.1	
Approach LOS					D			C			E	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	64.0		32.3	31.7		24.6
Change Period (Y+Rc), s	4.5		4.5	4.5		4.5
Max Green Setting (Gmax), s	59.5		30.5	24.5		21.5
Max Q Clear Time (g_c+I1), s	5.5		27.2	29.2		19.5
Green Ext Time (p_c), s	2.3		0.6	0.0		0.6

Intersection Summary		
HCM 7th Control Delay, s/veh	45.1	
HCM 7th LOS	D	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	2	455	0	0	0	0	626	439	240	516	0
Future Volume (veh/h)	210	2	455	0	0	0	0	626	439	240	516	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	214	2	464				0	639	448	245	527	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	378	1	335				0	954	668	285	2444	0
Arrive On Green	0.21	0.21	0.21				0.00	0.48	0.48	0.16	0.69	0.00
Sat Flow, veh/h	1781	7	1579				0	2091	1398	1781	3647	0
Grp Volume(v), veh/h	214	0	466				0	568	519	245	527	0
Grp Sat Flow(s),veh/h/ln	1781	0	1586				0	1777	1619	1781	1777	0
Q Serve(g_s), s	9.7	0.0	19.1				0.0	22.1	22.2	12.1	4.9	0.0
Cycle Q Clear(g_c), s	9.7	0.0	19.1				0.0	22.1	22.2	12.1	4.9	0.0
Prop In Lane	1.00		1.00				0.00		0.86	1.00		0.00
Lane Grp Cap(c), veh/h	378	0	337				0	849	773	285	2444	0
V/C Ratio(X)	0.57	0.00	1.38				0.00	0.67	0.67	0.86	0.22	0.00
Avail Cap(c_a), veh/h	378	0	337				0	849	773	428	2444	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.7	0.0	35.5				0.0	18.1	18.1	36.8	5.2	0.0
Incr Delay (d2), s/veh	2.0	0.0	190.5				0.0	4.2	4.6	10.8	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	25.0				0.0	8.7	8.1	5.7	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.7	0.0	225.9				0.0	22.2	22.7	47.6	5.4	0.0
LnGrp LOS	C		F					C	C	D	A	
Approach Vol, veh/h		680						1087			772	
Approach Delay, s/veh		165.4						22.4			18.8	
Approach LOS		F						C			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	18.9	47.5		23.6		66.4
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	21.6	35.8		19.1		61.9
Max Q Clear Time (g_c+I1), s	14.1	24.2		21.1		6.9
Green Ext Time (p_c), s	0.4	5.0		0.0		3.4

Intersection Summary	
HCM 7th Control Delay, s/veh	59.6
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	661	158	275	479	90	184
Future Volume (veh/h)	661	158	275	479	90	184
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	796	190	331	577	108	222
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1080	258	376	2291	440	391
Arrive On Green	0.38	0.38	0.21	0.64	0.25	0.25
Sat Flow, veh/h	2939	679	1781	3647	1781	1585
Grp Volume(v), veh/h	497	489	331	577	108	222
Grp Sat Flow(s),veh/h/ln	1777	1748	1781	1777	1781	1585
Q Serve(g_s), s	20.0	20.0	14.9	5.7	4.0	10.2
Cycle Q Clear(g_c), s	20.0	20.0	14.9	5.7	4.0	10.2
Prop In Lane		0.39	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	674	663	376	2291	440	391
V/C Ratio(X)	0.74	0.74	0.88	0.25	0.25	0.57
Avail Cap(c_a), veh/h	674	663	526	2589	440	391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.2	22.2	31.7	6.3	25.1	27.4
Incr Delay (d2), s/veh	7.1	7.2	12.1	0.1	1.3	5.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	8.5	7.1	1.5	1.8	4.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	29.3	29.4	43.8	6.3	26.4	33.2
LnGrp LOS	C	C	D	A	C	C
Approach Vol, veh/h	986			908	330	
Approach Delay, s/veh	29.3			20.0	31.0	
Approach LOS	C			B	C	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	25.0	22.0	36.0		58.0
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	20.5	24.5	31.5		60.5
Max Q Clear Time (g_c+I1), s	12.2	16.9	22.0		7.7
Green Ext Time (p_c), s	0.7	0.6	3.9		3.8

Intersection Summary	
HCM 7th Control Delay, s/veh	25.8
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	235	122	290	443	18
Future Vol, veh/h	25	235	122	290	443	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	318	165	392	599	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1332	611	623	0	-	0
Stage 1	611	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	170	494	958	-	-	-
Stage 1	542	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	133	494	958	-	-	-
Mov Cap-2 Maneuver	133	-	-	-	-	-
Stage 1	423	-	-	-	-	-
Stage 2	481	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	26.1	2.82	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	533	-	133	494	-	-
HCM Lane V/C Ratio	0.172	-	0.255	0.643	-	-
HCM Control Delay (s/veh)	9.5	0	41.2	24.5	-	-
HCM Lane LOS	A	A	E	C	-	-
HCM 95th %tile Q(veh)	0.6	-	1	4.5	-	-

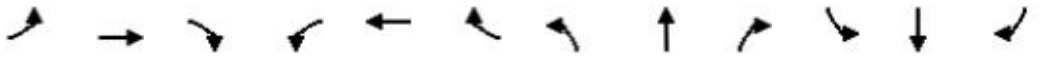
Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	44	115	457	629	43
Future Vol, veh/h	16	44	115	457	629	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	59	153	609	839	57

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1783	867	896	0	-	0
Stage 1	867	-	-	-	-	-
Stage 2	916	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	90	352	757	-	-	-
Stage 1	411	-	-	-	-	-
Stage 2	390	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	62	352	757	-	-	-
Mov Cap-2 Maneuver	62	-	-	-	-	-
Stage 1	285	-	-	-	-	-
Stage 2	390	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	49.4	8 2.2	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	362	-	157	-	-
HCM Lane V/C Ratio	0.202	-	0.509	-	-
HCM Control Delay (s/veh)	11	0	49.5	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0.8	-	2.5	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	291	152	49	19	163	114	78	210	10	82	314	244
Future Volume (veh/h)	291	152	49	19	163	114	78	210	10	82	314	244
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	320	167	54	21	179	125	86	231	11	90	345	268
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	368	584	495	42	265	175	111	1217	58	117	665	891
Arrive On Green	0.21	0.31	0.31	0.02	0.13	0.13	0.06	0.35	0.35	0.07	0.36	0.36
Sat Flow, veh/h	1781	1870	1585	1781	2049	1354	1781	3454	164	1781	1870	1585
Grp Volume(v), veh/h	320	167	54	21	154	150	86	118	124	90	345	268
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1627	1781	1777	1841	1781	1870	1585
Q Serve(g_s), s	12.7	4.9	1.8	0.9	6.0	6.5	3.5	3.4	3.4	3.6	10.7	6.5
Cycle Q Clear(g_c), s	12.7	4.9	1.8	0.9	6.0	6.5	3.5	3.4	3.4	3.6	10.7	6.5
Prop In Lane	1.00		1.00	1.00		0.83	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	368	584	495	42	230	211	111	626	649	117	665	891
V/C Ratio(X)	0.87	0.29	0.11	0.50	0.67	0.71	0.77	0.19	0.19	0.77	0.52	0.30
Avail Cap(c_a), veh/h	475	824	698	129	437	400	207	626	649	248	665	891
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	19.0	17.9	35.3	30.3	30.5	33.8	16.4	16.4	33.6	18.6	8.4
Incr Delay (d2), s/veh	13.1	0.3	0.1	8.7	3.3	4.4	10.9	0.7	0.7	10.3	2.9	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	1.9	0.6	0.4	2.5	2.5	1.7	1.3	1.4	1.8	4.6	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.1	19.3	18.0	44.0	33.7	35.0	44.7	17.1	17.1	43.9	21.5	9.3
LnGrp LOS	D	B	B	D	C	C	D	B	B	D	C	A
Approach Vol, veh/h		541			325			328			703	
Approach Delay, s/veh		32.1			34.9			24.3			19.7	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	30.3	6.2	27.3	9.1	30.5	19.6	14.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.2	24.3	5.3	32.2	8.5	26.0	19.5	18.0
Max Q Clear Time (g_c+I1), s	5.6	5.4	2.9	6.9	5.5	12.7	14.7	8.5
Green Ext Time (p_c), s	0.1	1.1	0.0	0.9	0.0	2.3	0.4	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	26.6
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	137	58	49	147	17	126	234	23	44	270	85
Future Volume (veh/h)	39	137	58	49	147	17	126	234	23	44	270	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	151	64	54	162	19	138	257	25	48	297	93
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	258	105	86	357	41	179	1709	165	80	1247	383
Arrive On Green	0.04	0.10	0.10	0.05	0.11	0.11	0.10	0.52	0.52	0.04	0.47	0.47
Sat Flow, veh/h	1781	2466	1001	1781	3209	371	1781	3274	316	1781	2677	822
Grp Volume(v), veh/h	43	107	108	54	89	92	138	138	144	48	195	195
Grp Sat Flow(s),veh/h/ln	1781	1777	1690	1781	1777	1804	1781	1777	1814	1781	1777	1722
Q Serve(g_s), s	1.5	3.7	3.9	1.9	3.0	3.1	4.8	2.6	2.6	1.7	4.2	4.4
Cycle Q Clear(g_c), s	1.5	3.7	3.9	1.9	3.0	3.1	4.8	2.6	2.6	1.7	4.2	4.4
Prop In Lane	1.00		0.59	1.00		0.21	1.00		0.17	1.00		0.48
Lane Grp Cap(c), veh/h	74	186	177	86	198	201	179	927	946	80	828	802
V/C Ratio(X)	0.58	0.57	0.61	0.63	0.45	0.46	0.77	0.15	0.15	0.60	0.24	0.24
Avail Cap(c_a), veh/h	236	540	513	264	567	576	486	927	946	264	828	802
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.2	27.4	27.5	30.0	26.7	26.7	28.1	8.0	8.0	30.1	10.3	10.3
Incr Delay (d2), s/veh	6.9	2.8	3.4	7.4	1.6	1.6	6.8	0.3	0.3	7.1	0.7	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.5	1.6	0.9	1.2	1.3	2.2	0.8	0.9	0.8	1.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.1	30.2	30.9	37.4	28.3	28.4	34.9	8.3	8.3	37.2	11.0	11.0
LnGrp LOS	D	C	C	D	C	C	C	A	A	D	B	B
Approach Vol, veh/h		258			235			420			438	
Approach Delay, s/veh		31.6			30.4			17.0			13.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	38.0	7.6	11.2	11.0	34.4	7.2	11.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.5	33.5	9.5	19.5	17.5	25.5	8.5	20.5
Max Q Clear Time (g_c+I1), s	3.7	4.6	3.9	5.9	6.8	6.4	3.5	5.1
Green Ext Time (p_c), s	0.0	1.5	0.0	0.8	0.2	1.9	0.0	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	21.1
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	158	227	267	207	18	183	267	333	18	298	36
Future Volume (veh/h)	48	158	227	267	207	18	183	267	333	18	298	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	163	234	275	213	19	189	275	343	19	307	37
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	640	286	373	812	72	234	806	719	39	1223	545
Arrive On Green	0.04	0.18	0.18	0.11	0.25	0.25	0.13	0.45	0.45	0.02	0.34	0.34
Sat Flow, veh/h	1781	3554	1585	3456	3303	292	1781	1777	1585	1781	3554	1585
Grp Volume(v), veh/h	49	163	234	275	114	118	189	275	343	19	307	37
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1818	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.1	3.0	10.8	5.9	3.9	4.0	7.8	7.6	11.5	0.8	4.7	1.2
Cycle Q Clear(g_c), s	2.1	3.0	10.8	5.9	3.9	4.0	7.8	7.6	11.5	0.8	4.7	1.2
Prop In Lane	1.00		1.00	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	76	640	286	373	437	447	234	806	719	39	1223	545
V/C Ratio(X)	0.65	0.25	0.82	0.74	0.26	0.26	0.81	0.34	0.48	0.49	0.25	0.07
Avail Cap(c_a), veh/h	176	911	406	568	572	585	457	806	719	129	1223	545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.9	26.8	30.0	32.9	23.1	23.1	32.1	13.4	14.5	36.8	17.9	16.8
Incr Delay (d2), s/veh	9.0	0.2	8.7	2.9	0.3	0.3	6.5	1.2	2.3	9.3	0.5	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.2	4.3	2.4	1.5	1.5	3.5	2.8	3.8	0.4	1.8	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.9	27.0	38.6	35.7	23.4	23.5	38.7	14.6	16.8	46.1	18.4	17.0
LnGrp LOS	D	C	D	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		446			507			807			363	
Approach Delay, s/veh		35.1			30.1			21.2			19.7	
Approach LOS		D			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	39.0	12.7	18.2	14.5	30.7	7.7	23.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	34.5	12.5	19.5	19.5	20.5	7.5	24.5
Max Q Clear Time (g_c+I1), s	12.8	13.5	7.9	12.8	9.8	6.7	4.1	6.0
Green Ext Time (p_c), s	0.0	3.4	0.4	0.9	0.3	1.5	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	26.0
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	406	5	292	355	506	0	0	277	499
Future Volume (veh/h)	0	0	0	406	5	292	355	506	0	0	277	499
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				423	5	304	370	527	0	0	289	520
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				495	6	446	414	2174	0	0	579	517
Arrive On Green				0.28	0.28	0.28	0.23	0.61	0.00	0.00	0.33	0.33
Sat Flow, veh/h				1761	21	1585	1781	3647	0	0	1870	1585
Grp Volume(v), veh/h				428	0	304	370	527	0	0	289	520
Grp Sat Flow(s),veh/h/ln				1782	0	1585	1781	1777	0	0	1777	1585
Q Serve(g_s), s				19.1	0.0	14.4	16.9	5.7	0.0	0.0	11.0	27.4
Cycle Q Clear(g_c), s				19.1	0.0	14.4	16.9	5.7	0.0	0.0	11.0	27.4
Prop In Lane				0.99		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				501	0	446	414	2174	0	0	579	517
V/C Ratio(X)				0.85	0.00	0.68	0.89	0.24	0.00	0.00	0.50	1.01
Avail Cap(c_a), veh/h				625	0	556	540	2174	0	0	579	517
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				28.6	0.0	26.9	31.3	7.4	0.0	0.0	22.8	28.4
Incr Delay (d2), s/veh				9.3	0.0	2.5	14.3	0.3	0.0	0.0	3.1	41.2
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				9.1	0.0	5.5	8.3	1.7	0.0	0.0	4.6	15.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				37.9	0.0	29.4	45.6	7.7	0.0	0.0	25.9	69.5
LnGrp LOS				D		C	D	A			C	F
Approach Vol, veh/h					732			897			809	
Approach Delay, s/veh					34.4			23.3			53.9	
Approach LOS					C			C			D	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	56.0		24.1	31.9		28.2
Change Period (Y+Rc), s	4.5		4.5	4.5		4.5
Max Green Setting (Gmax), s	51.5		25.5	21.5		29.5
Max Q Clear Time (g_c+I1), s	7.7		18.9	29.4		21.1
Green Ext Time (p_c), s	3.4		0.6	0.0		2.5

Intersection Summary		
HCM 7th Control Delay, s/veh		36.8
HCM 7th LOS		D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	374	4	503	0	0	0	0	464	381	182	519	0
Future Volume (veh/h)	374	4	503	0	0	0	0	464	381	182	519	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	402	4	541				0	499	410	196	558	0
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	554	4	490				0	755	620	234	2093	0
Arrive On Green	0.31	0.31	0.31				0.00	0.41	0.41	0.13	0.59	0.00
Sat Flow, veh/h	1781	12	1575				0	1946	1521	1781	3647	0
Grp Volume(v), veh/h	402	0	545				0	479	430	196	558	0
Grp Sat Flow(s),veh/h/ln	1781	0	1587				0	1777	1597	1781	1777	0
Q Serve(g_s), s	18.1	0.0	28.0				0.0	19.7	19.7	9.7	6.9	0.0
Cycle Q Clear(g_c), s	18.1	0.0	28.0				0.0	19.7	19.7	9.7	6.9	0.0
Prop In Lane	1.00		0.99				0.00		0.95	1.00		0.00
Lane Grp Cap(c), veh/h	554	0	494				0	724	651	234	2093	0
V/C Ratio(X)	0.73	0.00	1.10				0.00	0.66	0.66	0.84	0.27	0.00
Avail Cap(c_a), veh/h	554	0	494				0	724	651	350	2093	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.6	0.0	31.0				0.0	21.6	21.6	38.2	9.0	0.0
Incr Delay (d2), s/veh	4.7	0.0	72.0				0.0	4.7	5.2	10.7	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	0.0	20.1				0.0	8.2	7.4	4.6	2.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.3	0.0	103.0				0.0	26.3	26.9	48.9	9.3	0.0
LnGrp LOS	C		F					C	C	D	A	
Approach Vol, veh/h		947						909			754	
Approach Delay, s/veh		73.0						26.6			19.6	
Approach LOS		E						C			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	16.3	41.2	32.5	57.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.7	30.8	28.0	53.0
Max Q Clear Time (g_c+I1), s	11.7	21.7	30.0	8.9
Green Ext Time (p_c), s	0.2	3.6	0.0	3.6

Intersection Summary	
HCM 7th Control Delay, s/veh	41.4
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	7.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	42	0	0	13
Future Vol, veh/h	0	0	42	0	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	44	0	0	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	1	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	0	1622	-	0	1084
Stage 1	-	0	-	-	0	-
Stage 2	-	0	-	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1622	-	-	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	7.28	8.36
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	1084	-	1622	-
HCM Lane V/C Ratio	0.013	-	0.027	-
HCM Control Delay (s/veh)	8.4	-	7.3	0
HCM Lane LOS	A	-	A	A
HCM 95th %tile Q(veh)	0	-	0.1	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	13	0	57	42	0	17
Future Vol, veh/h	13	0	57	42	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	0	60	44	0	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	14	0	178	14
Stage 1	-	-	-	-	14	-
Stage 2	-	-	-	-	164	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	1605	-	812	1066
Stage 1	-	0	-	-	1009	-
Stage 2	-	0	-	-	865	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1605	-	781	1066
Mov Cap-2 Maneuver	-	-	-	-	781	-
Stage 1	-	-	-	-	1009	-
Stage 2	-	-	-	-	832	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	4.22	8.43
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	1066	-	1036	-
HCM Lane V/C Ratio	0.017	-	0.037	-
HCM Control Delay (s/veh)	8.4	-	7.3	0
HCM Lane LOS	A	-	A	A
HCM 95th %tile Q(veh)	0.1	-	0.1	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	30	0	23	99	0	7
Future Vol, veh/h	30	0	23	99	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	0	24	104	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	32	0	184	32
Stage 1	-	-	-	-	32	-
Stage 2	-	-	-	-	153	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	1581	-	805	1042
Stage 1	-	0	-	-	991	-
Stage 2	-	0	-	-	875	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1581	-	792	1042
Mov Cap-2 Maneuver	-	-	-	-	792	-
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	861	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.38	8.48
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	1042	-	339	-
HCM Lane V/C Ratio	0.007	-	0.015	-
HCM Control Delay (s/veh)	8.5	-	7.3	0
HCM Lane LOS	A	-	A	A
HCM 95th %tile Q(veh)	0	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	6	19	551	653	5
Future Vol, veh/h	1	6	19	551	653	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	6	20	580	687	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1310	690	693	0	-	0
Stage 1	690	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	175	445	903	-	-	-
Stage 1	498	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	170	445	903	-	-	-
Mov Cap-2 Maneuver	170	-	-	-	-	-
Stage 1	482	-	-	-	-	-
Stage 2	536	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	15.17	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	60	-	361	-	-
HCM Lane V/C Ratio	0.022	-	0.02	-	-
HCM Control Delay (s/veh)	9.1	0	15.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	536	114	160	630	150	159
Future Volume (veh/h)	536	114	160	630	150	159
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	646	137	193	759	181	192
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1183	251	236	2112	522	465
Arrive On Green	0.41	0.41	0.13	0.59	0.29	0.29
Sat Flow, veh/h	3012	618	1781	3647	1781	1585
Grp Volume(v), veh/h	393	390	193	759	181	192
Grp Sat Flow(s),veh/h/ln	1777	1759	1781	1777	1781	1585
Q Serve(g_s), s	13.5	13.6	8.4	8.8	6.4	7.8
Cycle Q Clear(g_c), s	13.5	13.6	8.4	8.8	6.4	7.8
Prop In Lane		0.35	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	721	713	236	2112	522	465
V/C Ratio(X)	0.55	0.55	0.82	0.36	0.35	0.41
Avail Cap(c_a), veh/h	721	713	456	2550	522	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	18.2	33.8	8.4	22.3	22.8
Incr Delay (d2), s/veh	3.0	3.0	6.8	0.1	1.8	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	5.3	3.8	2.5	2.8	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	21.1	21.2	40.6	8.5	24.1	25.5
LnGrp LOS	C	C	D	A	C	C
Approach Vol, veh/h	783			952	373	
Approach Delay, s/veh	21.2			15.0	24.8	
Approach LOS	C			B	C	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	28.0	15.1	37.0		52.1
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	23.5	20.5	32.5		57.5
Max Q Clear Time (g_c+I1), s	9.8	10.4	15.6		10.8
Green Ext Time (p_c), s	1.0	0.3	4.0		5.3

Intersection Summary	
HCM 7th Control Delay, s/veh	19.0
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	16.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	77	289	243	297	210	89
Future Vol, veh/h	77	289	243	297	210	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	103	385	324	396	280	119

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1383	339	399	0	-	0
Stage 1	339	-	-	-	-	-
Stage 2	1044	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	158	703	1160	-	-	-
Stage 1	721	-	-	-	-	-
Stage 2	339	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 102	703	1160	-	-	-
Mov Cap-2 Maneuver	~ 102	-	-	-	-	-
Stage 1	463	-	-	-	-	-
Stage 2	339	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	48.44	4.19	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	810	-	102	703	-	-
HCM Lane V/C Ratio	0.279	-	1.01	0.548	-	-
HCM Control Delay (s/veh)	9.3	0	169.6	16.2	-	-
HCM Lane LOS	A	A	F	C	-	-
HCM 95th %tile Q(veh)	1.2	-	6.3	3.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

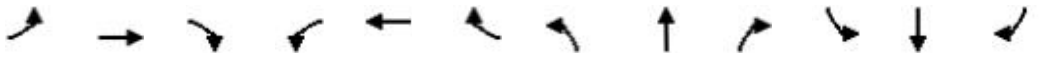
Intersection	
Int Delay, s/veh	12.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	144	42	495	550	14
Future Vol, veh/h	40	144	42	495	550	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	195	57	669	743	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1535	753	762	0	-	0
Stage 1	753	-	-	-	-	-
Stage 2	782	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	128	410	850	-	-	-
Stage 1	465	-	-	-	-	-
Stage 2	451	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	114	410	850	-	-	-
Mov Cap-2 Maneuver	114	-	-	-	-	-
Stage 1	416	-	-	-	-	-
Stage 2	451	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	84.36	0.75	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	141	-	262	-	-
HCM Lane V/C Ratio	0.067	-	0.948	-	-
HCM Control Delay (s/veh)	9.5	0	84.4	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.2	-	8.8	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	255	95	17	230	96	75	262	26	128	311	337
Future Volume (veh/h)	200	255	95	17	230	96	75	262	26	128	311	337
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	250	319	119	21	288	120	94	328	32	160	389	421
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	296	562	477	42	389	158	121	1046	101	201	682	842
Arrive On Green	0.17	0.30	0.30	0.02	0.16	0.16	0.07	0.32	0.32	0.11	0.36	0.36
Sat Flow, veh/h	1781	1870	1585	1781	2464	1003	1781	3273	317	1781	1870	1585
Grp Volume(v), veh/h	250	319	119	21	206	202	94	177	183	160	389	421
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1690	1781	1777	1813	1781	1870	1585
Q Serve(g_s), s	10.1	10.7	4.2	0.9	8.2	8.5	3.8	5.6	5.7	6.5	12.4	12.6
Cycle Q Clear(g_c), s	10.1	10.7	4.2	0.9	8.2	8.5	3.8	5.6	5.7	6.5	12.4	12.6
Prop In Lane	1.00		1.00	1.00		0.59	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	296	562	477	42	280	267	121	568	580	201	682	842
V/C Ratio(X)	0.84	0.57	0.25	0.50	0.73	0.76	0.77	0.31	0.32	0.79	0.57	0.50
Avail Cap(c_a), veh/h	421	763	646	127	432	411	228	568	580	375	682	842
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.9	21.8	19.6	35.7	29.7	29.8	34.0	19.0	19.1	32.0	18.9	11.1
Incr Delay (d2), s/veh	10.3	0.9	0.3	8.8	3.7	4.4	10.0	1.4	1.4	7.0	3.4	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	4.2	1.4	0.4	3.4	3.4	1.9	2.3	2.4	3.0	5.3	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.3	22.7	19.9	44.5	33.4	34.2	44.0	20.5	20.5	39.0	22.3	13.2
LnGrp LOS	D	C	B	D	C	C	D	C	C	D	C	B
Approach Vol, veh/h		688			429			454			970	
Approach Delay, s/veh		28.6			34.3			25.3			21.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	28.2	6.3	26.8	9.5	31.5	16.8	16.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	15.6	20.9	5.3	30.2	9.5	27.0	17.5	18.0
Max Q Clear Time (g_c+I1), s	8.5	7.7	2.9	12.7	5.8	14.6	12.1	10.5
Green Ext Time (p_c), s	0.2	1.5	0.0	1.8	0.1	3.0	0.3	1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	26.1
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	350	55	44	247	38	113	249	43	64	297	57
Future Volume (veh/h)	60	350	55	44	247	38	113	249	43	64	297	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	407	64	51	287	44	131	290	50	74	345	66
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	573	89	82	548	83	170	1324	225	101	1183	224
Arrive On Green	0.06	0.19	0.19	0.05	0.18	0.18	0.10	0.44	0.44	0.06	0.40	0.40
Sat Flow, veh/h	1781	3080	481	1781	3094	469	1781	3037	517	1781	2981	564
Grp Volume(v), veh/h	70	234	237	51	163	168	131	168	172	74	204	207
Grp Sat Flow(s),veh/h/ln	1781	1777	1784	1781	1777	1786	1781	1777	1777	1781	1777	1769
Q Serve(g_s), s	2.5	8.1	8.2	1.8	5.4	5.6	4.7	3.9	3.9	2.7	5.1	5.2
Cycle Q Clear(g_c), s	2.5	8.1	8.2	1.8	5.4	5.6	4.7	3.9	3.9	2.7	5.1	5.2
Prop In Lane	1.00		0.27	1.00		0.26	1.00		0.29	1.00		0.32
Lane Grp Cap(c), veh/h	98	331	332	82	315	317	170	775	775	101	705	702
V/C Ratio(X)	0.71	0.71	0.72	0.62	0.52	0.53	0.77	0.22	0.22	0.73	0.29	0.29
Avail Cap(c_a), veh/h	313	639	641	232	557	560	450	775	775	313	705	702
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	24.9	25.0	30.6	24.4	24.4	28.9	11.5	11.5	30.4	13.4	13.5
Incr Delay (d2), s/veh	9.2	2.8	2.9	7.4	1.3	1.4	7.1	0.6	0.7	9.9	1.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.2	3.3	0.9	2.2	2.2	2.2	1.4	1.4	1.3	1.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.6	27.7	27.9	38.0	25.7	25.8	36.0	12.1	12.2	40.2	14.5	14.5
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		541			382			471			485	
Approach Delay, s/veh		29.3			27.4			18.8			18.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	33.0	7.5	16.7	10.8	30.4	8.1	16.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	28.5	8.5	23.5	16.5	23.5	11.5	20.5
Max Q Clear Time (g_c+I1), s	4.7	5.9	3.8	10.2	6.7	7.2	4.5	7.6
Green Ext Time (p_c), s	0.1	1.7	0.0	2.0	0.2	1.9	0.1	1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	23.5
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	285	243	394	275	36	187	138	211	45	235	55
Future Volume (veh/h)	25	285	243	394	275	36	187	138	211	45	235	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	297	253	410	286	38	195	144	220	47	245	57
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	49	677	302	503	975	128	237	712	635	72	1094	488
Arrive On Green	0.03	0.19	0.19	0.15	0.31	0.31	0.13	0.40	0.40	0.04	0.31	0.31
Sat Flow, veh/h	1781	3554	1585	3456	3157	415	1781	1777	1585	1781	3554	1585
Grp Volume(v), veh/h	26	297	253	410	160	164	195	144	220	47	245	57
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1796	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.2	6.0	12.4	9.3	5.5	5.6	8.6	4.3	7.8	2.1	4.1	2.1
Cycle Q Clear(g_c), s	1.2	6.0	12.4	9.3	5.5	5.6	8.6	4.3	7.8	2.1	4.1	2.1
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	49	677	302	503	549	555	237	712	635	72	1094	488
V/C Ratio(X)	0.53	0.44	0.84	0.82	0.29	0.30	0.82	0.20	0.35	0.65	0.22	0.12
Avail Cap(c_a), veh/h	123	813	363	620	602	609	408	712	635	145	1094	488
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.8	28.9	31.5	33.5	21.2	21.3	34.1	15.8	16.9	38.2	20.8	20.1
Incr Delay (d2), s/veh	8.8	0.4	13.6	6.8	0.3	0.3	6.9	0.6	1.5	9.7	0.5	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.3	5.4	4.0	2.1	2.1	3.9	1.6	2.7	1.0	1.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.6	29.3	45.1	40.3	21.5	21.5	41.0	16.4	18.3	47.9	21.3	20.6
LnGrp LOS	D	C	D	D	C	C	D	B	B	D	C	C
Approach Vol, veh/h		576			734			559			349	
Approach Delay, s/veh		37.1			32.0			25.8			24.7	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	36.9	16.3	19.9	15.3	29.4	6.7	29.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.6	32.4	14.5	18.5	18.5	20.5	5.6	27.4
Max Q Clear Time (g_c+I1), s	4.1	9.8	11.3	14.4	10.6	6.1	3.2	7.6
Green Ext Time (p_c), s	0.0	1.9	0.5	1.0	0.3	1.2	0.0	1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	30.6
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	343	5	230	501	406	0	0	422	486
Future Volume (veh/h)	0	0	0	343	5	230	501	406	0	0	422	486
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				357	5	240	522	423	0	0	440	506
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				399	6	360	559	2385	0	0	545	486
Arrive On Green				0.23	0.23	0.23	0.31	0.67	0.00	0.00	0.31	0.31
Sat Flow, veh/h				1758	25	1585	1781	3647	0	0	1870	1585
Grp Volume(v), veh/h				362	0	240	522	423	0	0	440	506
Grp Sat Flow(s),veh/h/ln				1782	0	1585	1781	1777	0	0	1777	1585
Q Serve(g_s), s				17.5	0.0	12.2	25.2	3.9	0.0	0.0	20.2	27.2
Cycle Q Clear(g_c), s				17.5	0.0	12.2	25.2	3.9	0.0	0.0	20.2	27.2
Prop In Lane				0.99		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				405	0	360	559	2385	0	0	545	486
V/C Ratio(X)				0.89	0.00	0.67	0.93	0.18	0.00	0.00	0.81	1.04
Avail Cap(c_a), veh/h				432	0	384	613	2385	0	0	545	486
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				33.2	0.0	31.2	29.5	5.4	0.0	0.0	28.3	30.7
Incr Delay (d2), s/veh				19.7	0.0	4.0	20.6	0.2	0.0	0.0	12.2	51.9
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				9.5	0.0	5.0	12.9	1.1	0.0	0.0	9.6	16.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				52.9	0.0	35.2	50.1	5.6	0.0	0.0	40.5	82.6
LnGrp LOS				D		D	D	A			D	F
Approach Vol, veh/h					602			945			946	
Approach Delay, s/veh					45.9			30.2			63.0	
Approach LOS					D			C			E	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	64.0		32.3	31.7		24.6
Change Period (Y+Rc), s	4.5		4.5	4.5		4.5
Max Green Setting (Gmax), s	59.5		30.5	24.5		21.5
Max Q Clear Time (g_c+I1), s	5.9		27.2	29.2		19.5
Green Ext Time (p_c), s	2.6		0.6	0.0		0.7

Intersection Summary		
HCM 7th Control Delay, s/veh	46.4	
HCM 7th LOS	D	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	254	2	455	0	0	0	0	626	439	252	516	0
Future Volume (veh/h)	254	2	455	0	0	0	0	626	439	252	516	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	259	2	464				0	639	448	257	527	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	378	1	335				0	941	658	297	2444	0
Arrive On Green	0.21	0.21	0.21				0.00	0.47	0.47	0.17	0.69	0.00
Sat Flow, veh/h	1781	7	1579				0	2091	1398	1781	3647	0
Grp Volume(v), veh/h	259	0	466				0	568	519	257	527	0
Grp Sat Flow(s),veh/h/ln	1781	0	1586				0	1777	1619	1781	1777	0
Q Serve(g_s), s	12.1	0.0	19.1				0.0	22.4	22.5	12.6	4.9	0.0
Cycle Q Clear(g_c), s	12.1	0.0	19.1				0.0	22.4	22.5	12.6	4.9	0.0
Prop In Lane	1.00		1.00				0.00		0.86	1.00		0.00
Lane Grp Cap(c), veh/h	378	0	337				0	837	762	297	2444	0
V/C Ratio(X)	0.69	0.00	1.38				0.00	0.68	0.68	0.86	0.22	0.00
Avail Cap(c_a), veh/h	378	0	337				0	837	762	428	2444	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.7	0.0	35.5				0.0	18.5	18.5	36.5	5.2	0.0
Incr Delay (d2), s/veh	5.1	0.0	190.5				0.0	4.4	4.9	12.1	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	25.0				0.0	8.9	8.2	6.1	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.7	0.0	225.9				0.0	22.9	23.4	48.6	5.4	0.0
LnGrp LOS	D		F					C	C	D	A	
Approach Vol, veh/h		725						1087			784	
Approach Delay, s/veh		158.7						23.2			19.5	
Approach LOS		F						C			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	19.5	46.9	23.6	66.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	21.6	35.8	19.1	61.9
Max Q Clear Time (g_c+I1), s	14.6	24.5	21.1	6.9
Green Ext Time (p_c), s	0.4	5.0	0.0	3.4

Intersection Summary	
HCM 7th Control Delay, s/veh	59.9
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	16	0	0	42
Future Vol, veh/h	0	0	16	0	0	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	17	0	0	44

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	1	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	0	1622	-	0	1084
Stage 1	-	0	-	-	0	-
Stage 2	-	0	-	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1622	-	-	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	7.24	8.46
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	1084	-	1622	-
HCM Lane V/C Ratio	0.041	-	0.01	-
HCM Control Delay (s/veh)	8.5	-	7.2	0
HCM Lane LOS	A	-	A	A
HCM 95th %tile Q(veh)	0.1	-	0	-

Intersection	
Int Delay, s/veh	4.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	42	0	22	16	0	57
Future Vol, veh/h	42	0	22	16	0	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	0	23	17	0	60

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	44	0	107	44
Stage 1	-	-	-	-	44	-
Stage 2	-	-	-	-	63	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	1564	-	890	1026
Stage 1	-	0	-	-	978	-
Stage 2	-	0	-	-	959	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1564	-	877	1026
Mov Cap-2 Maneuver	-	-	-	-	877	-
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	945	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	4.25	8.73
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	1026	-	1042	-
HCM Lane V/C Ratio	0.058	-	0.015	-
HCM Control Delay (s/veh)	8.7	-	7.3	0
HCM Lane LOS	A	-	A	A
HCM 95th %tile Q(veh)	0.2	-	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	99	0	9	38	0	23
Future Vol, veh/h	99	0	9	38	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	104	0	9	40	0	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	104	0	163	104
Stage 1	-	-	-	-	104	-
Stage 2	-	-	-	-	59	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	1487	-	828	950
Stage 1	-	0	-	-	920	-
Stage 2	-	0	-	-	964	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1487	-	822	950
Mov Cap-2 Maneuver	-	-	-	-	822	-
Stage 1	-	-	-	-	920	-
Stage 2	-	-	-	-	957	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.42	8.89
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	950	-	345	-
HCM Lane V/C Ratio	0.025	-	0.006	-
HCM Control Delay (s/veh)	8.9	-	7.4	0
HCM Lane LOS	A	-	A	A
HCM 95th %tile Q(veh)	0.1	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	19	7	526	643	2
Future Vol, veh/h	5	19	7	526	643	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	20	7	554	677	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1246	678	679	0	-	0
Stage 1	678	-	-	-	-	-
Stage 2	568	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	192	452	913	-	-	-
Stage 1	504	-	-	-	-	-
Stage 2	567	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	189	452	913	-	-	-
Mov Cap-2 Maneuver	189	-	-	-	-	-
Stage 1	498	-	-	-	-	-
Stage 2	567	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	16.05	0.12	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	24	-	351	-	-
HCM Lane V/C Ratio	0.008	-	0.072	-	-
HCM Control Delay (s/veh)	9	0	16.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	716	160	276	638	109	181
Future Volume (veh/h)	716	160	276	638	109	181
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	863	193	333	769	131	218
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1113	249	376	2310	433	385
Arrive On Green	0.39	0.39	0.21	0.65	0.24	0.24
Sat Flow, veh/h	2979	645	1781	3647	1781	1585
Grp Volume(v), veh/h	531	525	333	769	131	218
Grp Sat Flow(s),veh/h/ln	1777	1754	1781	1777	1781	1585
Q Serve(g_s), s	22.1	22.1	15.3	8.1	5.1	10.2
Cycle Q Clear(g_c), s	22.1	22.1	15.3	8.1	5.1	10.2
Prop In Lane		0.37	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	685	676	376	2310	433	385
V/C Ratio(X)	0.78	0.78	0.89	0.33	0.30	0.57
Avail Cap(c_a), veh/h	685	676	497	2550	433	385
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	22.7	32.3	6.6	26.1	28.0
Incr Delay (d2), s/veh	8.4	8.5	14.0	0.1	1.8	5.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	9.5	7.5	2.2	2.2	4.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	31.1	31.2	46.3	6.7	27.9	33.9
LnGrp LOS	C	C	D	A	C	C
Approach Vol, veh/h	1056			1102	349	
Approach Delay, s/veh	31.2			18.6	31.6	
Approach LOS	C			B	C	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	25.0	22.3	37.0		59.3
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	20.5	23.5	32.5		60.5
Max Q Clear Time (g_c+I1), s	12.2	17.3	24.1		10.1
Green Ext Time (p_c), s	0.7	0.5	3.9		5.4

Intersection Summary	
HCM 7th Control Delay, s/veh	25.7
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	235	122	284	420	23
Future Vol, veh/h	29	235	122	284	420	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	318	165	384	568	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1297	583	599	0	-	0
Stage 1	583	-	-	-	-	-
Stage 2	714	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	179	512	978	-	-	-
Stage 1	558	-	-	-	-	-
Stage 2	485	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	140	512	978	-	-	-
Mov Cap-2 Maneuver	140	-	-	-	-	-
Stage 1	438	-	-	-	-	-
Stage 2	485	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	24.74	2.83	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	541	-	140	512	-	-
HCM Lane V/C Ratio	0.169	-	0.279	0.62	-	-
HCM Control Delay (s/veh)	9.4	0	40.3	22.8	-	-
HCM Lane LOS	A	A	E	C	-	-
HCM 95th %tile Q(veh)	0.6	-	1.1	4.2	-	-

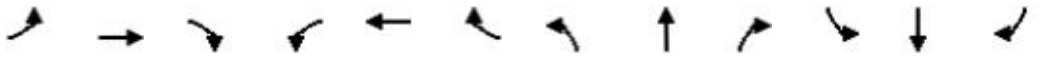
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	36	20	456	630	16
Future Vol, veh/h	8	36	20	456	630	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	48	27	608	840	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1512	851	861	0	-	0
Stage 1	851	-	-	-	-	-
Stage 2	661	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	132	360	781	-	-	-
Stage 1	419	-	-	-	-	-
Stage 2	513	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	125	360	781	-	-	-
Mov Cap-2 Maneuver	125	-	-	-	-	-
Stage 1	397	-	-	-	-	-
Stage 2	513	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	22.11	0.41	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	76	-	269	-	-
HCM Lane V/C Ratio	0.034	-	0.218	-	-
HCM Control Delay (s/veh)	9.8	0	22.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	209	152	52	19	163	114	78	178	10	82	340	248
Future Volume (veh/h)	209	152	52	19	163	114	78	178	10	82	340	248
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	230	167	57	21	179	125	86	196	11	90	374	273
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	280	496	420	43	270	178	111	1321	74	117	728	866
Arrive On Green	0.16	0.26	0.26	0.02	0.13	0.13	0.06	0.39	0.39	0.07	0.39	0.39
Sat Flow, veh/h	1781	1870	1585	1781	2049	1354	1781	3422	191	1781	1870	1585
Grp Volume(v), veh/h	230	167	57	21	154	150	86	101	106	90	374	273
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1627	1781	1777	1836	1781	1870	1585
Q Serve(g_s), s	8.7	5.0	1.9	0.8	5.7	6.1	3.3	2.6	2.6	3.4	10.6	6.5
Cycle Q Clear(g_c), s	8.7	5.0	1.9	0.8	5.7	6.1	3.3	2.6	2.6	3.4	10.6	6.5
Prop In Lane	1.00		1.00	1.00		0.83	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	280	496	420	43	234	214	111	686	709	117	728	866
V/C Ratio(X)	0.82	0.34	0.14	0.49	0.66	0.70	0.77	0.15	0.15	0.77	0.51	0.32
Avail Cap(c_a), veh/h	475	841	713	136	461	422	218	686	709	262	728	866
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.3	20.6	19.4	33.4	28.6	28.8	32.0	13.9	13.9	31.9	16.2	8.6
Incr Delay (d2), s/veh	5.9	0.4	0.1	8.5	3.1	4.1	10.9	0.5	0.4	10.3	2.6	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	2.0	0.6	0.4	2.3	2.3	1.6	1.0	1.0	1.7	4.4	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.2	21.0	19.6	41.9	31.7	32.9	42.9	14.3	14.3	42.2	18.8	9.6
LnGrp LOS	C	C	B	D	C	C	D	B	B	D	B	A
Approach Vol, veh/h		454			325			293			737	
Approach Delay, s/veh		27.5			32.9			22.7			18.2	
Approach LOS		C			C			C			B	

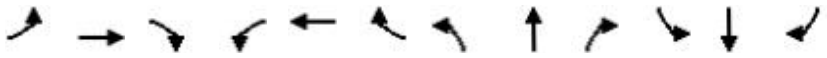
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	31.3	6.2	22.9	8.8	31.5	15.4	13.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.2	25.3	5.3	31.2	8.5	27.0	18.5	18.0
Max Q Clear Time (g_c+I1), s	5.4	4.6	2.8	7.0	5.3	12.6	10.7	8.1
Green Ext Time (p_c), s	0.1	0.9	0.0	0.9	0.0	2.6	0.4	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	23.9
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	137	58	168	147	17	162	233	152	50	353	85
Future Volume (veh/h)	39	137	58	168	147	17	162	233	152	50	353	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	151	64	185	162	19	178	256	167	55	388	93
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	254	103	233	618	72	225	930	586	86	1044	248
Arrive On Green	0.04	0.10	0.10	0.13	0.19	0.19	0.13	0.44	0.44	0.05	0.37	0.37
Sat Flow, veh/h	1781	2466	1001	1781	3209	371	1781	2092	1318	1781	2850	676
Grp Volume(v), veh/h	43	107	108	185	89	92	178	216	207	55	240	241
Grp Sat Flow(s),veh/h/ln	1781	1777	1690	1781	1777	1804	1781	1777	1633	1781	1777	1749
Q Serve(g_s), s	1.6	3.8	4.0	6.6	2.8	2.9	6.4	5.1	5.3	2.0	6.5	6.7
Cycle Q Clear(g_c), s	1.6	3.8	4.0	6.6	2.8	2.9	6.4	5.1	5.3	2.0	6.5	6.7
Prop In Lane	1.00		0.59	1.00		0.21	1.00		0.81	1.00		0.39
Lane Grp Cap(c), veh/h	74	183	174	233	342	347	225	790	726	86	651	641
V/C Ratio(X)	0.58	0.58	0.62	0.79	0.26	0.27	0.79	0.27	0.28	0.64	0.37	0.38
Avail Cap(c_a), veh/h	176	485	462	476	785	796	449	790	726	192	651	641
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	28.2	28.3	27.8	22.6	22.6	27.9	11.6	11.6	30.8	15.3	15.3
Incr Delay (d2), s/veh	7.1	2.9	3.6	6.0	0.4	0.4	6.1	0.9	1.0	7.7	1.6	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.6	1.6	2.9	1.1	1.1	2.8	1.8	1.8	1.0	2.5	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.2	31.2	31.9	33.7	23.0	23.0	34.1	12.4	12.6	38.5	16.9	17.0
LnGrp LOS	D	C	C	C	C	C	C	B	B	D	B	B
Approach Vol, veh/h		258			366			601			536	
Approach Delay, s/veh		32.6			28.4			18.9			19.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	33.8	13.1	11.3	12.8	28.6	7.2	17.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.1	29.3	17.6	18.0	16.6	19.8	6.5	29.1
Max Q Clear Time (g_c+I1), s	4.0	7.3	8.6	6.0	8.4	8.7	3.6	4.9
Green Ext Time (p_c), s	0.0	2.3	0.3	0.7	0.3	2.0	0.0	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	23.0
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	158	227	261	207	18	183	267	251	21	350	36
Future Volume (veh/h)	48	158	227	261	207	18	183	267	251	21	350	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	163	234	269	213	19	189	275	259	22	361	37
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	636	284	369	804	71	233	805	718	44	1232	550
Arrive On Green	0.04	0.18	0.18	0.11	0.24	0.24	0.13	0.45	0.45	0.02	0.35	0.35
Sat Flow, veh/h	1781	3554	1585	3456	3303	292	1781	1777	1585	1781	3554	1585
Grp Volume(v), veh/h	49	163	234	269	114	118	189	275	259	22	361	37
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1818	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.1	3.0	10.8	5.7	3.9	4.0	7.9	7.6	8.1	0.9	5.6	1.2
Cycle Q Clear(g_c), s	2.1	3.0	10.8	5.7	3.9	4.0	7.9	7.6	8.1	0.9	5.6	1.2
Prop In Lane	1.00		1.00	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	75	636	284	369	433	443	233	805	718	44	1232	550
V/C Ratio(X)	0.65	0.26	0.82	0.73	0.26	0.27	0.81	0.34	0.36	0.51	0.29	0.07
Avail Cap(c_a), veh/h	157	864	385	613	591	604	433	805	718	129	1232	550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.9	26.9	30.1	32.9	23.3	23.3	32.2	13.5	13.6	36.7	18.1	16.6
Incr Delay (d2), s/veh	9.0	0.2	10.1	2.8	0.3	0.3	6.6	1.2	1.4	8.8	0.6	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.2	4.5	2.3	1.5	1.6	3.5	2.8	2.7	0.5	2.1	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.9	27.1	40.2	35.7	23.6	23.6	38.8	14.6	15.0	45.5	18.7	16.9
LnGrp LOS	D	C	D	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		446			501			723			420	
Approach Delay, s/veh		35.9			30.1			21.1			19.9	
Approach LOS		D			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	39.0	12.6	18.1	14.5	30.9	7.7	23.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	34.5	13.5	18.5	18.5	21.5	6.7	25.3
Max Q Clear Time (g_c+I1), s	12.9	10.1	7.7	12.8	9.9	7.6	4.1	6.0
Green Ext Time (p_c), s	0.0	3.0	0.4	0.8	0.3	1.8	0.0	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	26.2
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	406	5	254	355	462	0	0	340	486
Future Volume (veh/h)	0	0	0	406	5	254	355	462	0	0	340	486
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				423	5	265	370	481	0	0	354	506
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				489	6	440	412	2192	0	0	591	527
Arrive On Green				0.28	0.28	0.28	0.23	0.62	0.00	0.00	0.33	0.33
Sat Flow, veh/h				1761	21	1585	1781	3647	0	0	1870	1585
Grp Volume(v), veh/h				428	0	265	370	481	0	0	354	506
Grp Sat Flow(s),veh/h/ln				1782	0	1585	1781	1777	0	0	1777	1585
Q Serve(g_s), s				19.4	0.0	12.3	17.2	5.1	0.0	0.0	14.1	26.6
Cycle Q Clear(g_c), s				19.4	0.0	12.3	17.2	5.1	0.0	0.0	14.1	26.6
Prop In Lane				0.99		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				495	0	440	412	2192	0	0	591	527
V/C Ratio(X)				0.87	0.00	0.60	0.90	0.22	0.00	0.00	0.60	0.96
Avail Cap(c_a), veh/h				597	0	531	513	2192	0	0	591	527
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				29.2	0.0	26.7	31.7	7.2	0.0	0.0	23.7	27.9
Incr Delay (d2), s/veh				11.0	0.0	1.3	16.0	0.2	0.0	0.0	4.4	30.4
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				9.5	0.0	4.7	8.6	1.5	0.0	0.0	6.0	13.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				40.3	0.0	28.0	47.8	7.5	0.0	0.0	28.1	58.3
LnGrp LOS				D		C	D	A			C	E
Approach Vol, veh/h					693			851			860	
Approach Delay, s/veh					35.6			25.0			45.9	
Approach LOS					D			C			D	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	57.0		24.2	32.8		28.1
Change Period (Y+Rc), s	4.5		4.5	4.5		4.5
Max Green Setting (Gmax), s	52.5		24.5	23.5		28.5
Max Q Clear Time (g_c+I1), s	7.1		19.2	28.6		21.4
Green Ext Time (p_c), s	3.0		0.5	0.0		2.2

Intersection Summary		
HCM 7th Control Delay, s/veh		35.5
HCM 7th LOS		D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	5	503	0	0	0	0	473	410	204	533	0
Future Volume (veh/h)	330	5	503	0	0	0	0	473	410	204	533	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	355	5	541				0	509	441	219	573	0
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	524	4	463				0	741	642	258	2152	0
Arrive On Green	0.29	0.29	0.29				0.00	0.41	0.41	0.14	0.61	0.00
Sat Flow, veh/h	1781	15	1573				0	1897	1562	1781	3647	0
Grp Volume(v), veh/h	355	0	546				0	501	449	219	573	0
Grp Sat Flow(s),veh/h/ln	1781	0	1587				0	1777	1589	1781	1777	0
Q Serve(g_s), s	15.8	0.0	26.5				0.0	20.8	20.8	10.8	6.8	0.0
Cycle Q Clear(g_c), s	15.8	0.0	26.5				0.0	20.8	20.8	10.8	6.8	0.0
Prop In Lane	1.00		0.99				0.00		0.98	1.00		0.00
Lane Grp Cap(c), veh/h	524	0	467				0	730	653	258	2152	0
V/C Ratio(X)	0.68	0.00	1.17				0.00	0.69	0.69	0.85	0.27	0.00
Avail Cap(c_a), veh/h	524	0	467				0	730	653	366	2152	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	28.0	0.0	31.8				0.0	21.8	21.8	37.5	8.3	0.0
Incr Delay (d2), s/veh	3.5	0.0	96.7				0.0	5.2	5.8	12.4	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.0	22.3				0.0	8.7	7.9	5.3	2.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.4	0.0	128.4				0.0	27.0	27.6	49.9	8.7	0.0
LnGrp LOS	C		F					C	C	D	A	
Approach Vol, veh/h		901						950			792	
Approach Delay, s/veh		90.2						27.2			20.1	
Approach LOS		F						C			C	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	17.5	41.5	31.0	59.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	13.5	31.5	26.5	54.5
Max Q Clear Time (g_c+I1), s	12.8	22.8	28.5	8.8
Green Ext Time (p_c), s	0.3	3.6	0.0	3.7

Intersection Summary	
HCM 7th Control Delay, s/veh	46.6
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	670	146	166	782	160	149
Future Volume (veh/h)	670	146	166	782	160	149
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	807	176	200	942	193	180
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1262	275	243	2226	469	418
Arrive On Green	0.43	0.43	0.14	0.63	0.26	0.26
Sat Flow, veh/h	2994	633	1781	3647	1781	1585
Grp Volume(v), veh/h	494	489	200	942	193	180
Grp Sat Flow(s),veh/h/ln	1777	1756	1781	1777	1781	1585
Q Serve(g_s), s	17.8	17.8	8.9	11.0	7.3	7.7
Cycle Q Clear(g_c), s	17.8	17.8	8.9	11.0	7.3	7.7
Prop In Lane		0.36	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	773	764	243	2226	469	418
V/C Ratio(X)	0.64	0.64	0.82	0.42	0.41	0.43
Avail Cap(c_a), veh/h	773	764	426	2591	469	418
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.1	18.1	34.3	7.8	24.8	25.0
Incr Delay (d2), s/veh	4.0	4.1	6.9	0.1	2.7	3.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	7.0	4.0	3.0	3.2	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	22.1	22.1	41.2	7.9	27.5	28.2
LnGrp LOS	C	C	D	A	C	C
Approach Vol, veh/h	983			1142	373	
Approach Delay, s/veh	22.1			13.7	27.8	
Approach LOS	C			B	C	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	26.0	15.6	40.0		55.6
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	21.5	19.5	35.5		59.5
Max Q Clear Time (g_c+I1), s	9.7	10.9	19.8		13.0
Green Ext Time (p_c), s	0.9	0.3	5.1		7.0

Intersection Summary	
HCM 7th Control Delay, s/veh	19.1
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	17.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	78	289	243	274	232	98
Future Vol, veh/h	78	289	243	274	232	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	104	385	324	365	309	131

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1388	375	440	0	-	0
Stage 1	375	-	-	-	-	-
Stage 2	1013	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	157	672	1120	-	-	-
Stage 1	695	-	-	-	-	-
Stage 2	351	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 100	672	1120	-	-	-
Mov Cap-2 Maneuver	~ 100	-	-	-	-	-
Stage 1	443	-	-	-	-	-
Stage 2	351	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	51.74	4.47	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	846	-	100	672	-	-
HCM Lane V/C Ratio	0.289	-	1.038	0.574	-	-
HCM Control Delay (s/veh)	9.5	0	179.2	17.3	-	-
HCM Lane LOS	A	A	F	C	-	-
HCM 95th %tile Q(veh)	1.2	-	6.5	3.7	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

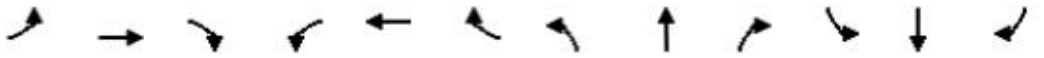
Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	61	17	490	548	4
Future Vol, veh/h	13	61	17	490	548	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	82	23	662	741	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1451	743	746	0	-	0
Stage 1	743	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	144	415	862	-	-	-
Stage 1	470	-	-	-	-	-
Stage 2	488	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	138	415	862	-	-	-
Mov Cap-2 Maneuver	138	-	-	-	-	-
Stage 1	450	-	-	-	-	-
Stage 2	488	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	22.32	0.31	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	60	-	307	-	-
HCM Lane V/C Ratio	0.027	-	0.326	-	-
HCM Control Delay (s/veh)	9.3	0	22.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.4	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	255	104	17	230	96	75	252	26	128	297	255
Future Volume (veh/h)	179	255	104	17	230	96	75	252	26	128	297	255
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	224	319	130	21	288	120	94	315	32	160	371	319
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	270	535	453	42	389	158	121	1090	110	200	708	841
Arrive On Green	0.15	0.29	0.29	0.02	0.16	0.16	0.07	0.33	0.33	0.11	0.38	0.38
Sat Flow, veh/h	1781	1870	1585	1781	2464	1003	1781	3259	329	1781	1870	1585
Grp Volume(v), veh/h	224	319	130	21	206	202	94	171	176	160	371	319
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1690	1781	1777	1811	1781	1870	1585
Q Serve(g_s), s	9.0	10.9	4.7	0.9	8.2	8.5	3.8	5.2	5.3	6.5	11.4	8.7
Cycle Q Clear(g_c), s	9.0	10.9	4.7	0.9	8.2	8.5	3.8	5.2	5.3	6.5	11.4	8.7
Prop In Lane	1.00		1.00	1.00		0.59	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	270	535	453	42	281	267	121	594	605	200	708	841
V/C Ratio(X)	0.83	0.60	0.29	0.50	0.73	0.76	0.78	0.29	0.29	0.80	0.52	0.38
Avail Cap(c_a), veh/h	422	764	648	128	433	411	205	594	605	325	708	841
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	22.7	20.5	35.7	29.6	29.8	33.9	18.1	18.1	32.0	17.8	10.2
Incr Delay (d2), s/veh	7.8	1.1	0.3	8.8	3.7	4.4	10.1	1.2	1.2	7.1	2.8	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	4.3	1.5	0.4	3.4	3.4	1.9	2.1	2.2	3.0	4.8	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.2	23.8	20.9	44.4	33.3	34.1	44.0	19.3	19.4	39.1	20.6	11.5
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	C	B
Approach Vol, veh/h		673			429			441			850	
Approach Delay, s/veh		28.0			34.3			24.6			20.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	29.2	6.3	25.6	9.5	32.5	15.7	16.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	13.5	23.0	5.3	30.2	8.5	28.0	17.5	18.0
Max Q Clear Time (g_c+I1), s	8.5	7.3	2.9	12.9	5.8	13.4	11.0	10.5
Green Ext Time (p_c), s	0.2	1.5	0.0	1.9	0.0	2.7	0.3	1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	25.9
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	350	57	222	247	38	113	284	253	64	356	57
Future Volume (veh/h)	60	350	57	222	247	38	113	284	253	64	356	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	407	66	258	287	44	131	330	294	74	414	66
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	93	535	86	309	914	138	168	625	546	96	945	150
Arrive On Green	0.05	0.17	0.17	0.17	0.30	0.30	0.09	0.35	0.35	0.05	0.31	0.31
Sat Flow, veh/h	1781	3065	493	1781	3094	469	1781	1796	1569	1781	3073	487
Grp Volume(v), veh/h	70	235	238	258	163	168	131	326	298	74	238	242
Grp Sat Flow(s),veh/h/ln	1781	1777	1782	1781	1777	1786	1781	1777	1588	1781	1777	1783
Q Serve(g_s), s	2.8	9.0	9.2	10.1	5.1	5.2	5.2	10.5	10.8	2.9	7.7	7.8
Cycle Q Clear(g_c), s	2.8	9.0	9.2	10.1	5.1	5.2	5.2	10.5	10.8	2.9	7.7	7.8
Prop In Lane	1.00		0.28	1.00		0.26	1.00		0.99	1.00		0.27
Lane Grp Cap(c), veh/h	93	310	311	309	525	527	168	618	553	96	547	548
V/C Ratio(X)	0.75	0.76	0.77	0.84	0.31	0.32	0.78	0.53	0.54	0.77	0.44	0.44
Avail Cap(c_a), veh/h	226	445	446	508	727	731	310	618	553	211	547	548
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.6	28.2	28.3	28.7	19.6	19.7	31.8	18.7	18.8	33.6	19.9	19.9
Incr Delay (d2), s/veh	11.4	4.5	4.9	6.3	0.3	0.3	7.7	3.2	3.7	12.4	2.5	2.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.8	3.9	4.4	1.9	2.0	2.4	4.3	4.0	1.5	3.2	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.9	32.7	33.2	35.0	20.0	20.0	39.5	21.9	22.5	45.9	22.4	22.5
LnGrp LOS	D	C	C	C	B	C	D	C	C	D	C	C
Approach Vol, veh/h		543			589			755			554	
Approach Delay, s/veh		34.5			26.6			25.2			25.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	29.5	16.9	17.0	11.3	26.6	8.3	25.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	3.5	25.0	20.5	18.0	12.5	21.0	9.1	29.4
Max Q Clear Time (g_c+I1), s	4.9	12.8	12.1	11.2	7.2	9.8	4.8	7.2
Green Ext Time (p_c), s	0.0	2.9	0.5	1.4	0.1	1.9	0.0	1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	27.7
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	285	243	312	275	38	192	159	182	45	235	55
Future Volume (veh/h)	25	285	243	312	275	38	192	159	182	45	235	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	297	253	325	286	40	200	166	190	47	245	57
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	49	684	305	425	903	125	244	735	656	73	1129	504
Arrive On Green	0.03	0.19	0.19	0.12	0.29	0.29	0.14	0.41	0.41	0.04	0.32	0.32
Sat Flow, veh/h	1781	3554	1585	3456	3135	434	1781	1777	1585	1781	3554	1585
Grp Volume(v), veh/h	26	297	253	325	161	165	200	166	190	47	245	57
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1792	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.1	5.8	12.0	7.1	5.5	5.7	8.5	4.7	6.3	2.0	4.0	2.0
Cycle Q Clear(g_c), s	1.1	5.8	12.0	7.1	5.5	5.7	8.5	4.7	6.3	2.0	4.0	2.0
Prop In Lane	1.00		1.00	1.00		0.24	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	49	684	305	425	512	516	244	735	656	73	1129	504
V/C Ratio(X)	0.53	0.43	0.83	0.76	0.31	0.32	0.82	0.23	0.29	0.65	0.22	0.11
Avail Cap(c_a), veh/h	127	840	374	640	622	627	421	735	656	150	1129	504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	27.9	30.4	33.2	21.8	21.9	32.9	14.8	15.3	37.0	19.6	18.9
Incr Delay (d2), s/veh	8.6	0.4	12.2	3.0	0.3	0.4	6.7	0.7	1.1	9.2	0.4	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.2	5.1	2.9	2.1	2.1	3.8	1.8	2.1	1.0	1.5	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.1	28.3	42.6	36.3	22.2	22.2	39.6	15.6	16.4	46.2	20.0	19.4
LnGrp LOS	D	C	D	D	C	C	D	B	B	D	C	B
Approach Vol, veh/h		576			651			556			349	
Approach Delay, s/veh		35.4			29.2			24.5			23.4	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	36.9	14.1	19.6	15.2	29.4	6.7	27.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.6	32.4	14.5	18.5	18.5	20.5	5.6	27.4
Max Q Clear Time (g_c+I1), s	4.0	8.3	9.1	14.0	10.5	6.0	3.1	7.7
Green Ext Time (p_c), s	0.0	1.9	0.5	1.1	0.3	1.2	0.0	1.5

Intersection Summary	
HCM 7th Control Delay, s/veh	28.7
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	343	5	192	501	371	0	0	410	473
Future Volume (veh/h)	0	0	0	343	5	192	501	371	0	0	410	473
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				357	5	200	522	386	0	0	427	493
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				399	6	360	559	2386	0	0	545	486
Arrive On Green				0.23	0.23	0.23	0.31	0.67	0.00	0.00	0.31	0.31
Sat Flow, veh/h				1758	25	1585	1781	3647	0	0	1870	1585
Grp Volume(v), veh/h				362	0	200	522	386	0	0	427	493
Grp Sat Flow(s),veh/h/ln				1782	0	1585	1781	1777	0	0	1777	1585
Q Serve(g_s), s				17.5	0.0	9.9	25.2	3.5	0.0	0.0	19.4	27.2
Cycle Q Clear(g_c), s				17.5	0.0	9.9	25.2	3.5	0.0	0.0	19.4	27.2
Prop In Lane				0.99		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				404	0	360	559	2386	0	0	545	486
V/C Ratio(X)				0.90	0.00	0.56	0.93	0.16	0.00	0.00	0.78	1.01
Avail Cap(c_a), veh/h				433	0	385	613	2386	0	0	545	486
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				33.2	0.0	30.3	29.5	5.4	0.0	0.0	28.0	30.7
Incr Delay (d2), s/veh				19.9	0.0	1.5	20.6	0.1	0.0	0.0	10.7	44.2
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				9.6	0.0	3.8	12.9	1.0	0.0	0.0	9.1	15.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				53.1	0.0	31.8	50.1	5.5	0.0	0.0	38.7	74.9
LnGrp LOS				D		C	D	A			D	F
Approach Vol, veh/h					562			908			920	
Approach Delay, s/veh					45.5			31.1			58.1	
Approach LOS					D			C			E	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	64.0		32.3	31.7		24.6
Change Period (Y+Rc), s	4.5		4.5	4.5		4.5
Max Green Setting (Gmax), s	59.5		30.5	24.5		21.5
Max Q Clear Time (g_c+I1), s	5.5		27.2	29.2		19.5
Green Ext Time (p_c), s	2.4		0.6	0.0		0.6

Intersection Summary		
HCM 7th Control Delay, s/veh	44.9	
HCM 7th LOS	D	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	2	466	0	0	0	0	626	439	240	525	0
Future Volume (veh/h)	210	2	466	0	0	0	0	626	439	240	525	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	214	2	476				0	639	448	245	536	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	378	1	335				0	954	668	285	2444	0
Arrive On Green	0.21	0.21	0.21				0.00	0.48	0.48	0.16	0.69	0.00
Sat Flow, veh/h	1781	7	1579				0	2091	1398	1781	3647	0
Grp Volume(v), veh/h	214	0	478				0	568	519	245	536	0
Grp Sat Flow(s),veh/h/ln	1781	0	1586				0	1777	1619	1781	1777	0
Q Serve(g_s), s	9.7	0.0	19.1				0.0	22.1	22.2	12.1	5.0	0.0
Cycle Q Clear(g_c), s	9.7	0.0	19.1				0.0	22.1	22.2	12.1	5.0	0.0
Prop In Lane	1.00		1.00				0.00		0.86	1.00		0.00
Lane Grp Cap(c), veh/h	378	0	337				0	849	773	285	2444	0
V/C Ratio(X)	0.57	0.00	1.42				0.00	0.67	0.67	0.86	0.22	0.00
Avail Cap(c_a), veh/h	378	0	337				0	849	773	428	2444	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.7	0.0	35.5				0.0	18.1	18.1	36.8	5.2	0.0
Incr Delay (d2), s/veh	2.0	0.0	205.7				0.0	4.2	4.6	10.8	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	26.4				0.0	8.7	8.1	5.7	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.7	0.0	241.1				0.0	22.2	22.7	47.6	5.4	0.0
LnGrp LOS	C		F					C	C	D	A	
Approach Vol, veh/h		692						1087			781	
Approach Delay, s/veh		177.0						22.4			18.6	
Approach LOS		F						C			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	18.9	47.5	23.6	66.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	21.6	35.8	19.1	61.9
Max Q Clear Time (g_c+I1), s	14.1	24.2	21.1	7.0
Green Ext Time (p_c), s	0.4	5.0	0.0	3.5

Intersection Summary	
HCM 7th Control Delay, s/veh	63.1
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	716	181	286	638	115	184
Future Volume (veh/h)	716	181	286	638	115	184
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	863	218	345	769	139	222
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1075	271	387	2320	430	382
Arrive On Green	0.38	0.38	0.22	0.65	0.24	0.24
Sat Flow, veh/h	2904	709	1781	3647	1781	1585
Grp Volume(v), veh/h	546	535	345	769	139	222
Grp Sat Flow(s),veh/h/ln	1777	1743	1781	1777	1781	1585
Q Serve(g_s), s	23.2	23.3	16.0	8.1	5.5	10.5
Cycle Q Clear(g_c), s	23.2	23.3	16.0	8.1	5.5	10.5
Prop In Lane		0.41	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	680	667	387	2320	430	382
V/C Ratio(X)	0.80	0.80	0.89	0.33	0.32	0.58
Avail Cap(c_a), veh/h	680	667	493	2530	430	382
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	23.4	32.3	6.5	26.5	28.4
Incr Delay (d2), s/veh	9.7	9.9	15.3	0.1	2.0	6.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.3	10.2	7.9	2.2	2.4	4.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	33.1	33.3	47.6	6.6	28.5	34.7
LnGrp LOS	C	C	D	A	C	C
Approach Vol, veh/h	1081			1114	361	
Approach Delay, s/veh	33.2			19.3	32.4	
Approach LOS	C			B	C	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	25.0	23.0	37.0		60.0
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	20.5	23.5	32.5		60.5
Max Q Clear Time (g_c+I1), s	12.5	18.0	25.3		10.1
Green Ext Time (p_c), s	0.7	0.5	3.6		5.4

Intersection Summary	
HCM 7th Control Delay, s/veh	27.0
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	235	122	294	452	23
Future Vol, veh/h	29	235	122	294	452	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	318	165	397	611	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1353	626	642	0	-	0
Stage 1	626	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	165	484	943	-	-	-
Stage 1	533	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	128	484	943	-	-	-
Mov Cap-2 Maneuver	128	-	-	-	-	-
Stage 1	413	-	-	-	-	-
Stage 2	478	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	27.68	2.82	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	528	-	128	484	-	-
HCM Lane V/C Ratio	0.175	-	0.306	0.656	-	-
HCM Control Delay (s/veh)	9.6	0	45	25.5	-	-
HCM Lane LOS	A	A	E	D	-	-
HCM 95th %tile Q(veh)	0.6	-	1.2	4.7	-	-

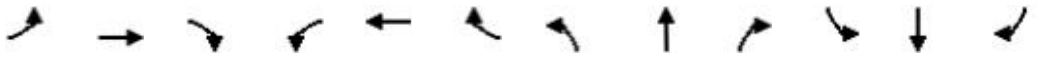
Intersection	
Int Delay, s/veh	4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	65	115	457	635	43
Future Vol, veh/h	16	65	115	457	635	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	87	153	609	847	57

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1791	875	904	0	-	0
Stage 1	875	-	-	-	-	-
Stage 2	916	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	89	348	752	-	-	-
Stage 1	408	-	-	-	-	-
Stage 2	390	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	61	348	752	-	-	-
Mov Cap-2 Maneuver	61	-	-	-	-	-
Stage 1	282	-	-	-	-	-
Stage 2	390	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	50.52	2.21	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	362	-	181	-	-
HCM Lane V/C Ratio	0.204	-	0.596	-	-
HCM Control Delay (s/veh)	11	0	50.5	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.8	-	3.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	291	152	52	19	163	114	78	210	10	82	350	273
Future Volume (veh/h)	291	152	52	19	163	114	78	210	10	82	350	273
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	320	167	57	21	179	125	86	231	11	90	385	300
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	365	580	491	42	264	174	111	1241	59	116	678	899
Arrive On Green	0.21	0.31	0.31	0.02	0.13	0.13	0.06	0.36	0.36	0.07	0.36	0.36
Sat Flow, veh/h	1781	1870	1585	1781	2049	1354	1781	3454	164	1781	1870	1585
Grp Volume(v), veh/h	320	167	57	21	154	150	86	118	124	90	385	300
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1627	1781	1777	1841	1781	1870	1585
Q Serve(g_s), s	13.0	5.0	1.9	0.9	6.2	6.6	3.5	3.4	3.4	3.7	12.3	7.5
Cycle Q Clear(g_c), s	13.0	5.0	1.9	0.9	6.2	6.6	3.5	3.4	3.4	3.7	12.3	7.5
Prop In Lane	1.00		1.00	1.00		0.83	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	365	580	491	42	229	209	111	638	661	116	678	899
V/C Ratio(X)	0.88	0.29	0.12	0.50	0.67	0.72	0.77	0.19	0.19	0.77	0.57	0.33
Avail Cap(c_a), veh/h	442	783	664	127	429	393	203	638	661	244	678	899
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	19.5	18.4	35.9	31.0	31.2	34.4	16.4	16.4	34.3	19.1	8.6
Incr Delay (d2), s/veh	15.5	0.3	0.1	8.8	3.4	4.6	10.9	0.6	0.6	10.3	3.4	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	2.0	0.6	0.4	2.6	2.6	1.8	1.3	1.4	1.8	5.3	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.2	19.7	18.5	44.8	34.4	35.7	45.3	17.0	17.0	44.6	22.5	9.6
LnGrp LOS	D	B	B	D	C	D	D	B	B	D	C	A
Approach Vol, veh/h		544			325			328			775	
Approach Delay, s/veh		34.0			35.7			24.4			20.1	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	31.3	6.3	27.6	9.1	31.5	19.8	14.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.2	25.3	5.3	31.2	8.5	27.0	18.5	18.0
Max Q Clear Time (g_c+I1), s	5.7	5.4	2.9	7.0	5.5	14.3	15.0	8.6
Green Ext Time (p_c), s	0.1	1.1	0.0	0.9	0.0	2.6	0.3	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	27.2
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	137	58	168	147	17	162	265	152	50	363	85
Future Volume (veh/h)	39	137	58	168	147	17	162	265	152	50	363	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	151	64	185	162	19	178	291	167	55	399	93
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	254	103	233	618	72	225	978	546	86	1050	242
Arrive On Green	0.04	0.10	0.10	0.13	0.19	0.19	0.13	0.44	0.44	0.05	0.37	0.37
Sat Flow, veh/h	1781	2466	1001	1781	3209	371	1781	2198	1228	1781	2866	662
Grp Volume(v), veh/h	43	107	108	185	89	92	178	234	224	55	246	246
Grp Sat Flow(s),veh/h/ln	1781	1777	1690	1781	1777	1804	1781	1777	1649	1781	1777	1751
Q Serve(g_s), s	1.6	3.8	4.0	6.6	2.8	2.9	6.4	5.5	5.8	2.0	6.7	6.8
Cycle Q Clear(g_c), s	1.6	3.8	4.0	6.6	2.8	2.9	6.4	5.5	5.8	2.0	6.7	6.8
Prop In Lane	1.00		0.59	1.00		0.21	1.00		0.74	1.00		0.38
Lane Grp Cap(c), veh/h	74	183	174	233	342	347	225	790	733	86	651	642
V/C Ratio(X)	0.58	0.58	0.62	0.79	0.26	0.27	0.79	0.30	0.31	0.64	0.38	0.38
Avail Cap(c_a), veh/h	176	485	462	476	785	796	449	790	733	192	651	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	28.2	28.3	27.8	22.6	22.6	27.9	11.7	11.8	30.8	15.3	15.4
Incr Delay (d2), s/veh	7.1	2.9	3.6	6.0	0.4	0.4	6.1	1.0	1.1	7.7	1.7	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.6	1.6	2.9	1.1	1.1	2.8	2.0	1.9	1.0	2.6	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.2	31.2	31.9	33.7	23.0	23.0	34.1	12.7	12.8	38.5	17.0	17.1
LnGrp LOS	D	C	C	C	C	C	C	B	B	D	B	B
Approach Vol, veh/h		258			366			636			547	
Approach Delay, s/veh		32.6			28.4			18.7			19.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	33.8	13.1	11.3	12.8	28.6	7.2	17.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.1	29.3	17.6	18.0	16.6	19.8	6.5	29.1
Max Q Clear Time (g_c+I1), s	4.0	7.8	8.6	6.0	8.4	8.8	3.6	4.9
Green Ext Time (p_c), s	0.0	2.5	0.3	0.7	0.3	2.0	0.0	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	22.8
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	158	227	286	207	18	183	267	333	21	350	36
Future Volume (veh/h)	48	158	227	286	207	18	183	267	333	21	350	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	163	234	295	213	19	189	275	343	22	361	37
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	635	283	395	828	73	233	797	711	43	1217	543
Arrive On Green	0.04	0.18	0.18	0.11	0.25	0.25	0.13	0.45	0.45	0.02	0.34	0.34
Sat Flow, veh/h	1781	3554	1585	3456	3303	292	1781	1777	1585	1781	3554	1585
Grp Volume(v), veh/h	49	163	234	295	114	118	189	275	343	22	361	37
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1818	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.1	3.0	10.9	6.4	3.9	4.0	7.9	7.8	11.7	0.9	5.7	1.2
Cycle Q Clear(g_c), s	2.1	3.0	10.9	6.4	3.9	4.0	7.9	7.8	11.7	0.9	5.7	1.2
Prop In Lane	1.00		1.00	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	75	635	283	395	445	456	233	797	711	43	1217	543
V/C Ratio(X)	0.65	0.26	0.83	0.75	0.26	0.26	0.81	0.34	0.48	0.51	0.30	0.07
Avail Cap(c_a), veh/h	155	855	381	607	585	598	429	797	711	127	1217	543
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	27.2	30.4	33.0	23.1	23.1	32.5	13.8	14.9	37.1	18.5	17.0
Incr Delay (d2), s/veh	9.2	0.2	10.5	2.8	0.3	0.3	6.7	1.2	2.3	8.8	0.6	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.2	4.5	2.6	1.5	1.6	3.6	2.9	4.0	0.5	2.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.4	27.4	40.9	35.8	23.4	23.4	39.2	15.0	17.2	45.9	19.1	17.3
LnGrp LOS	D	C	D	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		446			527			807			420	
Approach Delay, s/veh		36.5			30.3			21.6			20.4	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	39.0	13.3	18.2	14.6	30.8	7.7	23.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	34.5	13.5	18.5	18.5	21.5	6.7	25.3
Max Q Clear Time (g_c+I1), s	12.9	13.7	8.4	12.9	9.9	7.7	4.1	6.0
Green Ext Time (p_c), s	0.0	3.4	0.4	0.8	0.3	1.8	0.0	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	26.5
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	406	5	292	355	506	0	0	352	499
Future Volume (veh/h)	0	0	0	406	5	292	355	506	0	0	352	499
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				423	5	304	370	527	0	0	367	520
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				490	6	441	412	2189	0	0	590	526
Arrive On Green				0.28	0.28	0.28	0.23	0.62	0.00	0.00	0.33	0.33
Sat Flow, veh/h				1761	21	1585	1781	3647	0	0	1870	1585
Grp Volume(v), veh/h				428	0	304	370	527	0	0	367	520
Grp Sat Flow(s),veh/h/ln				1782	0	1585	1781	1777	0	0	1777	1585
Q Serve(g_s), s				19.4	0.0	14.6	17.2	5.7	0.0	0.0	14.8	27.8
Cycle Q Clear(g_c), s				19.4	0.0	14.6	17.2	5.7	0.0	0.0	14.8	27.8
Prop In Lane				0.99		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				496	0	441	412	2189	0	0	590	526
V/C Ratio(X)				0.86	0.00	0.69	0.90	0.24	0.00	0.00	0.62	0.99
Avail Cap(c_a), veh/h				596	0	530	512	2189	0	0	590	526
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				29.2	0.0	27.5	31.8	7.4	0.0	0.0	24.0	28.3
Incr Delay (d2), s/veh				10.8	0.0	2.9	16.1	0.3	0.0	0.0	4.9	36.5
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				9.5	0.0	5.7	8.6	1.7	0.0	0.0	6.4	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				40.0	0.0	30.4	47.9	7.6	0.0	0.0	28.9	64.8
LnGrp LOS				D		C	D	A			C	E
Approach Vol, veh/h					732			897			887	
Approach Delay, s/veh					36.0			24.2			49.9	
Approach LOS					D			C			D	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	57.0		24.2	32.8		28.2
Change Period (Y+Rc), s	4.5		4.5	4.5		4.5
Max Green Setting (Gmax), s	52.5		24.5	23.5		28.5
Max Q Clear Time (g_c+I1), s	7.7		19.2	29.8		21.4
Green Ext Time (p_c), s	3.4		0.5	0.0		2.3

Intersection Summary		
HCM 7th Control Delay, s/veh	36.7	
HCM 7th LOS	D	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	374	5	503	0	0	0	0	473	410	216	533	0
Future Volume (veh/h)	374	5	503	0	0	0	0	473	410	216	533	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	402	5	541				0	509	441	232	573	0
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	524	4	463				0	728	631	270	2152	0
Arrive On Green	0.29	0.29	0.29				0.00	0.40	0.40	0.15	0.61	0.00
Sat Flow, veh/h	1781	15	1573				0	1897	1562	1781	3647	0
Grp Volume(v), veh/h	402	0	546				0	501	449	232	573	0
Grp Sat Flow(s),veh/h/ln	1781	0	1587				0	1777	1589	1781	1777	0
Q Serve(g_s), s	18.5	0.0	26.5				0.0	21.1	21.1	11.4	6.8	0.0
Cycle Q Clear(g_c), s	18.5	0.0	26.5				0.0	21.1	21.1	11.4	6.8	0.0
Prop In Lane	1.00		0.99				0.00		0.98	1.00		0.00
Lane Grp Cap(c), veh/h	524	0	467				0	717	642	270	2152	0
V/C Ratio(X)	0.77	0.00	1.17				0.00	0.70	0.70	0.86	0.27	0.00
Avail Cap(c_a), veh/h	524	0	467				0	717	642	366	2152	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	28.9	0.0	31.8				0.0	22.3	22.3	37.2	8.3	0.0
Incr Delay (d2), s/veh	6.7	0.0	96.7				0.0	5.6	6.2	14.0	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	0.0	22.3				0.0	8.9	8.1	5.7	2.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.6	0.0	128.4				0.0	27.9	28.5	51.2	8.7	0.0
LnGrp LOS	D		F					C	C	D	A	
Approach Vol, veh/h		948						950			805	
Approach Delay, s/veh		89.1						28.2			20.9	
Approach LOS		F						C			C	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	18.2	40.8	31.0	59.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	13.5	31.5	26.5	54.5
Max Q Clear Time (g_c+I1), s	13.4	23.1	28.5	8.8
Green Ext Time (p_c), s	0.3	3.6	0.0	3.7

Intersection Summary	
HCM 7th Control Delay, s/veh	47.4
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	7.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	42	0	0	13
Future Vol, veh/h	0	0	42	0	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	42	0	0	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	1	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	0	1622	-	0	1084
Stage 1	-	0	-	-	0	-
Stage 2	-	0	-	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1622	-	-	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	7.28	8.36
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	1084	-	1622	-
HCM Lane V/C Ratio	0.012	-	0.026	-
HCM Control Delay (s/veh)	8.4	-	7.3	0
HCM Lane LOS	A	-	A	A
HCM 95th %tile Q(veh)	0	-	0.1	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	13	0	57	42	0	17
Future Vol, veh/h	13	0	57	42	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	0	57	42	0	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	13	0	169	13
Stage 1	-	-	-	-	13	-
Stage 2	-	-	-	-	156	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	1606	-	821	1067
Stage 1	-	0	-	-	1010	-
Stage 2	-	0	-	-	872	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1606	-	791	1067
Mov Cap-2 Maneuver	-	-	-	-	791	-
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	841	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	4.22	8.43
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	1067	-	1036	-
HCM Lane V/C Ratio	0.016	-	0.036	-
HCM Control Delay (s/veh)	8.4	-	7.3	0
HCM Lane LOS	A	-	A	A
HCM 95th %tile Q(veh)	0	-	0.1	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	30	0	23	99	0	7
Future Vol, veh/h	30	0	23	99	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	0	23	99	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	30	0	175	30
Stage 1	-	-	-	-	30	-
Stage 2	-	-	-	-	145	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	1583	-	815	1044
Stage 1	-	0	-	-	993	-
Stage 2	-	0	-	-	882	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1583	-	802	1044
Mov Cap-2 Maneuver	-	-	-	-	802	-
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	869	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.38	8.47
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	1044	-	339	-
HCM Lane V/C Ratio	0.007	-	0.015	-
HCM Control Delay (s/veh)	8.5	-	7.3	0
HCM Lane LOS	A	-	A	A
HCM 95th %tile Q(veh)	0	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	6	19	551	659	5
Future Vol, veh/h	1	6	19	551	659	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	6	19	551	659	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1251	662	664	0	-	0
Stage 1	662	-	-	-	-	-
Stage 2	589	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	191	462	925	-	-	-
Stage 1	513	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	185	462	925	-	-	-
Mov Cap-2 Maneuver	185	-	-	-	-	-
Stage 1	498	-	-	-	-	-
Stage 2	554	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.63	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	60	-	381	-	-
HCM Lane V/C Ratio	0.021	-	0.018	-	-
HCM Control Delay (s/veh)	9	0	14.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	670	154	170	782	181	159
Future Volume (veh/h)	670	154	170	782	181	159
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	807	186	205	942	218	192
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1243	287	248	2230	468	416
Arrive On Green	0.43	0.43	0.14	0.63	0.26	0.26
Sat Flow, veh/h	2961	661	1781	3647	1781	1585
Grp Volume(v), veh/h	500	493	205	942	218	192
Grp Sat Flow(s),veh/h/ln	1777	1751	1781	1777	1781	1585
Q Serve(g_s), s	18.2	18.2	9.2	11.0	8.4	8.3
Cycle Q Clear(g_c), s	18.2	18.2	9.2	11.0	8.4	8.3
Prop In Lane		0.38	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	770	759	248	2230	468	416
V/C Ratio(X)	0.65	0.65	0.83	0.42	0.47	0.46
Avail Cap(c_a), veh/h	770	759	424	2582	468	416
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	18.3	34.3	7.7	25.4	25.3
Incr Delay (d2), s/veh	4.2	4.3	6.9	0.1	3.3	3.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	7.1	4.1	3.0	3.8	3.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	22.5	22.6	41.2	7.9	28.7	29.0
LnGrp LOS	C	C	D	A	C	C
Approach Vol, veh/h	993			1147	410	
Approach Delay, s/veh	22.5			13.8	28.8	
Approach LOS	C			B	C	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	26.0	15.9	40.0		55.9
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	21.5	19.5	35.5		59.5
Max Q Clear Time (g_c+I1), s	10.4	11.2	20.2		13.0
Green Ext Time (p_c), s	1.0	0.3	5.1		7.0

Intersection Summary	
HCM 7th Control Delay, s/veh	19.6
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	20.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	78	289	243	306	244	98
Future Vol, veh/h	78	289	243	306	244	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	104	385	324	408	325	131

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1447	391	456	0	-	0
Stage 1	391	-	-	-	-	-
Stage 2	1056	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	145	658	1105	-	-	-
Stage 1	684	-	-	-	-	-
Stage 2	335	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 90	658	1105	-	-	-
Mov Cap-2 Maneuver	~ 90	-	-	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	335	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	62.73	4.25	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	797	-	90	658	-	-
HCM Lane V/C Ratio	0.293	-	1.156	0.586	-	-
HCM Control Delay (s/veh)	9.6	0	228.8	17.9	-	-
HCM Lane LOS	A	A	F	C	-	-
HCM 95th %tile Q(veh)	1.2	-	7.2	3.8	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

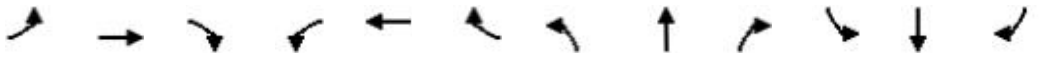
Intersection	
Int Delay, s/veh	16

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	156	53	495	550	14
Future Vol, veh/h	40	156	53	495	550	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	211	72	669	743	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1565	753	762	0	-	0
Stage 1	753	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	123	410	850	-	-	-
Stage 1	465	-	-	-	-	-
Stage 2	436	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	106	410	850	-	-	-
Mov Cap-2 Maneuver	106	-	-	-	-	-
Stage 1	403	-	-	-	-	-
Stage 2	436	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	104.4	0.93	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	174	-	259	-	-
HCM Lane V/C Ratio	0.084	-	1.023	-	-
HCM Control Delay (s/veh)	9.6	0	104.4	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.3	-	10.4	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	255	104	17	230	96	75	264	26	128	329	337
Future Volume (veh/h)	210	255	104	17	230	96	75	264	26	128	329	337
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	262	319	130	21	288	120	94	330	32	160	411	421
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	307	571	484	42	386	157	121	1058	102	200	687	855
Arrive On Green	0.17	0.31	0.31	0.02	0.16	0.16	0.07	0.32	0.32	0.11	0.37	0.37
Sat Flow, veh/h	1781	1870	1585	1781	2464	1003	1781	3275	316	1781	1870	1585
Grp Volume(v), veh/h	262	319	130	21	206	202	94	178	184	160	411	421
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1690	1781	1777	1814	1781	1870	1585
Q Serve(g_s), s	10.9	10.9	4.7	0.9	8.4	8.7	4.0	5.7	5.8	6.7	13.6	12.7
Cycle Q Clear(g_c), s	10.9	10.9	4.7	0.9	8.4	8.7	4.0	5.7	5.8	6.7	13.6	12.7
Prop In Lane	1.00		1.00	1.00		0.59	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	307	571	484	42	278	264	121	574	586	200	687	855
V/C Ratio(X)	0.85	0.56	0.27	0.50	0.74	0.77	0.78	0.31	0.31	0.80	0.60	0.49
Avail Cap(c_a), veh/h	409	741	628	124	419	399	199	574	586	315	687	855
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.6	22.2	20.0	36.8	30.7	30.8	35.0	19.4	19.4	33.0	19.6	11.0
Incr Delay (d2), s/veh	12.6	0.9	0.3	8.9	3.9	4.8	10.2	1.4	1.4	7.7	3.8	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	4.3	1.6	0.5	3.5	3.5	1.9	2.4	2.4	3.1	5.9	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.2	23.0	20.3	45.7	34.5	35.6	45.1	20.8	20.8	40.7	23.4	13.0
LnGrp LOS	D	C	C	D	C	D	D	C	C	D	C	B
Approach Vol, veh/h		711			429			456			992	
Approach Delay, s/veh		30.0			35.6			25.8			21.8	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	29.1	6.3	27.8	9.7	32.5	17.6	16.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	13.5	23.0	5.3	30.2	8.5	28.0	17.5	18.0
Max Q Clear Time (g_c+I1), s	8.7	7.8	2.9	12.9	6.0	15.6	12.9	10.7
Green Ext Time (p_c), s	0.2	1.6	0.0	1.9	0.0	3.1	0.3	1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	27.0
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	350	57	222	247	38	113	296	253	64	388	57
Future Volume (veh/h)	60	350	57	222	247	38	113	296	253	64	388	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	407	66	258	287	44	131	344	294	74	451	66
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	93	535	86	309	914	138	168	637	536	96	958	139
Arrive On Green	0.05	0.17	0.17	0.17	0.30	0.30	0.09	0.35	0.35	0.05	0.31	0.31
Sat Flow, veh/h	1781	3065	493	1781	3094	469	1781	1832	1539	1781	3113	453
Grp Volume(v), veh/h	70	235	238	258	163	168	131	334	304	74	256	261
Grp Sat Flow(s),veh/h/ln	1781	1777	1782	1781	1777	1786	1781	1777	1593	1781	1777	1789
Q Serve(g_s), s	2.8	9.0	9.2	10.1	5.1	5.2	5.2	10.8	11.1	2.9	8.4	8.5
Cycle Q Clear(g_c), s	2.8	9.0	9.2	10.1	5.1	5.2	5.2	10.8	11.1	2.9	8.4	8.5
Prop In Lane	1.00		0.28	1.00		0.26	1.00		0.97	1.00		0.25
Lane Grp Cap(c), veh/h	93	310	311	309	525	527	168	618	555	96	547	550
V/C Ratio(X)	0.75	0.76	0.77	0.84	0.31	0.32	0.78	0.54	0.55	0.77	0.47	0.47
Avail Cap(c_a), veh/h	226	445	446	508	727	731	310	618	555	211	547	550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.6	28.2	28.3	28.7	19.6	19.7	31.8	18.8	18.9	33.6	20.1	20.2
Incr Delay (d2), s/veh	11.4	4.5	4.9	6.3	0.3	0.3	7.7	3.4	3.9	12.4	2.9	2.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.8	3.9	4.4	1.9	2.0	2.4	4.4	4.1	1.5	3.5	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.9	32.7	33.2	35.0	20.0	20.0	39.5	22.1	22.7	45.9	23.0	23.1
LnGrp LOS	D	C	C	C	B	C	D	C	C	D	C	C
Approach Vol, veh/h		543			589			769			591	
Approach Delay, s/veh		34.5			26.6			25.3			25.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	29.5	16.9	17.0	11.3	26.6	8.3	25.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	3.5	25.0	20.5	18.0	12.5	21.0	9.1	29.4
Max Q Clear Time (g_c+I1), s	4.9	13.1	12.1	11.2	7.2	10.5	4.8	7.2
Green Ext Time (p_c), s	0.0	2.9	0.5	1.4	0.1	2.0	0.0	1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	27.8
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	285	243	394	275	38	192	159	213	45	235	55
Future Volume (veh/h)	25	285	243	394	275	38	192	159	213	45	235	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	297	253	410	286	40	200	166	222	47	245	57
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	49	677	302	503	968	134	243	712	635	72	1084	483
Arrive On Green	0.03	0.19	0.19	0.15	0.31	0.31	0.14	0.40	0.40	0.04	0.30	0.30
Sat Flow, veh/h	1781	3554	1585	3456	3135	434	1781	1777	1585	1781	3554	1585
Grp Volume(v), veh/h	26	297	253	410	161	165	200	166	222	47	245	57
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1792	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.2	6.0	12.4	9.3	5.6	5.7	8.8	5.0	7.9	2.1	4.2	2.1
Cycle Q Clear(g_c), s	1.2	6.0	12.4	9.3	5.6	5.7	8.8	5.0	7.9	2.1	4.2	2.1
Prop In Lane	1.00		1.00	1.00		0.24	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	49	677	302	503	549	554	243	712	635	72	1084	483
V/C Ratio(X)	0.53	0.44	0.84	0.82	0.29	0.30	0.82	0.23	0.35	0.65	0.23	0.12
Avail Cap(c_a), veh/h	123	813	363	620	602	607	408	712	635	145	1084	483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.8	28.9	31.5	33.5	21.2	21.3	34.0	16.0	16.9	38.2	21.0	20.3
Incr Delay (d2), s/veh	8.8	0.4	13.6	6.8	0.3	0.3	6.9	0.8	1.5	9.7	0.5	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.3	5.4	4.0	2.1	2.1	4.0	1.9	2.8	1.0	1.6	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.6	29.3	45.1	40.3	21.5	21.6	40.9	16.8	18.4	47.9	21.5	20.8
LnGrp LOS	D	C	D	D	C	C	D	B	B	D	C	C
Approach Vol, veh/h		576			736			588			349	
Approach Delay, s/veh		37.1			32.0			25.6			24.9	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	36.9	16.3	19.9	15.5	29.2	6.7	29.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.6	32.4	14.5	18.5	18.5	20.5	5.6	27.4
Max Q Clear Time (g_c+I1), s	4.1	9.9	11.3	14.4	10.8	6.2	3.2	7.7
Green Ext Time (p_c), s	0.0	2.0	0.5	1.0	0.3	1.2	0.0	1.5

Intersection Summary	
HCM 7th Control Delay, s/veh	30.5
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	343	5	230	501	415	0	0	422	486
Future Volume (veh/h)	0	0	0	343	5	230	501	415	0	0	422	486
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				357	5	240	522	432	0	0	440	506
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				399	6	360	559	2385	0	0	545	486
Arrive On Green				0.23	0.23	0.23	0.31	0.67	0.00	0.00	0.31	0.31
Sat Flow, veh/h				1758	25	1585	1781	3647	0	0	1870	1585
Grp Volume(v), veh/h				362	0	240	522	432	0	0	440	506
Grp Sat Flow(s),veh/h/ln				1782	0	1585	1781	1777	0	0	1777	1585
Q Serve(g_s), s				17.5	0.0	12.2	25.2	4.0	0.0	0.0	20.2	27.2
Cycle Q Clear(g_c), s				17.5	0.0	12.2	25.2	4.0	0.0	0.0	20.2	27.2
Prop In Lane				0.99		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				405	0	360	559	2385	0	0	545	486
V/C Ratio(X)				0.89	0.00	0.67	0.93	0.18	0.00	0.00	0.81	1.04
Avail Cap(c_a), veh/h				432	0	384	613	2385	0	0	545	486
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				33.2	0.0	31.2	29.5	5.5	0.0	0.0	28.3	30.7
Incr Delay (d2), s/veh				19.7	0.0	4.0	20.6	0.2	0.0	0.0	12.2	51.9
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				9.5	0.0	5.0	12.9	1.1	0.0	0.0	9.6	16.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				52.9	0.0	35.2	50.1	5.6	0.0	0.0	40.5	82.6
LnGrp LOS				D		D	D	A			D	F
Approach Vol, veh/h					602			954			946	
Approach Delay, s/veh					45.9			30.0			63.0	
Approach LOS					D			C			E	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	64.0		32.3	31.7		24.6
Change Period (Y+Rc), s	4.5		4.5	4.5		4.5
Max Green Setting (Gmax), s	59.5		30.5	24.5		21.5
Max Q Clear Time (g_c+I1), s	6.0		27.2	29.2		19.5
Green Ext Time (p_c), s	2.7		0.6	0.0		0.7

Intersection Summary		
HCM 7th Control Delay, s/veh	46.3	
HCM 7th LOS	D	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	254	2	466	0	0	0	0	626	439	252	525	0
Future Volume (veh/h)	254	2	466	0	0	0	0	626	439	252	525	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	259	2	476				0	639	448	257	536	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	378	1	335				0	941	658	297	2444	0
Arrive On Green	0.21	0.21	0.21				0.00	0.47	0.47	0.17	0.69	0.00
Sat Flow, veh/h	1781	7	1579				0	2091	1398	1781	3647	0
Grp Volume(v), veh/h	259	0	478				0	568	519	257	536	0
Grp Sat Flow(s),veh/h/ln	1781	0	1586				0	1777	1619	1781	1777	0
Q Serve(g_s), s	12.1	0.0	19.1				0.0	22.4	22.5	12.6	5.0	0.0
Cycle Q Clear(g_c), s	12.1	0.0	19.1				0.0	22.4	22.5	12.6	5.0	0.0
Prop In Lane	1.00		1.00				0.00		0.86	1.00		0.00
Lane Grp Cap(c), veh/h	378	0	337				0	837	762	297	2444	0
V/C Ratio(X)	0.69	0.00	1.42				0.00	0.68	0.68	0.86	0.22	0.00
Avail Cap(c_a), veh/h	378	0	337				0	837	762	428	2444	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.7	0.0	35.5				0.0	18.5	18.5	36.5	5.2	0.0
Incr Delay (d2), s/veh	5.1	0.0	205.7				0.0	4.4	4.9	12.1	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	26.4				0.0	8.9	8.2	6.1	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.7	0.0	241.1				0.0	22.9	23.4	48.6	5.4	0.0
LnGrp LOS	D		F					C	C	D	A	
Approach Vol, veh/h		737						1087			793	
Approach Delay, s/veh		169.6						23.2			19.4	
Approach LOS		F						C			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	19.5	46.9	23.6	66.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	21.6	35.8	19.1	61.9
Max Q Clear Time (g_c+I1), s	14.6	24.5	21.1	7.0
Green Ext Time (p_c), s	0.4	5.0	0.0	3.5

Intersection Summary	
HCM 7th Control Delay, s/veh	63.3
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	16	0	0	42
Future Vol, veh/h	0	0	16	0	0	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	16	0	0	42

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	1	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	0	1622	-	0	1084
Stage 1	-	0	-	-	0	-
Stage 2	-	0	-	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1622	-	-	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	7.24	8.46
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	1084	-	1622	-
HCM Lane V/C Ratio	0.039	-	0.01	-
HCM Control Delay (s/veh)	8.5	-	7.2	0
HCM Lane LOS	A	-	A	A
HCM 95th %tile Q(veh)	0.1	-	0	-

Intersection	
Int Delay, s/veh	4.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	42	0	22	16	0	57
Future Vol, veh/h	42	0	22	16	0	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	0	22	16	0	57

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	42	0	102	42
Stage 1	-	-	-	-	42	-
Stage 2	-	-	-	-	60	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	1567	-	896	1029
Stage 1	-	0	-	-	980	-
Stage 2	-	0	-	-	963	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1567	-	884	1029
Mov Cap-2 Maneuver	-	-	-	-	884	-
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	949	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	4.24	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	1029	-	1042	-
HCM Lane V/C Ratio	0.055	-	0.014	-
HCM Control Delay (s/veh)	8.7	-	7.3	0
HCM Lane LOS	A	-	A	A
HCM 95th %tile Q(veh)	0.2	-	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	99	0	9	38	0	23
Future Vol, veh/h	99	0	9	38	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	99	0	9	38	0	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	99	0	155	99
Stage 1	-	-	-	-	99	-
Stage 2	-	-	-	-	56	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	1494	-	836	957
Stage 1	-	0	-	-	925	-
Stage 2	-	0	-	-	967	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1494	-	831	957
Mov Cap-2 Maneuver	-	-	-	-	831	-
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	961	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.42	8.86
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	957	-	345	-
HCM Lane V/C Ratio	0.024	-	0.006	-
HCM Control Delay (s/veh)	8.9	-	7.4	0
HCM Lane LOS	A	-	A	A
HCM 95th %tile Q(veh)	0.1	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	19	7	526	643	2
Future Vol, veh/h	5	19	7	526	643	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	19	7	526	643	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1184	644	645	0	-	0
Stage 1	644	-	-	-	-	-
Stage 2	540	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	209	473	940	-	-	-
Stage 1	523	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	207	473	940	-	-	-
Mov Cap-2 Maneuver	207	-	-	-	-	-
Stage 1	517	-	-	-	-	-
Stage 2	584	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	15.32	0.12	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	24	-	373	-	-
HCM Lane V/C Ratio	0.007	-	0.064	-	-
HCM Control Delay (s/veh)	8.9	0	15.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	25	235	122	283	419	18
Future Volume (veh/h)	25	235	122	283	419	18
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	318	165	382	566	24
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	366	326	278	618	1237	52
Arrive On Green	0.21	0.21	0.69	0.69	0.69	0.69
Sat Flow, veh/h	1781	1585	325	891	1781	76
Grp Volume(v), veh/h	34	318	547	0	0	590
Grp Sat Flow(s),veh/h/ln	1781	1585	1215	0	0	1857
Q Serve(g_s), s	1.4	17.9	16.6	0.0	0.0	12.8
Cycle Q Clear(g_c), s	1.4	17.9	29.4	0.0	0.0	12.8
Prop In Lane	1.00	1.00	0.30			0.04
Lane Grp Cap(c), veh/h	366	326	896	0	0	1289
V/C Ratio(X)	0.09	0.98	0.61	0.00	0.00	0.46
Avail Cap(c_a), veh/h	366	326	896	0	0	1289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	29.0	35.5	9.4	0.0	0.0	6.2
Incr Delay (d2), s/veh	0.1	43.2	3.1	0.0	0.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	10.3	6.1	0.0	0.0	3.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	29.1	78.8	12.5	0.0	0.0	7.3
LnGrp LOS	C	E	B			A
Approach Vol, veh/h	352			547	590	
Approach Delay, s/veh	74.0			12.5	7.3	
Approach LOS	E			B	A	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	67.0	23.0	67.0
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	62.5	18.5	62.5
Max Q Clear Time (g_c+I1), s	31.4	19.9	14.8
Green Ext Time (p_c), s	4.3	0.0	4.0

Intersection Summary	
HCM 7th Control Delay, s/veh	25.0
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	44	115	404	608	43
Future Vol, veh/h	16	44	115	404	608	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	59	153	539	811	57

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1685	839	868	0	-	0
Stage 1	839	-	-	-	-	-
Stage 2	845	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	103	365	776	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	421	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	83	365	776	-	-	-
Mov Cap-2 Maneuver	83	-	-	-	-	-
Stage 1	340	-	-	-	-	-
Stage 2	421	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	29	2.39	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	776	-	83	365	-	-
HCM Lane V/C Ratio	0.198	-	0.257	0.161	-	-
HCM Control Delay (s/veh)	10.8	-	62.7	16.7	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.7	-	0.9	0.6	-	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	77	289	243	279	202	89
Future Volume (veh/h)	77	289	243	279	202	89
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	385	324	372	269	119
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	358	319	438	447	859	380
Arrive On Green	0.20	0.20	0.70	0.70	0.70	0.70
Sat Flow, veh/h	1781	1585	543	640	1229	544
Grp Volume(v), veh/h	103	385	696	0	0	388
Grp Sat Flow(s),veh/h/ln	1781	1585	1183	0	0	1773
Q Serve(g_s), s	4.4	18.1	36.6	0.0	0.0	7.6
Cycle Q Clear(g_c), s	4.4	18.1	44.2	0.0	0.0	7.6
Prop In Lane	1.00	1.00	0.47			0.31
Lane Grp Cap(c), veh/h	358	319	886	0	0	1239
V/C Ratio(X)	0.29	1.21	0.79	0.00	0.00	0.31
Avail Cap(c_a), veh/h	358	319	886	0	0	1239
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	30.5	36.0	13.3	0.0	0.0	5.2
Incr Delay (d2), s/veh	0.4	119.2	7.0	0.0	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	17.0	10.2	0.0	0.0	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	30.9	155.2	20.3	0.0	0.0	5.9
LnGrp LOS	C	F	C			A
Approach Vol, veh/h	488			696	388	
Approach Delay, s/veh	129.0			20.3	5.9	
Approach LOS	F			C	A	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	67.4		22.6		67.4
Change Period (Y+Rc), s	4.5		4.5		4.5
Max Green Setting (Gmax), s	62.9		18.1		62.9
Max Q Clear Time (g_c+I1), s	46.2		20.1		9.6
Green Ext Time (p_c), s	4.8		0.0		2.4

Intersection Summary	
HCM 7th Control Delay, s/veh	50.5
HCM 7th LOS	D

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	144	42	478	510	14
Future Vol, veh/h	40	144	42	478	510	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	195	57	646	689	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1458	699	708	0	-	0
Stage 1	699	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	143	440	891	-	-	-
Stage 1	493	-	-	-	-	-
Stage 2	462	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	133	440	891	-	-	-
Mov Cap-2 Maneuver	133	-	-	-	-	-
Stage 1	462	-	-	-	-	-
Stage 2	462	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	25.96	0.75	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	891	-	133	440	-	-
HCM Lane V/C Ratio	0.064	-	0.405	0.442	-	-
HCM Control Delay (s/veh)	9.3	-	49.2	19.5	-	-
HCM Lane LOS	A	-	E	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1.7	2.2	-	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	25	235	122	290	443	18
Future Volume (veh/h)	25	235	122	290	443	18
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	318	165	392	599	24
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	362	322	268	612	1244	50
Arrive On Green	0.20	0.20	0.70	0.70	0.70	0.70
Sat Flow, veh/h	1781	1585	310	878	1786	72
Grp Volume(v), veh/h	34	318	557	0	0	623
Grp Sat Flow(s),veh/h/ln	1781	1585	1188	0	0	1857
Q Serve(g_s), s	1.4	18.0	17.9	0.0	0.0	13.8
Cycle Q Clear(g_c), s	1.4	18.0	31.6	0.0	0.0	13.8
Prop In Lane	1.00	1.00	0.30			0.04
Lane Grp Cap(c), veh/h	362	322	879	0	0	1294
V/C Ratio(X)	0.09	0.99	0.63	0.00	0.00	0.48
Avail Cap(c_a), veh/h	362	322	879	0	0	1294
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	29.1	35.7	9.8	0.0	0.0	6.2
Incr Delay (d2), s/veh	0.1	46.4	3.5	0.0	0.0	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	10.6	6.6	0.0	0.0	4.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	29.2	82.1	13.3	0.0	0.0	7.5
LnGrp LOS	C	F	B			A
Approach Vol, veh/h	352			557	623	
Approach Delay, s/veh	77.0			13.3	7.5	
Approach LOS	E			B	A	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	67.2		22.8		67.2
Change Period (Y+Rc), s	4.5		4.5		4.5
Max Green Setting (Gmax), s	62.7		18.3		62.7
Max Q Clear Time (g_c+I1), s	33.6		20.0		15.8
Green Ext Time (p_c), s	4.4		0.0		4.3

Intersection Summary	
HCM 7th Control Delay, s/veh	25.6
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	44	115	457	629	43
Future Vol, veh/h	16	44	115	457	629	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	59	153	609	839	57

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1783	867	896	0	-	0
Stage 1	867	-	-	-	-	-
Stage 2	916	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	90	352	757	-	-	-
Stage 1	411	-	-	-	-	-
Stage 2	390	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	72	352	757	-	-	-
Mov Cap-2 Maneuver	72	-	-	-	-	-
Stage 1	328	-	-	-	-	-
Stage 2	390	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	32.72	2.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	757	-	72	352	-	-
HCM Lane V/C Ratio	0.202	-	0.298	0.167	-	-
HCM Control Delay (s/veh)	11	-	75.2	17.3	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.8	-	1.1	0.6	-	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	77	289	243	297	210	89
Future Volume (veh/h)	77	289	243	297	210	89
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	385	324	396	280	119
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	356	317	426	461	872	371
Arrive On Green	0.20	0.20	0.70	0.70	0.70	0.70
Sat Flow, veh/h	1781	1585	525	658	1246	529
Grp Volume(v), veh/h	103	385	720	0	0	399
Grp Sat Flow(s),veh/h/ln	1781	1585	1183	0	0	1775
Q Serve(g_s), s	4.4	18.0	39.3	0.0	0.0	7.8
Cycle Q Clear(g_c), s	4.4	18.0	47.1	0.0	0.0	7.8
Prop In Lane	1.00	1.00	0.45			0.30
Lane Grp Cap(c), veh/h	356	317	886	0	0	1243
V/C Ratio(X)	0.29	1.21	0.81	0.00	0.00	0.32
Avail Cap(c_a), veh/h	356	317	886	0	0	1243
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	30.6	36.0	13.9	0.0	0.0	5.2
Incr Delay (d2), s/veh	0.4	122.0	8.0	0.0	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	17.2	11.2	0.0	0.0	2.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	31.0	158.0	21.9	0.0	0.0	5.9
LnGrp LOS	C	F	C			A
Approach Vol, veh/h	488			720	399	
Approach Delay, s/veh	131.2			21.9	5.9	
Approach LOS	F			C	A	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	67.5		22.5		67.5
Change Period (Y+Rc), s	4.5		4.5		4.5
Max Green Setting (Gmax), s	63.0		18.0		63.0
Max Q Clear Time (g_c+I1), s	49.1		20.0		9.8
Green Ext Time (p_c), s	4.6		0.0		2.5

Intersection Summary	
HCM 7th Control Delay, s/veh	51.1
HCM 7th LOS	D

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	144	42	495	550	14
Future Vol, veh/h	40	144	42	495	550	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	195	57	669	743	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1535	753	762	0	-	0
Stage 1	753	-	-	-	-	-
Stage 2	782	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	128	410	850	-	-	-
Stage 1	465	-	-	-	-	-
Stage 2	451	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	119	410	850	-	-	-
Mov Cap-2 Maneuver	119	-	-	-	-	-
Stage 1	434	-	-	-	-	-
Stage 2	451	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	29.42	0.75	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	850	-	119	410	-	-
HCM Lane V/C Ratio	0.067	-	0.453	0.475	-	-
HCM Control Delay (s/veh)	9.5	-	58	21.5	-	-
HCM Lane LOS	A	-	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	2	2.5	-	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	29	235	122	294	452	23
Future Volume (veh/h)	29	235	122	294	452	23
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	318	165	397	611	31
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	356	317	263	609	1235	63
Arrive On Green	0.20	0.20	0.70	0.70	0.70	0.70
Sat Flow, veh/h	1781	1585	302	870	1765	90
Grp Volume(v), veh/h	39	318	562	0	0	642
Grp Sat Flow(s),veh/h/ln	1781	1585	1173	0	0	1854
Q Serve(g_s), s	1.6	18.0	18.4	0.0	0.0	14.3
Cycle Q Clear(g_c), s	1.6	18.0	32.7	0.0	0.0	14.3
Prop In Lane	1.00	1.00	0.29			0.05
Lane Grp Cap(c), veh/h	356	317	873	0	0	1298
V/C Ratio(X)	0.11	1.00	0.64	0.00	0.00	0.49
Avail Cap(c_a), veh/h	356	317	873	0	0	1298
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	29.4	36.0	10.0	0.0	0.0	6.2
Incr Delay (d2), s/veh	0.1	51.3	3.6	0.0	0.0	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	10.9	6.7	0.0	0.0	4.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	29.6	87.3	13.6	0.0	0.0	7.5
LnGrp LOS	C	F	B			A
Approach Vol, veh/h	357			562	642	
Approach Delay, s/veh	81.0			13.6	7.5	
Approach LOS	F			B	A	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	67.5		22.5		67.5
Change Period (Y+Rc), s	4.5		4.5		4.5
Max Green Setting (Gmax), s	63.0		18.0		63.0
Max Q Clear Time (g_c+I1), s	34.7		20.0		16.3
Green Ext Time (p_c), s	4.5		0.0		4.5

Intersection Summary	
HCM 7th Control Delay, s/veh	26.5
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	65	115	457	635	43
Future Vol, veh/h	16	65	115	457	635	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	87	153	609	847	57

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1791	875	904	0	-	0
Stage 1	875	-	-	-	-	-
Stage 2	916	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	89	348	752	-	-	-
Stage 1	408	-	-	-	-	-
Stage 2	390	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	71	348	752	-	-	-
Mov Cap-2 Maneuver	71	-	-	-	-	-
Stage 1	325	-	-	-	-	-
Stage 2	390	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	30.14	2.21	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	752	-	71	348	-	-
HCM Lane V/C Ratio	0.204	-	0.302	0.249	-	-
HCM Control Delay (s/veh)	11	-	76.5	18.7	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.8	-	1.1	1	-	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	78	289	243	306	244	98
Future Volume (veh/h)	78	289	243	306	244	98
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	104	385	324	408	325	131
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	356	317	400	443	887	358
Arrive On Green	0.20	0.20	0.70	0.70	0.70	0.70
Sat Flow, veh/h	1781	1585	489	632	1267	511
Grp Volume(v), veh/h	104	385	732	0	0	456
Grp Sat Flow(s),veh/h/ln	1781	1585	1121	0	0	1778
Q Serve(g_s), s	4.5	18.0	45.2	0.0	0.0	9.3
Cycle Q Clear(g_c), s	4.5	18.0	54.6	0.0	0.0	9.3
Prop In Lane	1.00	1.00	0.44			0.29
Lane Grp Cap(c), veh/h	356	317	843	0	0	1245
V/C Ratio(X)	0.29	1.21	0.87	0.00	0.00	0.37
Avail Cap(c_a), veh/h	356	317	843	0	0	1245
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	30.6	36.0	16.0	0.0	0.0	5.4
Incr Delay (d2), s/veh	0.4	122.0	11.8	0.0	0.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	17.2	13.4	0.0	0.0	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	31.0	158.0	27.7	0.0	0.0	6.3
LnGrp LOS	C	F	C			A
Approach Vol, veh/h	489			732	456	
Approach Delay, s/veh	131.0			27.7	6.3	
Approach LOS	F			C	A	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	67.5	22.5	67.5
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	63.0	18.0	63.0
Max Q Clear Time (g_c+I1), s	56.6	20.0	11.3
Green Ext Time (p_c), s	2.9	0.0	2.9

Intersection Summary	
HCM 7th Control Delay, s/veh	52.0
HCM 7th LOS	D

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	156	53	495	550	14
Future Vol, veh/h	40	156	53	495	550	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	211	72	669	743	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1565	753	762	0	-	0
Stage 1	753	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	123	410	850	-	-	-
Stage 1	465	-	-	-	-	-
Stage 2	436	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	112	410	850	-	-	-
Mov Cap-2 Maneuver	112	-	-	-	-	-
Stage 1	426	-	-	-	-	-
Stage 2	436	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	31.1	0.93	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	850	-	112	410	-	-
HCM Lane V/C Ratio	0.084	-	0.481	0.514	-	-
HCM Control Delay (s/veh)	9.6	-	63.8	22.7	-	-
HCM Lane LOS	A	-	F	C	-	-
HCM 95th %tile Q(veh)	0.3	-	2.1	2.9	-	-

APPENDIX E

CUMULATIVE PROJECTS WORKSHEETS

TOTAL CUMULATIVE PROJECTS TRAFFIC

AM Peak Hour

		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Locust Avenue at Riverside Avenue	1	0	1	0	0	0	0	0	3	2	0	0
2	Locust Avenue at Casa Grande Drive	0	7	0	0	24	0	0	0	0	0	0	0
3	Locust Avenue at Lowell Street	0	53	0	0	21	0	0	0	0	0	0	0
4	Locust Avenue at Casmalia Street	0	15	0	2	5	14	45	61	0	0	18	7
5	Locust Avenue at Renaissance Parkway	1	0	0	1	0	19	7	0	0	0	8	0
6	Alder Avenue at Casmalia Street	0	0	67	0	0	0	0	0	0	20	0	0
7	Alder Avenue at SR-210 WB Ramps	11	58	0	0	16	12	0	0	0	28	0	46
8	Alder Avenue at SR-210 EB Ramps	0	14	12	14	30	0	55	0	28	0	0	0
9	Lowell Street at Project Driveway 1	0	0	0	0	0	0	0	0	0	0	0	0
10	Lowell Street at Project Driveway 2	0	0	0	0	0	0	0	0	0	0	0	0
11	Lowell Street at Project Driveway 3	0	0	0	0	0	0	0	0	0	0	0	0
12	Locust Avenue at Project Driveway 4	0	53	0	0	21	0	0	0	0	0	0	0

PM Peak Hour

		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Locust Avenue at Riverside Avenue	3	0	2	0	0	0	0	0	1	1	0	0
2	Locust Avenue at Casa Grande Drive	0	18	0	0	8	0	0	0	0	0	0	0
3	Locust Avenue at Lowell Street	0	17	0	0	40	0	0	0	0	0	0	0
4	Locust Avenue at Casmalia Street	0	4	0	7	11	35	12	23	0	0	60	2
5	Locust Avenue at Renaissance Parkway	0	0	0	7	1	11	20	0	0	0	3	0
6	Alder Avenue at Casmalia Street	0	0	25	0	0	0	0	0	0	66	0	0
7	Alder Avenue at SR-210 WB Ramps	40	27	0	0	47	40	0	0	0	11	0	19
8	Alder Avenue at SR-210 EB Ramps	0	44	39	46	12	0	22	0	11	0	0	0
9	Lowell Street at Project Driveway 1	0	0	0	0	0	0	0	0	0	0	0	0
10	Lowell Street at Project Driveway 2	0	0	0	0	0	0	0	0	0	0	0	0
11	Lowell Street at Project Driveway 3	0	0	0	0	0	0	0	0	0	0	0	0
12	Locust Avenue at Project Driveway 4	0	17	0	0	40	0	0	0	0	0	0	0

Enter only in blue cells	Yellow cells calculate

Int. #:	1	Locust Avenue at Riverside Avenue

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	0	0	0	0	0	0	0	3	2	0	0
AM Out		1	0	1	0	0	0	0	0	0	0	0	0
AM Tot		1	0	1	0	0	0	0	0	3	2	0	0
PM In		0	0	0	0	0	0	0	0	1	1	0	0
PM Out		3	0	2	0	0	0	0	0	0	0	0	0
PM Tot		3	0	2	0	0	0	0	0	1	1	0	0

Zone #	1	Residential Riverside

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	46	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	130	0	0	0	0	0	0	0	0	0	0	0	0
PM In	148	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	87	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	2	Warehouse Locust & Lowell

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In									20%	15%		
Y	20%	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	20%	15%	0%	0%
PM Out	20%	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	13	0	0	0	0	0	0	0	0	3	2	0	0
AM Out	4	1	0	1	0	0	0	0	0	0	0	0	0
PM In	5	0	0	0	0	0	0	0	0	1	1	0	0
PM Out	13	3	0	2	0	0	0	0	0	0	0	0	0

Zone #	3	Warehouse Southern Locust & Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	121	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	36	0	0	0	0	0	0	0	0	0	0	0	0
PM In	46	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	120	0	0	0	0	0	0	0	0	0	0	0	0

Enter only in blue cells	Yellow cells calculate

Int. #:	2	Locust Avenue at Casa Grande Drive

Mirror distribution? Y Entire Intersection

Mirror distribution?

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	2	0	0	5	0	0	0	0	0	0	0
AM Out		0	1	0	0	1	0	0	0	0	0	0	0
AM Tot		0	3	0	0	6	0	0	0	0	0	0	0
PM In		0	1	0	0	2	0	0	0	0	0	0	0
PM Out		0	5	0	0	2	0	0	0	0	0	0	0
PM Tot		0	6	0	0	4	0	0	0	0	0	0	0

Zone #	1	Residential Riverside

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	46	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	130	0	0	0	0	0	0	0	0	0	0	0	0
PM In	148	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	87	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	2	Warehouse Locust & Lowell

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		15%			35%							
Y	0%	35%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	15%	0%	0%	35%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	35%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	13	0	2	0	0	5	0	0	0	0	0	0	0
AM Out	4	0	1	0	0	1	0	0	0	0	0	0	0
PM In	5	0	1	0	0	2	0	0	0	0	0	0	0
PM Out	13	0	5	0	0	2	0	0	0	0	0	0	0

Zone #	3	Warehouse Southern Locust & Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	121	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	36	0	0	0	0	0	0	0	0	0	0	0	0
PM In	46	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	120	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	3	Locust Avenue at Lowell Street

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	0	0	0	5	0	0	0	0	0	0	0
AM Out		0	1	0	0	0	0	0	0	0	0	0	0
AM Tot		0	1	0	0	5	0	0	0	0	0	0	0
PM In		0	0	0	0	2	0	0	0	0	0	0	0
PM Out		0	5	0	0	0	0	0	0	0	0	0	0
PM Tot		0	5	0	0	2	0	0	0	0	0	0	0

Zone #	1	Residential Riverside

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	46	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	130	0	0	0	0	0	0	0	0	0	0	0	0
PM In	148	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	87	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	2	Warehouse Locust & Lowell

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					35%							
Y	0%	35%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	35%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	35%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	13	0	0	0	0	5	0	0	0	0	0	0	0
AM Out	4	0	1	0	0	0	0	0	0	0	0	0	0
PM In	5	0	0	0	0	2	0	0	0	0	0	0	0
PM Out	13	0	5	0	0	0	0	0	0	0	0	0	0

Zone #	3	Warehouse Southern Locust & Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	121	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	36	0	0	0	0	0	0	0	0	0	0	0	0
PM In	46	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	120	0	0	0	0	0	0	0	0	0	0	0	0

Enter only in blue cells	Yellow cells calculate

Int. #:	4	Locust Avenue at Casmalia Street

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	2	0	0	0	0	10	61	0	0	0	3
AM Out		0	0	0	1	1	3	0	0	0	0	18	0
AM Tot		0	2	0	1	1	3	10	61	0	0	18	3
PM In		0	1	0	0	0	0	4	23	0	0	0	1
PM Out		0	0	0	3	2	10	0	0	0	0	60	0
PM Tot		0	1	0	3	2	10	4	23	0	0	60	1

Zone #	1	Residential Riverside

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	46	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	130	0	0	0	0	0	0	0	0	0	0	0	0
PM In	148	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	87	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	2	Warehouse Locust & Lowell

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		15%					30%					20%
Y	0%	0%	0%	20%	15%	30%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	15%	0%	0%	0%	0%	30%	0%	0%	0%	0%	20%
PM Out	0%	0%	0%	20%	15%	30%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	13	0	2	0	0	0	0	4	0	0	0	0	3
AM Out	4	0	0	0	1	1	1	0	0	0	0	0	0
PM In	5	0	1	0	0	0	0	2	0	0	0	0	1
PM Out	13	0	0	0	3	2	4	0	0	0	0	0	0

Zone #	3	Warehouse Southern Locust & Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In							5%	50%				
Y	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	50%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	5%	50%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	50%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	121	0	0	0	0	0	0	6	61	0	0	0	0
AM Out	36	0	0	0	0	0	2	0	0	0	0	18	0
PM In	46	0	0	0	0	0	0	2	23	0	0	0	0
PM Out	120	0	0	0	0	0	6	0	0	0	0	60	0

Zone #	4	Warehouse Eastern Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	7	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	2	0	0	0	0	0	0	0	0	0	0	0	0
PM In	3	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	7	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	5	Warehouse Orbis

Int. #:	4	Locust Avenue at Casmalia Street

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	18	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	5	0	0	0	0	0	0	0	0	0	0	0	0
PM In	7	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	19	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	6	Residential Southern Ayala

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	78	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	222	0	0	0	0	0	0	0	0	0	0	0	0
PM In	254	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	149	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	7	Residential Southern Ayala

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	88	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	26	0	0	0	0	0	0	0	0	0	0	0	0
PM In	34	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	93	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	8	Warehouse Baseline

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	12	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	5	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	13	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	9	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	10	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	4	Locust Avenue at Casmalia Street

AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

AM Out	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	11	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	12	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	13	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	14	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	15	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	4	Locust Avenue at Casmalia Street

Zone #	16	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	17	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	18	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	19	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	20	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Enter only in blue cells	Yellow cells calculate

Int. #:	5	Locust Avenue at Renaissance Parkway

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC													
Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	0	0	0	0	18	0	0	0	0	0	0
AM Out		0	0	0	0	0	0	5	0	0	0	0	0
AM Tot		0	0	0	0	0	18	5	0	0	0	0	0
PM In		0	0	0	0	0	7	0	0	0	0	0	0
PM Out		0	0	0	0	0	0	19	0	0	0	0	0
PM Tot		0	0	0	0	0	7	19	0	0	0	0	0

Zone #	1	Residential Riverside

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	46	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	130	0	0	0	0	0	0	0	0	0	0	0	0
PM In	148	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	87	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	2	Warehouse Locust & Lowell

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	13	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	5	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	13	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	3	Warehouse Southern Locust & Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	121	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	36	0	0	0	0	0	0	0	0	0	0	0	0
PM In	46	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	120	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	4	Warehouse Eastern Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	7	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	2	0	0	0	0	0	0	0	0	0	0	0	0
PM In	3	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	7	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	5	Warehouse Orbis

Int. #:	5	Locust Avenue at Renaissance Parkway

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In						100%						
Y	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	18	0	0	0	0	0	18	0	0	0	0	0	0
AM Out	5	0	0	0	0	0	0	5	0	0	0	0	0
PM In	7	0	0	0	0	0	7	0	0	0	0	0	0
PM Out	19	0	0	0	0	0	0	19	0	0	0	0	0

Zone #	6	Residential Southern Ayala

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	78	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	222	0	0	0	0	0	0	0	0	0	0	0	0
PM In	254	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	149	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	7	Residential Southern Ayala

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	88	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	26	0	0	0	0	0	0	0	0	0	0	0	0
PM In	34	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	93	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	8	Warehouse Baseline

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	12	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	5	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	13	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	9	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	10	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	5	Locust Avenue at Renaissance Parkway

AM Out													AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	11	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In													AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%														
AM Out													AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	12	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In													AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%														
AM Out													AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	13	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In													AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%														
AM Out													AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	14	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In													AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%														
AM Out													AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	15	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In													AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%														
AM Out													AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	5	Locust Avenue at Renaissance Parkway

Zone #	16	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	17	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	18	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	19	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	20	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Enter only in blue cells	Yellow cells calculate

Int. #:	6	Alder Avenue at Casmalia Street

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC													
Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	0	67	0	0	0	0	0	0	0	0	0
AM Out		0	0	0	0	0	0	0	0	0	20	0	0
AM Tot		0	0	67	0	0	0	0	0	0	20	0	0
PM In		0	0	25	0	0	0	0	0	0	0	0	0
PM Out		0	0	0	0	0	0	0	0	0	66	0	0
PM Tot		0	0	25	0	0	0	0	0	0	66	0	0

Zone #	1	Residential Riverside

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	46	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	130	0	0	0	0	0	0	0	0	0	0	0	0
PM In	148	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	87	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	2	Warehouse Locust & Lowell

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	13	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	5	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	13	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	3	Warehouse Southern Locust & Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In			55%									
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	55%	0%	0%
AM Out												
PM In	0%	0%	55%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	55%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	121	0	0	67	0	0	0	0	0	0	0	0	0
AM Out	36	0	0	0	0	0	0	0	0	0	20	0	0
PM In	46	0	0	25	0	0	0	0	0	0	0	0	0
PM Out	120	0	0	0	0	0	0	0	0	0	66	0	0

Zone #	4	Warehouse Eastern Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	7	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	2	0	0	0	0	0	0	0	0	0	0	0	0
PM In	3	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	7	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	5	Warehouse Orbis

Int. #:	6	Alder Avenue at Casmalia Street

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	18	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	5	0	0	0	0	0	0	0	0	0	0	0	0
PM In	7	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	19	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	6	Residential Southern Ayala

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	78	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	222	0	0	0	0	0	0	0	0	0	0	0	0
PM In	254	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	149	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	7	Residential Southern Ayala

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	88	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	26	0	0	0	0	0	0	0	0	0	0	0	0
PM In	34	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	93	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	8	Warehouse Baseline

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	12	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	5	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	13	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	9	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	10	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	6	Alder Avenue at Casmalia Street

AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

AM Out	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	11	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	12	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	13	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	14	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	15	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	6	Alder Avenue at Casmalia Street
Zone #	16	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	17	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	18	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	19	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	20	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Enter only in blue cells	Yellow cells calculate

Int. #:	7	Alder Avenue at SR-210 WB Ramps

N

TOTAL CUMULATIVE PROJECTS TRAFFIC													
Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	45	0	0	0	0	0	0	0	2	0	39
AM Out		1	0	0	0	14	12	0	0	0	0	0	0
AM Tot		1	45	0	0	14	12	0	0	0	2	0	39
PM In		0	18	0	0	0	0	0	0	0	1	0	16
PM Out		3	0	0	0	46	40	0	0	0	0	0	0
PM Tot		3	18	0	0	46	40	0	0	0	1	0	16

Zone #	1	Residential Riverside

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	46	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	130	0	0	0	0	0	0	0	0	0	0	0	0
PM In	148	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	87	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	2	Warehouse Locust & Lowell

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	13	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	5	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	13	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	3	Warehouse Southern Locust & Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		30%										25%
N	0%	0%	0%	0%	30%	25%	0%	0%	0%	0%	0%	0%
AM Out					30%	25%						
PM In	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%
PM Out	0%	0%	0%	0%	30%	25%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	121	0	36	0	0	0	0	0	0	0	0	0	30
AM Out	36	0	0	0	0	11	9	0	0	0	0	0	0
PM In	46	0	14	0	0	0	0	0	0	0	0	0	12
PM Out	120	0	0	0	0	36	30	0	0	0	0	0	0

Zone #	4	Warehouse Eastern Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	7	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	2	0	0	0	0	0	0	0	0	0	0	0	0
PM In	3	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	7	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	5	Warehouse Orbis

Int. #:	7	Alder Avenue at SR-210 WB Ramps

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		50%										50%
N	0%	0%	0%	0%	50%	50%	0%	0%	0%	0%	0%	0%
AM Out					50%	50%						
PM In	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%
PM Out	0%	0%	0%	0%	50%	50%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	18	0	9	0	0	0	0	0	0	0	0	0	9
AM Out	5	0	0	0	0	3	3	0	0	0	0	0	0
PM In	7	0	4	0	0	0	0	0	0	0	0	0	4
PM Out	19	0	0	0	0	10	10	0	0	0	0	0	0

Zone #	6	Residential Southern Ayala

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	78	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	222	0	0	0	0	0	0	0	0	0	0	0	0
PM In	254	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	149	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	7	Residential Southern Ayala

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	88	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	26	0	0	0	0	0	0	0	0	0	0	0	0
PM In	34	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	93	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	8	Warehouse Baseline

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In										20%		
N	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out	20%											
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
PM Out	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	12	0	0	0	0	0	0	0	0	0	2	0	0
AM Out	4	1	0	0	0	0	0	0	0	0	0	0	0
PM In	5	0	0	0	0	0	0	0	0	0	1	0	0
PM Out	13	3	0	0	0	0	0	0	0	0	0	0	0

Zone #	9	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	10	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	7	Alder Avenue at SR-210 WB Ramps

AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

AM Out	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	11	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	12	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	13	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	14	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	15	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	7	Alder Avenue at SR-210 WB Ramps
Zone #	16	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	17	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	18	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	19	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	20	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Enter only in blue cells	Yellow cells calculate

Int. #:	8	Alder Avenue at SR-210 EB Ramps

N

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	0	0	0	2	0	45	0	2	0	0	0
AM Out		0	1	1	14	0	0	0	0	0	0	0	0
AM Tot		0	1	1	14	2	0	45	0	2	0	0	0
PM In		0	0	0	0	1	0	18	0	1	0	0	0
PM Out		0	3	3	46	0	0	0	0	0	0	0	0
PM Tot		0	3	3	46	1	0	18	0	1	0	0	0

Zone #	1	Residential Riverside

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	46	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	130	0	0	0	0	0	0	0	0	0	0	0	0
PM In	148	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	87	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	2	Warehouse Locust & Lowell

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	13	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	5	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	13	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	3	Warehouse Southern Locust & Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In							30%					
N	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out				30%								
PM In	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	121	0	0	0	0	0	0	36	0	0	0	0	0
AM Out	36	0	0	0	11	0	0	0	0	0	0	0	0
PM In	46	0	0	0	0	0	0	14	0	0	0	0	0
PM Out	120	0	0	0	36	0	0	0	0	0	0	0	0

Zone #	4	Warehouse Eastern Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	7	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	2	0	0	0	0	0	0	0	0	0	0	0	0
PM In	3	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	7	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	5	Warehouse Orbis

Int. #:	8	Alder Avenue at SR-210 EB Ramps

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In							50%					
N	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out				50%								
PM In	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	18	0	0	0	0	0	0	9	0	0	0	0	0
AM Out	5	0	0	0	3	0	0	0	0	0	0	0	0
PM In	7	0	0	0	0	0	0	4	0	0	0	0	0
PM Out	19	0	0	0	10	0	0	0	0	0	0	0	0

Zone #	6	Residential Southern Ayala

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	78	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	222	0	0	0	0	0	0	0	0	0	0	0	0
PM In	254	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	149	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	7	Residential Southern Ayala

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	88	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	26	0	0	0	0	0	0	0	0	0	0	0	0
PM In	34	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	93	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	8	Warehouse Baseline

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					20%				20%			
N	0%	20%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out		20%	20%									
PM In	0%	0%	0%	0%	20%	0%	0%	0%	20%	0%	0%	0%
PM Out	0%	20%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	12	0	0	0	0	2	0	0	0	2	0	0	0
AM Out	4	0	1	1	0	0	0	0	0	0	0	0	0
PM In	5	0	0	0	0	1	0	0	0	1	0	0	0
PM Out	13	0	3	3	0	0	0	0	0	0	0	0	0

Zone #	9	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	10	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	8	Alder Avenue at SR-210 EB Ramps

AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

AM Out	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	11	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	12	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	13	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%
AM Out												3%
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	14	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	15	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	8	Alder Avenue at SR-210 EB Ramps
Zone #	16	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	17	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	18	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	19	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	20	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Enter only in blue cells	Yellow cells calculate

Int. #:	9	Lowell Street at Project Driveway 1

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	0	0	0	0	0	0	0	0	0	0	0
AM Out		0	0	0	0	0	0	0	0	0	0	0	0
AM Tot		0	0	0	0	0	0	0	0	0	0	0	0
PM In		0	0	0	0	0	0	0	0	0	0	0	0
PM Out		0	0	0	0	0	0	0	0	0	0	0	0
PM Tot		0	0	0	0	0	0	0	0	0	0	0	0

Zone #	1	Residential Riverside

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	46	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	130	0	0	0	0	0	0	0	0	0	0	0	0
PM In	148	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	87	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	2	Warehouse Locust & Lowell

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	13	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	5	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	13	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	3	Warehouse Southern Locust & Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	121	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	36	0	0	0	0	0	0	0	0	0	0	0	0
PM In	46	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	120	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	4	Warehouse Eastern Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	7	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	2	0	0	0	0	0	0	0	0	0	0	0	0
PM In	3	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	7	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	5	Warehouse Orbis

Int. #:	9	Lowell Street at Project Driveway 1

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	18	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	5	0	0	0	0	0	0	0	0	0	0	0	0
PM In	7	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	19	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	6	Residential Southern Ayala

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	78	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	222	0	0	0	0	0	0	0	0	0	0	0	0
PM In	254	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	149	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	7	Residential Southern Ayala

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	88	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	26	0	0	0	0	0	0	0	0	0	0	0	0
PM In	34	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	93	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	8	Warehouse Baseline

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	12	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	5	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	13	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	9	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	10	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	9	Lowell Street at Project Driveway 1

AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

AM Out	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	11	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	12	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	13	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	14	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	15	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	9	Lowell Street at Project Driveway 1
Zone #	16	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	17	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	18	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	19	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	20	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Enter only in blue cells	Yellow cells calculate

Int. #:	10	Lowell Street at Project Driveway 2

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC													
Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	0	0	0	0	0	0	0	0	0	0	0
AM Out		0	0	0	0	0	0	0	0	0	0	0	0
AM Tot		0	0	0	0	0	0	0	0	0	0	0	0
PM In		0	0	0	0	0	0	0	0	0	0	0	0
PM Out		0	0	0	0	0	0	0	0	0	0	0	0
PM Tot		0	0	0	0	0	0	0	0	0	0	0	0

Zone #	1	Residential Riverside

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	46	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	130	0	0	0	0	0	0	0	0	0	0	0	0
PM In	148	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	87	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	2	Warehouse Locust & Lowell

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	13	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	5	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	13	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	3	Warehouse Southern Locust & Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	121	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	36	0	0	0	0	0	0	0	0	0	0	0	0
PM In	46	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	120	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	4	Warehouse Eastern Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	7	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	2	0	0	0	0	0	0	0	0	0	0	0	0
PM In	3	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	7	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	10	Lowell Street at Project Driveway 2
Zone #	5	Warehouse Orbis

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	18	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	5	0	0	0	0	0	0	0	0	0	0	0	0
PM In	7	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	19	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	6	Residential Southern Ayala

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	78	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	222	0	0	0	0	0	0	0	0	0	0	0	0
PM In	254	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	149	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	7	Residential Southern Ayala

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	88	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	26	0	0	0	0	0	0	0	0	0	0	0	0
PM In	34	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	93	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	8	Warehouse Baseline

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	12	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	5	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	13	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	9	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	10	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR

Int. #:	10	Lowell Street at Project Driveway 2

AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

AM In	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	11	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	12	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	13	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	14	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	15	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

	Int. #:	10	Lowell Street at Project Driveway 2									
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

PM In	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	16	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	17	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	18	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	19	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	20	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Enter only in blue cells	Yellow cells calculate

Int. #:	11	Lowell Street at Project Driveway 3

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC													
Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	0	0	0	0	0	0	0	0	0	0	0
AM Out		0	0	0	0	0	0	0	0	0	0	0	0
AM Tot		0	0	0	0	0	0	0	0	0	0	0	0
PM In		0	0	0	0	0	0	0	0	0	0	0	0
PM Out		0	0	0	0	0	0	0	0	0	0	0	0
PM Tot		0	0	0	0	0	0	0	0	0	0	0	0

Zone #	1	Residential Riverside

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	46	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	130	0	0	0	0	0	0	0	0	0	0	0	0
PM In	148	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	87	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	2	Warehouse Locust & Lowell

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	13	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	5	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	13	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	3	Warehouse Southern Locust & Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	121	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	36	0	0	0	0	0	0	0	0	0	0	0	0
PM In	46	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	120	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	4	Warehouse Eastern Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	7	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	2	0	0	0	0	0	0	0	0	0	0	0	0
PM In	3	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	7	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	11	Lowell Street at Project Driveway 3
Zone #	5	Warehouse Orbis

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	18	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	5	0	0	0	0	0	0	0	0	0	0	0	0
PM In	7	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	19	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	6	Residential Southern Ayala

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	78	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	222	0	0	0	0	0	0	0	0	0	0	0	0
PM In	254	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	149	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	7	Residential Southern Ayala

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	88	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	26	0	0	0	0	0	0	0	0	0	0	0	0
PM In	34	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	93	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	8	Warehouse Baseline

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	12	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	5	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	13	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	9	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	10	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR

Int. #:	11	Lowell Street at Project Driveway 3

AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

AM In	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	11	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	12	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	13	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	14	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	15	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

	Int. #:	11	Lowell Street at Project Driveway 3									
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

PM In	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	16	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	17	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	18	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	19	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	20	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Enter only in blue cells	Yellow cells calculate

Int. #:	12	Locust Avenue at Project Driveway 4

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC													
Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	0	0	0	5	0	0	0	0	0	0	0
AM Out		0	1	0	0	0	0	0	0	0	0	0	0
AM Tot		0	1	0	0	5	0	0	0	0	0	0	0
PM In		0	0	0	0	2	0	0	0	0	0	0	0
PM Out		0	5	0	0	0	0	0	0	0	0	0	0
PM Tot		0	5	0	0	2	0	0	0	0	0	0	0

Zone #	1	Residential Riverside

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	46	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	130	0	0	0	0	0	0	0	0	0	0	0	0
PM In	148	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	87	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	2	Warehouse Locust & Lowell

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					35%							
Y	0%	35%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	35%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	35%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	13	0	0	0	0	5	0	0	0	0	0	0	0
AM Out	4	0	1	0	0	0	0	0	0	0	0	0	0
PM In	5	0	0	0	0	2	0	0	0	0	0	0	0
PM Out	13	0	5	0	0	0	0	0	0	0	0	0	0

Zone #	3	Warehouse Southern Locust & Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	121	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	36	0	0	0	0	0	0	0	0	0	0	0	0
PM In	46	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	120	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	4	Warehouse Eastern Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	7	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	2	0	0	0	0	0	0	0	0	0	0	0	0
PM In	3	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	7	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	12	Locust Avenue at Project Driveway 4
Zone #	5	Warehouse Orbis

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	18	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	5	0	0	0	0	0	0	0	0	0	0	0	0
PM In	7	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	19	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	6	Residential Southern Ayala

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	78	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	222	0	0	0	0	0	0	0	0	0	0	0	0
PM In	254	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	149	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	7	Residential Southern Ayala

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	88	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	26	0	0	0	0	0	0	0	0	0	0	0	0
PM In	34	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	93	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	8	Warehouse Baseline

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	12	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	5	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	13	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	9	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	10	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR

Int. #:	12	Locust Avenue at Project Driveway 4

AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

AM In	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	11	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	12	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	13	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	14	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	15	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

	Int. #:	12	Locust Avenue at Project Driveway 4									
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

PM In	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	16	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	17	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	18	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	19	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	20	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

CUMULATIVE PROJECTS - HAND ENTERED FROM TRAFFIC STUDIES

AM Peak Hour

		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Locust Avenue at Riverside Avenue												
2	Locust Avenue at Casa Grande Drive		4			18							
3	Locust Avenue at Lowell Street		52			16							
4	Locust Avenue at Casmalia Street		13		1	4	11	35					4
5	Locust Avenue at Renaissance Parkway												
6	Alder Avenue at Casmalia Street												
7	Alder Avenue at SR-210 WB Ramps												
8	Alder Avenue at SR-210 EB Ramps												
9	Lowell Street at Project Driveway 1												
10	Lowell Street at Project Driveway 2												
11	Lowell Street at Project Driveway 3												
12	Locust Avenue at Project Driveway 4		52			16							

PM Peak Hour

		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Locust Avenue at Riverside Avenue												
2	Locust Avenue at Casa Grande Drive		12			4							
3	Locust Avenue at Lowell Street		12			38							
4	Locust Avenue at Casmalia Street		3		4	9	25	8					1
5	Locust Avenue at Renaissance Parkway												
6	Alder Avenue at Casmalia Street												
7	Alder Avenue at SR-210 WB Ramps												
8	Alder Avenue at SR-210 EB Ramps												
9	Lowell Street at Project Driveway 1												
10	Lowell Street at Project Driveway 2												
11	Lowell Street at Project Driveway 3												
12	Locust Avenue at Project Driveway 4		12			38							

CUMULATIVE PROJECTS - HAND ENTERED FROM TRAFFIC STUDIES

AM Peak Hour

		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Locust Avenue at Riverside Avenue												
2	Locust Avenue at Casa Grande Drive												
3	Locust Avenue at Lowell Street												
4	Locust Avenue at Casmalia Street												
5	Locust Avenue at Renaissance Parkway	1			1	0	1	2				8	
6	Alder Avenue at Casmalia Street												
7	Alder Avenue at SR-210 WB Ramps	3	12										7
8	Alder Avenue at SR-210 EB Ramps		5	3				10					
9	Lowell Street at Project Driveway 1												
10	Lowell Street at Project Driveway 2												
11	Lowell Street at Project Driveway 3												
12	Locust Avenue at Project Driveway 4												

PM Peak Hour

		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Locust Avenue at Riverside Avenue												
2	Locust Avenue at Casa Grande Drive												
3	Locust Avenue at Lowell Street												
4	Locust Avenue at Casmalia Street												
5	Locust Avenue at Renaissance Parkway	0			7	1	4	1				3	
6	Alder Avenue at Casmalia Street												
7	Alder Avenue at SR-210 WB Ramps	10	7										3
8	Alder Avenue at SR-210 EB Ramps		12	10				4					
9	Lowell Street at Project Driveway 1												
10	Lowell Street at Project Driveway 2												
11	Lowell Street at Project Driveway 3												
12	Locust Avenue at Project Driveway 4												

CUMULATIVE PROJECTS - HAND ENTERED FROM TRAFFIC STUDIES

AM Peak Hour

		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Locust Avenue at Riverside Avenue												
2	Locust Avenue at Casa Grande Drive												
3	Locust Avenue at Lowell Street												
4	Locust Avenue at Casmalia Street												
5	Locust Avenue at Renaissance Parkway												
6	Alder Avenue at Casmalia Street												
7	Alder Avenue at SR-210 WB Ramps	7	1			2					26		
8	Alder Avenue at SR-210 EB Ramps		8	8		28				26			
9	Lowell Street at Project Driveway 1												
10	Lowell Street at Project Driveway 2												
11	Lowell Street at Project Driveway 3												
12	Locust Avenue at Project Driveway 4												

PM Peak Hour

		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Locust Avenue at Riverside Avenue												
2	Locust Avenue at Casa Grande Drive												
3	Locust Avenue at Lowell Street												
4	Locust Avenue at Casmalia Street												
5	Locust Avenue at Renaissance Parkway												
6	Alder Avenue at Casmalia Street												
7	Alder Avenue at SR-210 WB Ramps	27	2			1					10		
8	Alder Avenue at SR-210 EB Ramps		29	26		11				10			
9	Lowell Street at Project Driveway 1												
10	Lowell Street at Project Driveway 2												
11	Lowell Street at Project Driveway 3												
12	Locust Avenue at Project Driveway 4												

CUMULATIVE PROJECTS - DISTRIBUTION

Related Project: 20 0

AM Peak Hour

		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Locust Avenue at Riverside Avenue	0	3	0	0	6	0	0	0	0	0	0	0
2	Locust Avenue at Casa Grande Drive	1	0	1	0	0	0	0	0	3	2	0	0
3	Locust Avenue at Lowell Street	0	1	0	0	5	0	0	0	0	0	0	0
4	Locust Avenue at Casmalia Street	0	2	0	1	1	3	10	61	0	0	18	3
5	Locust Avenue at Renaissance Parkway	0	0	0	0	0	18	5	0	0	0	0	0
6	Alder Avenue at Casmalia Street	0	0	67	0	0	0	0	0	0	20	0	0
7	Alder Avenue at SR-210 WB Ramps	1	45	0	0	14	12	0	0	0	2	0	39
8	Alder Avenue at SR-210 EB Ramps	0	1	1	14	2	0	45	0	2	0	0	0
9	Lowell Street at Project Driveway 1	0	0	0	0	0	0	0	0	0	0	0	0
10	Lowell Street at Project Driveway 2	0	0	0	0	0	0	0	0	0	0	0	0
11	Lowell Street at Project Driveway 3	0	0	0	0	0	0	0	0	0	0	0	0
12	Locust Avenue at Project Driveway 4	0	1	0	0	5	0	0	0	0	0	0	0

PM Peak Hour

		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Locust Avenue at Riverside Avenue	0	6	0	0	4	0	0	0	0	0	0	0
2	Locust Avenue at Casa Grande Drive	3	0	2	0	0	0	0	0	1	1	0	0
3	Locust Avenue at Lowell Street	0	5	0	0	2	0	0	0	0	0	0	0
4	Locust Avenue at Casmalia Street	0	1	0	3	2	10	4	23	0	0	60	1
5	Locust Avenue at Renaissance Parkway	0	0	0	0	0	7	19	0	0	0	0	0
6	Alder Avenue at Casmalia Street	0	0	25	0	0	0	0	0	0	66	0	0
7	Alder Avenue at SR-210 WB Ramps	3	18	0	0	46	40	0	0	0	1	0	16
8	Alder Avenue at SR-210 EB Ramps	0	3	3	46	1	0	18	0	1	0	0	0
9	Lowell Street at Project Driveway 1	0	0	0	0	0	0	0	0	0	0	0	0
10	Lowell Street at Project Driveway 2	0	0	0	0	0	0	0	0	0	0	0	0
11	Lowell Street at Project Driveway 3	0	0	0	0	0	0	0	0	0	0	0	0
12	Locust Avenue at Project Driveway 4	0	5	0	0	2	0	0	0	0	0	0	0

CUMULATIVE PROJECTS - HAND ENTERED FROM TRAFFIC STUDIES

AM Peak Hour

		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Locust Avenue at Riverside Avenue												
2	Locust Avenue at Casa Grande Drive												
3	Locust Avenue at Lowell Street												
4	Locust Avenue at Casmalia Street												
5	Locust Avenue at Renaissance Parkway												
6	Alder Avenue at Casmalia Street												
7	Alder Avenue at SR-210 WB Ramps												
8	Alder Avenue at SR-210 EB Ramps												
9	Lowell Street at Project Driveway 1												
10	Lowell Street at Project Driveway 2												
11	Lowell Street at Project Driveway 3												
12	Locust Avenue at Project Driveway 4												

PM Peak Hour

		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Locust Avenue at Riverside Avenue												
2	Locust Avenue at Casa Grande Drive												
3	Locust Avenue at Lowell Street												
4	Locust Avenue at Casmalia Street												
5	Locust Avenue at Renaissance Parkway												
6	Alder Avenue at Casmalia Street												
7	Alder Avenue at SR-210 WB Ramps												
8	Alder Avenue at SR-210 EB Ramps												
9	Lowell Street at Project Driveway 1												
10	Lowell Street at Project Driveway 2												
11	Lowell Street at Project Driveway 3												
12	Locust Avenue at Project Driveway 4												

TOTAL CUMULATIVE PROJECTS TRAFFIC

AM Peak Hour

		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Locust Avenue at Riverside Avenue	0	3	0	0	6	0	0	0	0	0	0	0
2	Locust Avenue at Casa Grande Drive	1	0	1	0	0	0	0	0	3	2	0	0
3	Locust Avenue at Lowell Street	0	1	0	0	5	0	0	0	0	0	0	0
4	Locust Avenue at Casmalia Street	0	2	0	1	1	3	10	61	0	0	18	3
5	Locust Avenue at Renaissance Parkway	0	0	0	0	0	18	5	0	0	0	0	0
6	Alder Avenue at Casmalia Street	0	0	67	0	0	0	0	0	0	20	0	0
7	Alder Avenue at SR-210 WB Ramps	1	45	0	0	14	12	0	0	0	2	0	39
8	Alder Avenue at SR-210 EB Ramps	0	1	1	14	2	0	45	0	2	0	0	0
9	Lowell Street at Project Driveway 1	0	0	0	0	0	0	0	0	0	0	0	0
10	Lowell Street at Project Driveway 2	0	0	0	0	0	0	0	0	0	0	0	0
11	Lowell Street at Project Driveway 3	0	0	0	0	0	0	0	0	0	0	0	0
12	Locust Avenue at Project Driveway 4	0	1	0	0	5	0	0	0	0	0	0	0

PM Peak Hour

		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Locust Avenue at Riverside Avenue	0	6	0	0	4	0	0	0	0	0	0	0
2	Locust Avenue at Casa Grande Drive	3	0	2	0	0	0	0	0	1	1	0	0
3	Locust Avenue at Lowell Street	0	5	0	0	2	0	0	0	0	0	0	0
4	Locust Avenue at Casmalia Street	0	1	0	3	2	10	4	23	0	0	60	1
5	Locust Avenue at Renaissance Parkway	0	0	0	0	0	7	19	0	0	0	0	0
6	Alder Avenue at Casmalia Street	0	0	25	0	0	0	0	0	0	66	0	0
7	Alder Avenue at SR-210 WB Ramps	3	18	0	0	46	40	0	0	0	1	0	16
8	Alder Avenue at SR-210 EB Ramps	0	3	3	46	1	0	18	0	1	0	0	0
9	Lowell Street at Project Driveway 1	0	0	0	0	0	0	0	0	0	0	0	0
10	Lowell Street at Project Driveway 2	0	0	0	0	0	0	0	0	0	0	0	0
11	Lowell Street at Project Driveway 3	0	0	0	0	0	0	0	0	0	0	0	0
12	Locust Avenue at Project Driveway 4	0	5	0	0	2	0	0	0	0	0	0	0

APPENDIX F

MODEL PLOTS
AND
B-TURNS WORKSHEETS

Intersection: Locust Ave Riverside Ave

Condition: 2040 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	80	SOUTH LEG	
	THRU	0	IN ...	279
	RIGHT	173	OUT ...	436
SOUTH BOUND	LEFT	0	NORTH LEG	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	WEST LEG	
	THRU	635	IN ...	879
	RIGHT	129	OUT ...	747
WEST BOUND	LEFT	252.3333333	EAST LEG	
	THRU	460.6666667	IN ...	910
	RIGHT	0	OUT ...	886
		1,730		4,138

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	80	109
	THRU	0	0
	RIGHT	173	170
SOUTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	635	716
	RIGHT	129	160
WEST BOUND	LEFT	252	276
	THRU	461	638
	RIGHT	0	0
		1,730	2,069

Intersection: Locust Ave Riverside Ave

Condition: 2040 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	FY INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	121	SOUTH LEG	
	THRU	0	IN ...	304
	RIGHT	141	OUT ...	312
SOUTH BOUND	LEFT	0	NORTH LEG	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	WEST LEG	
	THRU	516	IN ...	819
	RIGHT	101	OUT ...	942
WEST BOUND	LEFT	149	EAST LEG	
	THRU	606	IN ...	945
	RIGHT	0	OUT ...	815
		1,634		4,137

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

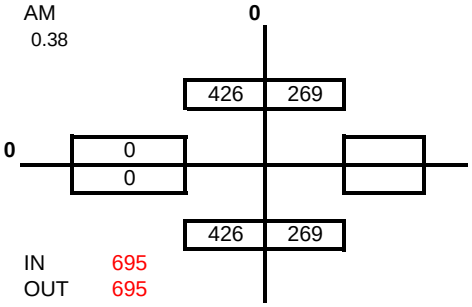
APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	121	160
	THRU	0	0
	RIGHT	141	144
SOUTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	516	670
	RIGHT	101	146
WEST BOUND	LEFT	149	166
	THRU	606	782
	RIGHT	0	0
		1,634	2,069

Project:	Rialto Locust Gateway	**Model Base Year**	2019
Condition:	Build-out	**Model Build-out Year**	2050
Intersection Number:	2	**Total Difference**	31
		Existing Year Counts	2024
North/South Street	Locust Ave	**Difference Ex to B-O**	26
		Percent	0.84
East/West Street	Casa Grande Dr	**Study Year Forecast**	2040 Build-out
		Difference Ex to Forecast	16

Date: 06/20/24

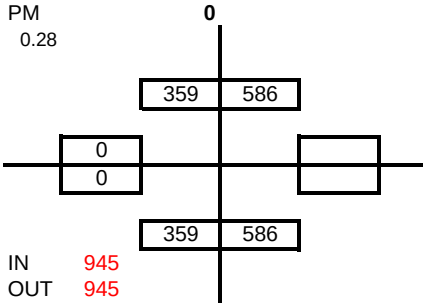
Model Base Year: **2019**

AM 0.38



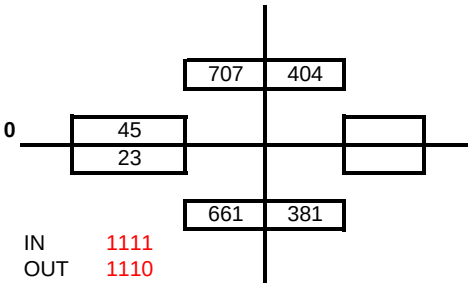
IN 695
OUT 695
BAL 0

PM 0.28

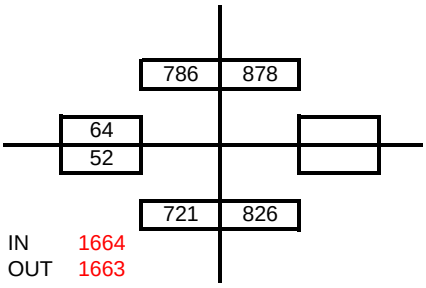


IN 945
OUT 945
BAL 0

Model Build-out Year: **2050** **Build-out**

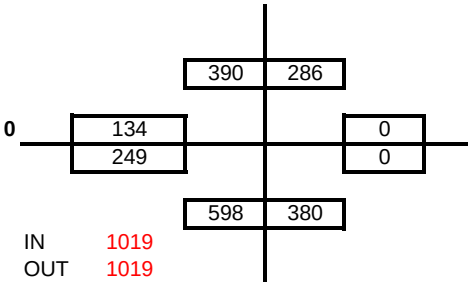


IN 1111
OUT 1110
BAL -1

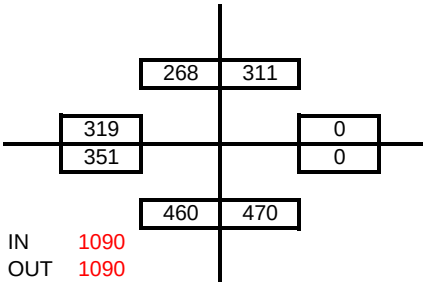


IN 1664
OUT 1663
BAL -1

Existing Year Counts **2024**

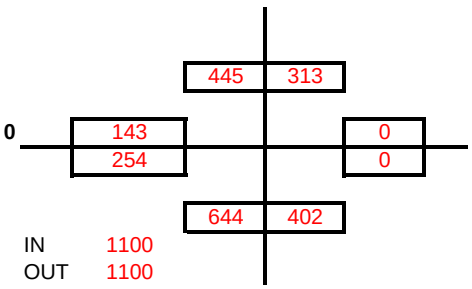


IN 1019
OUT 1019
BAL 0

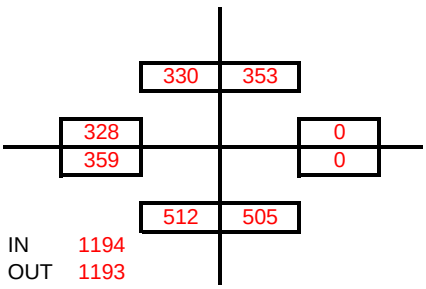


IN 1090
OUT 1090
BAL 0

Study Year Forecast **2040** **Build-out**



IN 1100
OUT 1100
BAL 0



IN 1194
OUT 1193
BAL 0

Intersection: Locust Ave Casa Grande Dr

Condition: 2040 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	117	SOUTH LEG	
	THRU	262.6666667	IN ...	402
	RIGHT	0	OUT ...	644
SOUTH BOUND	LEFT	0	NORTH LEG	
	THRU	372.3333333	IN ...	445
	RIGHT	17.33333333	OUT ...	313
EAST BOUND	LEFT	23.66666667	WEST LEG	
	THRU	0	IN ...	254
	RIGHT	225.6666667	OUT ...	143
WEST BOUND	LEFT	0	EAST LEG	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
		1,019		2,200

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	117	121
	THRU	263	284
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	372	420
	RIGHT	17	23
EAST BOUND	LEFT	24	29
	THRU	0	0
	RIGHT	226	224
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
		1,019	1,100

Intersection: Locust Ave Casa Grande Dr

Condition: 2040 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	233	SOUTH LEG	
	THRU	237	IN ...	505
	RIGHT	0	OUT ...	512
SOUTH BOUND	LEFT	0	NORTH LEG	
	THRU	183	IN ...	330
	RIGHT	86	OUT ...	353
EAST BOUND	LEFT	74	WEST LEG	
	THRU	0	IN ...	359
	RIGHT	277	OUT ...	328
WEST BOUND	LEFT	0	EAST LEG	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
		1,090		2,387

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

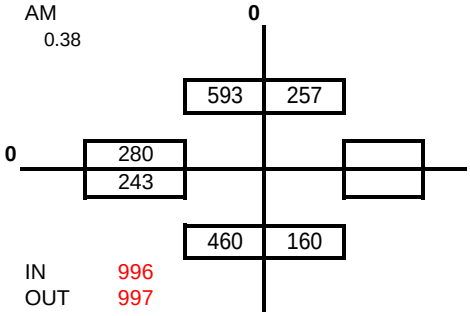
APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	233	230
	THRU	237	274
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	183	232
	RIGHT	86	98
EAST BOUND	LEFT	74	78
	THRU	0	0
	RIGHT	277	280
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
		1,090	1,193

Project:	Rialto Locust Gateway	**Model Base Year**	2019
Condition:	Build-out	**Model Build-out Year**	2050
Intersection Number:	3	**Total Difference**	31
		Existing Year Counts	2024
North/South Street	Locust Ave	**Difference Ex to B-O**	26
		Percent	0.84
East/West Street	Lowell St	**Study Year Forecast**	2040 Build-out
		Difference Ex to Forecast	16

Date: 06/20/24

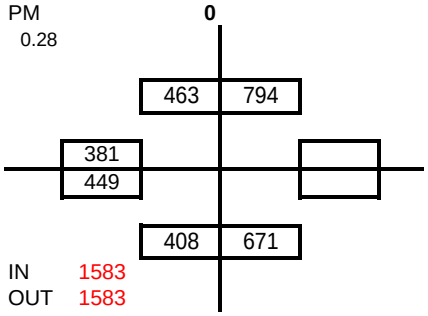
Model Base Year: 2019

AM



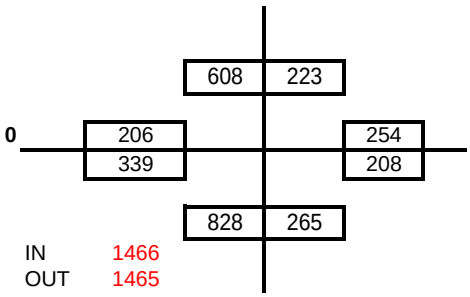
IN 996
OUT 997
BAL 1

PM

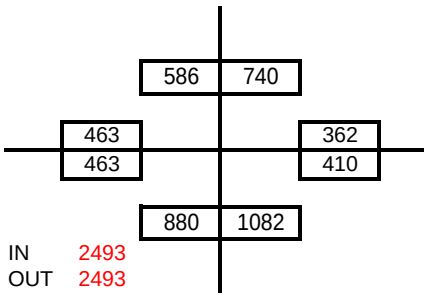


IN 1583
OUT 1583
BAL 0

Model Build-out Year: 2050 Build-out

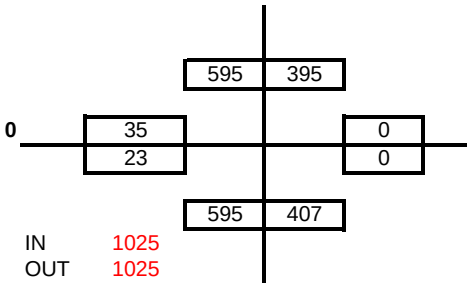


IN 1466
OUT 1465
BAL -1

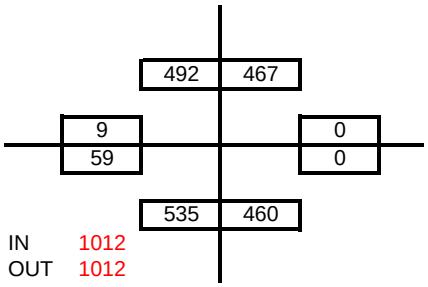


IN 2493
OUT 2493
BAL 0

Existing Year Counts 2024

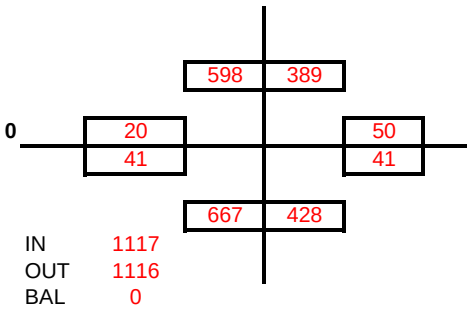


IN 1025
OUT 1025
BAL 0

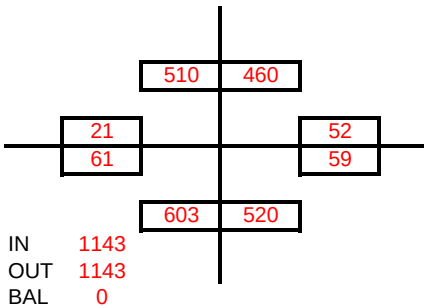


IN 1012
OUT 1012
BAL 0

Study Year Forecast 2040 Build-out



IN 1117
OUT 1116
BAL 0



IN 1143
OUT 1143
BAL 0

Intersection: Locust Ave Lowell St

Condition: 2040 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	19.66666667	SOUTH LEG	
	THRU	387.3333333	IN ...	428
	RIGHT	0	OUT ...	667
SOUTH BOUND	LEFT	0	NORTH LEG	
	THRU	580	IN ...	598
	RIGHT	15	OUT ...	389
EAST BOUND	LEFT	8	WEST LEG	
	THRU	0	IN ...	41
	RIGHT	14.66666667	OUT ...	20
WEST BOUND	LEFT	0	EAST LEG	
	THRU	0	IN ...	50
	RIGHT	0	OUT ...	41
		1,025		2,233

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	20	16
	THRU	387	382
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	580	630
	RIGHT	15	4
EAST BOUND	LEFT	8	7
	THRU	0	0
	RIGHT	15	36
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
		1,025	1,076

Intersection: Locust Ave Lowell St

Condition: 2040 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	5	SOUTH LEG	
	THRU	455	IN ...	520
	RIGHT	0	OUT ...	603
SOUTH BOUND	LEFT	0	NORTH LEG	
	THRU	488	IN ...	510
	RIGHT	4	OUT ...	460
EAST BOUND	LEFT	12	WEST LEG	
	THRU	0	IN ...	61
	RIGHT	47	OUT ...	21
WEST BOUND	LEFT	0	EAST LEG	
	THRU	0	IN ...	52
	RIGHT	0	OUT ...	59
		1,012		2,286

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

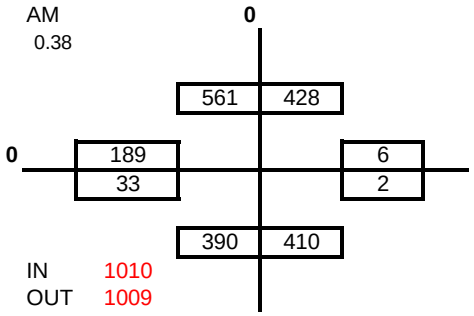
APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	5	17
	THRU	455	455
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	488	542
	RIGHT	4	4
EAST BOUND	LEFT	12	4
	THRU	0	0
	RIGHT	47	61
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
		1,012	1,084

Project:	Rialto Locust Gateway	**Model Base Year**	2019
Condition:	Build-out	**Model Build-out Year**	2050
Intersection Number:	4	**Total Difference**	31
		Existing Year Counts	2024
North/South Street	Locust Ave	**Difference Ex to B-O**	26
		Percent	0.84
East/West Street	Casmalia St	**Study Year Forecast**	2040 Build-out
		Difference Ex to Forecast	16

Date: 06/20/24

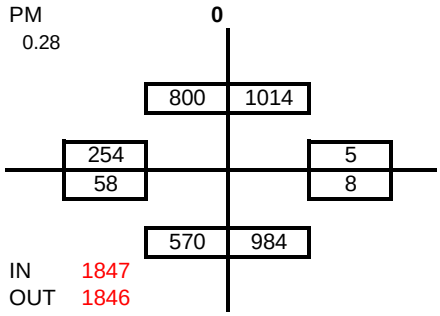
Model Base Year: **2019**

AM



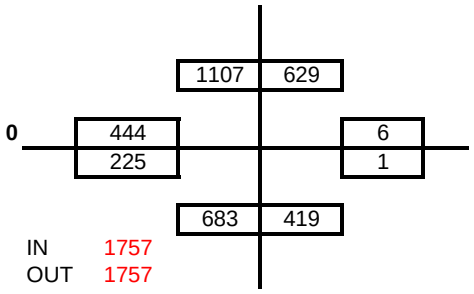
IN 1010
OUT 1009
BAL -1

PM

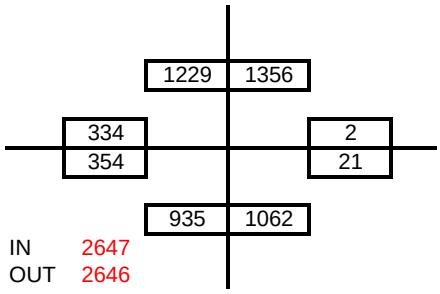


IN 1847
OUT 1846
BAL -1

Model Build-out Year: **2050** **Build-out**

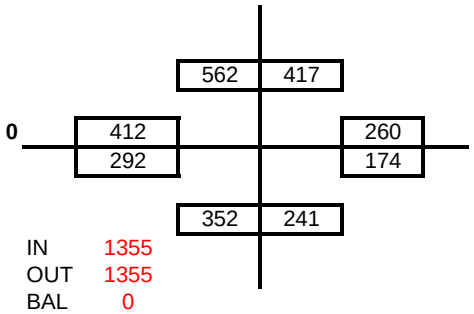


IN 1757
OUT 1757
BAL 0

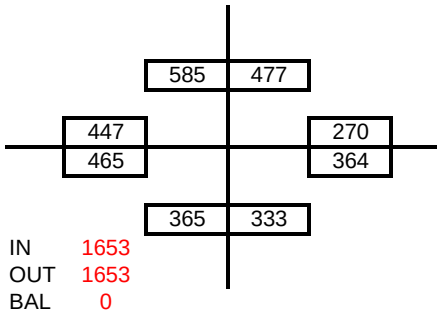


IN 2647
OUT 2646
BAL -1

Existing Year Counts **2024**

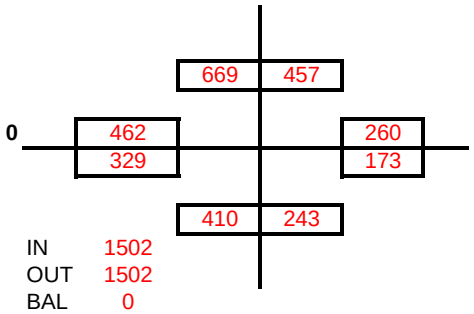


IN 1355
OUT 1355
BAL 0

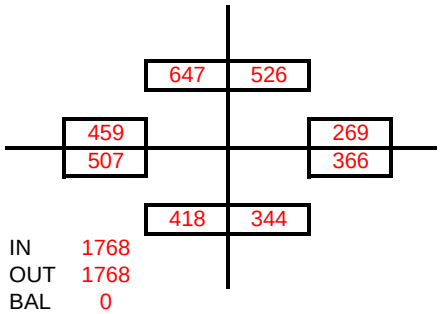


IN 1653
OUT 1653
BAL 0

Study Year Forecast **2040** **Build-out**



IN 1502
OUT 1502
BAL 0



IN 1768
OUT 1768
BAL 0

Intersection: Locust Ave Casmalia St

Condition: 2040 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	75.33333333	SOUTH LEG	
	THRU	156.6666667	IN ...	243
	RIGHT	9.333333333	OUT ...	410
SOUTH BOUND	LEFT	77.33333333	NORTH LEG	
	THRU	287.3333333	IN ...	669
	RIGHT	197.3333333	OUT ...	457
EAST BOUND	LEFT	157.6666667	WEST LEG	
	THRU	87	IN ...	329
	RIGHT	47	OUT ...	462
WEST BOUND	LEFT	18	EAST LEG	
	THRU	139.3333333	IN ...	260
	RIGHT	103	OUT ...	173
		1,355		3,004

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	75	75
	THRU	157	160
	RIGHT	9	8
SOUTH BOUND	LEFT	77	80
	THRU	287	340
	RIGHT	197	248
EAST BOUND	LEFT	158	192
	THRU	87	85
	RIGHT	47	52
WEST BOUND	LEFT	18	17
	THRU	139	139
	RIGHT	103	105
		1,355	1,502

Intersection: Locust Ave Casmalia St

Condition: 2040 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	72	SOUTH LEG	
	THRU	236	IN ...	344
	RIGHT	25	OUT ...	418
SOUTH BOUND	LEFT	117	NORTH LEG	
	THRU	257	IN ...	647
	RIGHT	211	OUT ...	526
EAST BOUND	LEFT	151	WEST LEG	
	THRU	223	IN ...	507
	RIGHT	91	OUT ...	459
WEST BOUND	LEFT	16	EAST LEG	
	THRU	163	IN ...	269
	RIGHT	90	OUT ...	366
		1,653		3,537

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

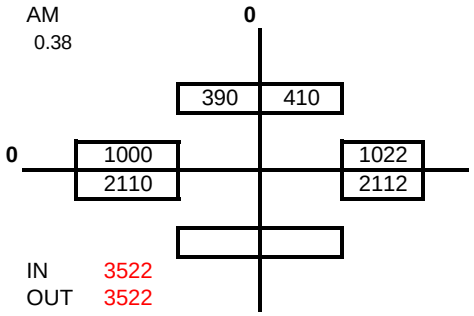
APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	72	70
	THRU	236	252
	RIGHT	25	22
SOUTH BOUND	LEFT	117	119
	THRU	257	297
	RIGHT	211	231
EAST BOUND	LEFT	151	179
	THRU	223	224
	RIGHT	91	104
WEST BOUND	LEFT	16	17
	THRU	163	157
	RIGHT	90	95
		1,653	1,768

Project:	Rialto Locust Gateway	**Model Base Year**	2019
Condition:	Build-out	**Model Build-out Year**	2050
Intersection Number:	5	**Total Difference**	31
		Existing Year Counts	2024
North/South Street	Locust Ave	**Difference Ex to B-O**	26
		Percent	0.84
East/West Street	Renaissance Pkwy	**Study Year Forecast**	2040 Build-out
		Difference Ex to Forecast	16

Date: 06/20/24

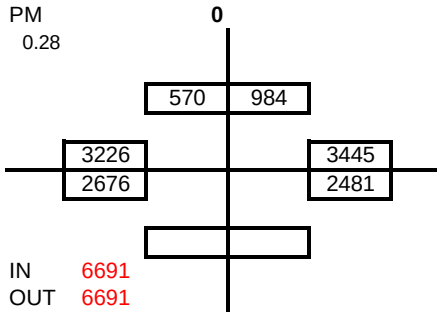
Model Base Year: **2019**

AM 0.38



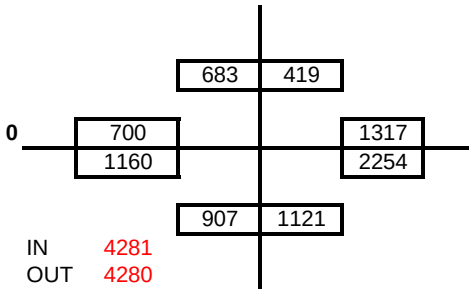
IN 3522
OUT 3522
BAL 0

PM 0.28

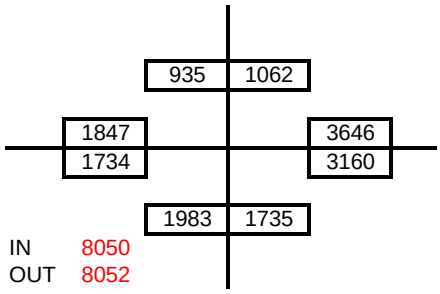


IN 6691
OUT 6691
BAL 0

Model Build-out Year: **2050** **Build-out**

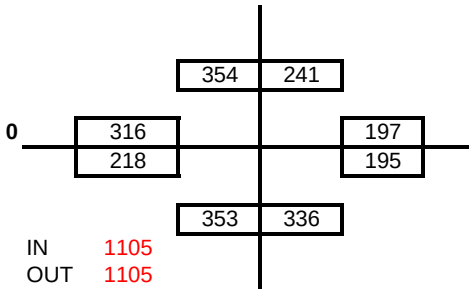


IN 4281
OUT 4280
BAL -1

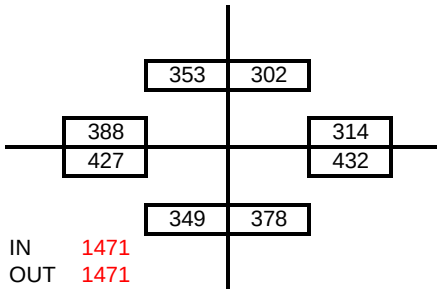


IN 8050
OUT 8052
BAL 2

Existing Year Counts **2024**

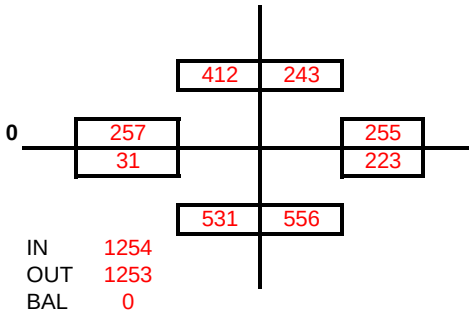


IN 1105
OUT 1105
BAL 0

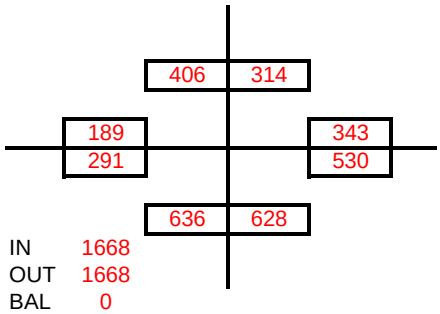


IN 1471
OUT 1471
BAL 0

Study Year Forecast **2040** **Build-out**



IN 1254
OUT 1253
BAL 0



IN 1668
OUT 1668
BAL 0

Intersection: Locust Ave Renaissance Pkwy

Condition: 2040 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	119.6666667	SOUTH LEG	
	THRU	194	IN ...	556
	RIGHT	22	OUT ...	531
SOUTH BOUND	LEFT	41.33333333	NORTH LEG	
	THRU	250	IN ...	412
	RIGHT	63	OUT ...	243
EAST BOUND	LEFT	30.66666667	WEST LEG	
	THRU	131.3333333	IN ...	31
	RIGHT	55.66666667	OUT ...	257
WEST BOUND	LEFT	47.33333333	EAST LEG	
	THRU	133.3333333	IN ...	255
	RIGHT	16.33333333	OUT ...	223
		1,105		2,507

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	120	162
	THRU	194	233
	RIGHT	22	152
SOUTH BOUND	LEFT	41	50
	THRU	250	353
	RIGHT	63	15
EAST BOUND	LEFT	31	1
	THRU	131	20
	RIGHT	56	10
WEST BOUND	LEFT	47	168
	THRU	133	80
	RIGHT	16	9
		1,105	1,253

Intersection: Locust Ave Renaissance Pkwy

Condition: 2040 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	109	SOUTH LEG	
	THRU	228	IN ...	628
	RIGHT	41	OUT ...	636
SOUTH BOUND	LEFT	55	NORTH LEG	
	THRU	254	IN ...	406
	RIGHT	44	OUT ...	314
EAST BOUND	LEFT	38	WEST LEG	
	THRU	336	IN ...	291
	RIGHT	53	OUT ...	189
WEST BOUND	LEFT	42	EAST LEG	
	THRU	235	IN ...	343
	RIGHT	37	OUT ...	530
		1,471		3,336

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

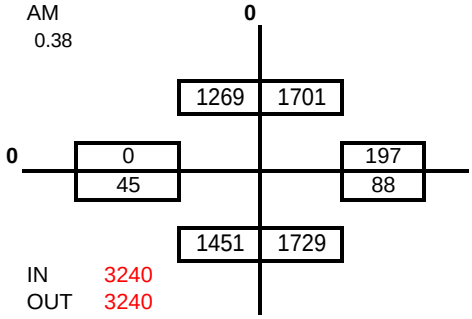
APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	109	85
	THRU	228	284
	RIGHT	41	253
SOUTH BOUND	LEFT	55	49
	THRU	254	356
	RIGHT	44	5
EAST BOUND	LEFT	38	5
	THRU	336	228
	RIGHT	53	57
WEST BOUND	LEFT	42	222
	THRU	235	99
	RIGHT	37	25
		1,471	1,668

Project:	Rialto Locust Gateway	**Model Base Year**	2019
Condition:	Build-out	**Model Build-out Year**	2050
Intersection Number:	6	**Total Difference**	31
		Existing Year Counts	2024
North/South Street	Alder Ave	**Difference Ex to B-O**	26
		Percent	0.84
East/West Street	Casmalia St	**Study Year Forecast**	2040 Build-out
		Difference Ex to Forecast	16

Date: 06/20/24

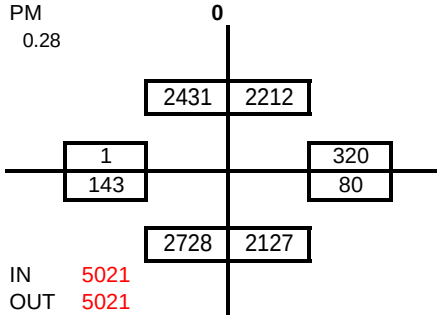
Model Base Year: **2019**

AM



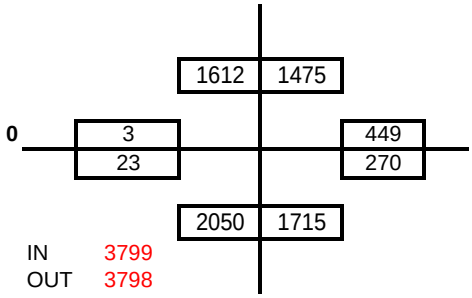
IN 3240
OUT 3240
BAL 0

PM

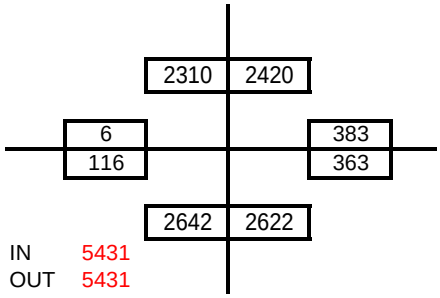


IN 5021
OUT 5021
BAL 0

Model Build-out Year: **2050** **Build-out**

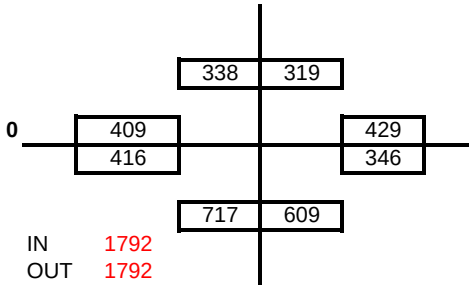


IN 3799
OUT 3798
BAL -1

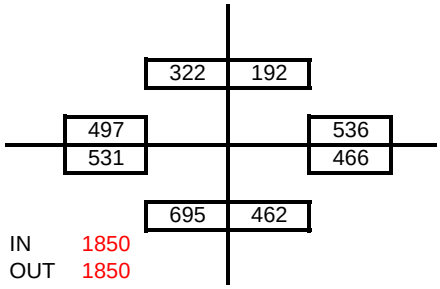


IN 5431
OUT 5431
BAL 0

Existing Year Counts **2024**

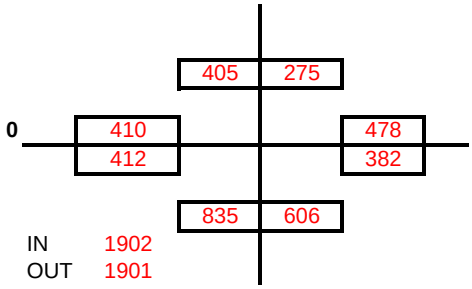


IN 1792
OUT 1792
BAL 0

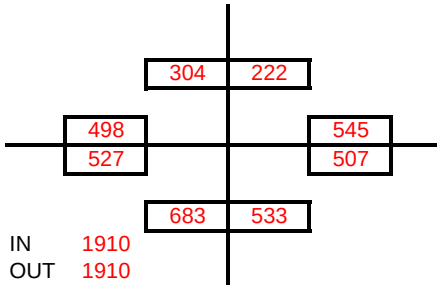


IN 1850
OUT 1850
BAL 0

Study Year Forecast **2040** **Build-out**



IN 1902
OUT 1901
BAL 0



IN 1910
OUT 1910
BAL 0

Intersection: Alder Ave Casmalia St

Condition: 2040 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	176	SOUTH LEG	
	THRU	256.3333333	IN ...	606
	RIGHT	176.6666667	OUT ...	835
SOUTH BOUND	LEFT	17.66666667	NORTH LEG	
	THRU	286	IN ...	405
	RIGHT	34.33333333	OUT ...	275
EAST BOUND	LEFT	45.66666667	WEST LEG	
	THRU	152	IN ...	412
	RIGHT	218.3333333	OUT ...	410
WEST BOUND	LEFT	213	EAST LEG	
	THRU	198.6666667	IN ...	478
	RIGHT	17.33333333	OUT ...	382
		1,792		3,803

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	176	174
	THRU	256	225
	RIGHT	177	207
SOUTH BOUND	LEFT	18	21
	THRU	286	350
	RIGHT	34	35
EAST BOUND	LEFT	46	34
	THRU	152	153
	RIGHT	218	224
WEST BOUND	LEFT	213	261
	THRU	199	201
	RIGHT	17	16
		1,792	1,901

Intersection: Alder Ave Casmalia St

Condition: 2040 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	180	SOUTH LEG	
	THRU	133	IN ...	533
	RIGHT	149	OUT ...	683
SOUTH BOUND	LEFT	43	NORTH LEG	
	THRU	226	IN ...	304
	RIGHT	53	OUT ...	222
EAST BOUND	LEFT	24	WEST LEG	
	THRU	274	IN ...	527
	RIGHT	233	OUT ...	498
WEST BOUND	LEFT	236	EAST LEG	
	THRU	265	IN ...	545
	RIGHT	35	OUT ...	507
		1,850		3,819

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

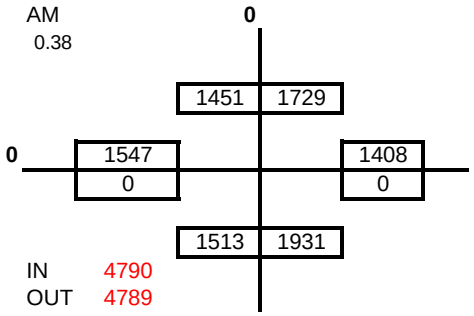
APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	180	192
	THRU	133	159
	RIGHT	149	182
SOUTH BOUND	LEFT	43	44
	THRU	226	213
	RIGHT	53	47
EAST BOUND	LEFT	24	24
	THRU	274	281
	RIGHT	233	222
WEST BOUND	LEFT	236	247
	THRU	265	259
	RIGHT	35	38
		1,850	1,910

Project:	Rialto Locust Gateway	**Model Base Year**	2019
Condition:	Build-out	**Model Build-out Year**	2050
Intersection Number:	7	**Total Difference**	31
		Existing Year Counts	2024
North/South Street	Alder Ave	**Difference Ex to B-O**	26
		Percent	0.84
East/West Street	SR-210 WB Ramps	**Study Year Forecast**	2040 Build-out
		Difference Ex to Forecast	16

Date: 06/20/24

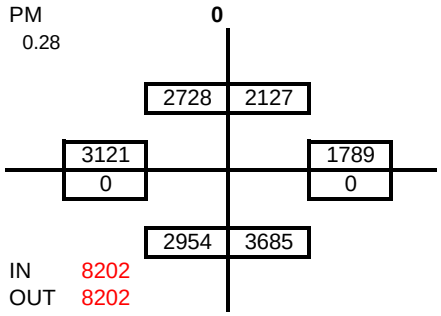
Model Base Year: 2019

AM



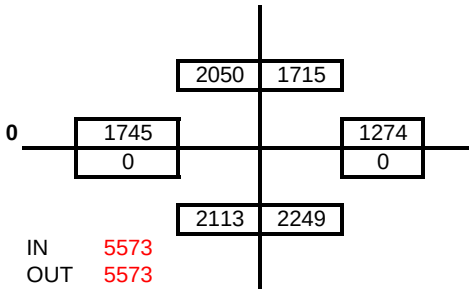
IN 4790
OUT 4789
BAL -1

PM

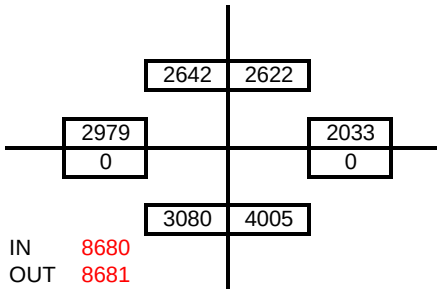


IN 8202
OUT 8202
BAL 0

Model Build-out Year: 2050 Build-out

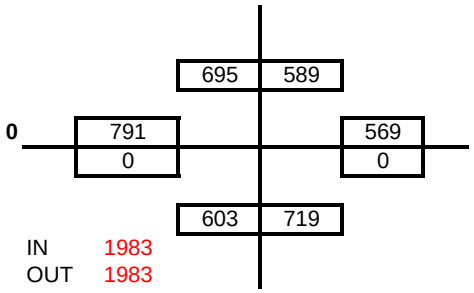


IN 5573
OUT 5573
BAL 0

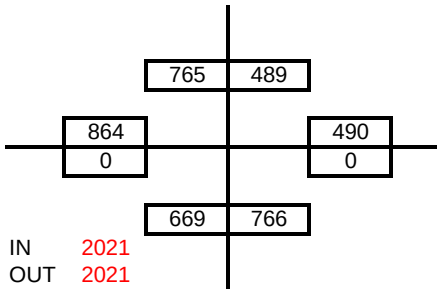


IN 8680
OUT 8681
BAL 1

Existing Year Counts 2024

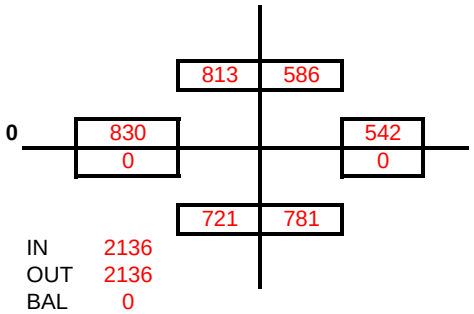


IN 1983
OUT 1983
BAL 0

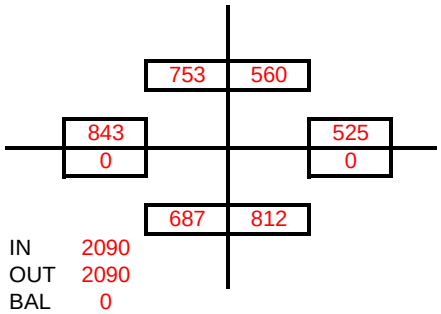


IN 2021
OUT 2021
BAL 0

Study Year Forecast 2040 Build-out



IN 2136
OUT 2136
BAL 0



IN 2090
OUT 2090
BAL 0

Intersection: Alder Ave SR-210 WB Ramps

Condition: 2040 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	330.3333333	SOUTH LEG	
	THRU	388.3333333	IN ...	781
	RIGHT	0	OUT ...	721
SOUTH BOUND	LEFT	0	NORTH LEG	
	THRU	239.3333333	IN ...	813
	RIGHT	456	OUT ...	586
EAST BOUND	LEFT	0	WEST LEG	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	830
WEST BOUND	LEFT	363.6666667	EAST LEG	
	THRU	4.666666667	IN ...	542
	RIGHT	200.3333333	OUT ...	0
		1,983		4,273

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	330	353
	THRU	388	428
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	239	340
	RIGHT	456	473
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	364	381
	THRU	5	4
	RIGHT	200	158
		1,983	2,136

Intersection: Alder Ave SR-210 WB Ramps

Condition: 2040 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	443	SOUTH LEG	
	THRU	322	IN ...	812
	RIGHT	0	OUT ...	687
SOUTH BOUND	LEFT	0	NORTH LEG	
	THRU	349	IN ...	753
	RIGHT	416	OUT ...	560
EAST BOUND	LEFT	0	WEST LEG	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	843
WEST BOUND	LEFT	319	EAST LEG	
	THRU	4	IN ...	525
	RIGHT	166	OUT ...	0
		2,021		4,180

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	443	441
	THRU	322	371
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	349	355
	RIGHT	416	398
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	319	332
	THRU	4	4
	RIGHT	166	189
		2,021	2,090

Project:	Rialto Locust Gateway	**Model Base Year**	2019
Condition:	Build-out	**Model Build-out Year**	2050
Intersection Number:	8	**Total Difference**	31
		Existing Year Counts	2024
North/South Street	Alder Ave	**Difference Ex to B-O**	26
		Percent	0.84
East/West Street	SR-210 EB Ramps	**Study Year Forecast**	2040 Build-out
		Difference Ex to Forecast	16

Date: 06/20/24

Model Base Year: 2019

AM 0.38

	1513	1931	
0	0	0	
	2163	735	
	2933	1923	

IN 5599
OUT 5599
BAL 0

PM 0.28

	2954	3685	
0	0	0	
	2791	1980	
	4139	4059	

IN 9804
OUT 9804
BAL 0

Model Build-out Year: 2050 Build-out

	2113	2249	
0	0	0	
	2180	1296	
	3158	2410	

IN 6703
OUT 6703
BAL 0

	3080	4005	
0	0	0	
	2966	1994	
	4687	4640	

IN 10686
OUT 10686
BAL 0

Existing Year Counts 2024

	620	697	
0	0	0	
	725	509	
	926	787	

IN 2132
OUT 2132
BAL 0

	671	740	
0	0	0	
	610	573	
	911	943	

IN 2224
OUT 2224
BAL 0

Study Year Forecast 2040 Build-out

	737	759	
0	0	0	
	728	619	
	970	883	

IN 2348
OUT 2348
BAL 0

	689	786	
0	0	0	
	635	575	
	990	1027	

IN 2351
OUT 2351
BAL 0

Intersection: Alder Ave SR-210 EB Ramps

Condition: 2040 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	FY INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	0	SOUTH LEG	
	THRU	432.3333333	IN ...	883
	RIGHT	355	OUT ...	970
SOUTH BOUND	LEFT	150	NORTH LEG	
	THRU	469.6666667	IN ...	737
	RIGHT	0	OUT ...	759
EAST BOUND	LEFT	264.3333333	WEST LEG	
	THRU	4	IN ...	728
	RIGHT	456.3333333	OUT ...	0
WEST BOUND	LEFT	0	EAST LEG	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	619
		2,132		4,696

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	432	473
	RIGHT	355	410
SOUTH BOUND	LEFT	150	204
	THRU	470	533
	RIGHT	0	0
EAST BOUND	LEFT	264	286
	THRU	4	5
	RIGHT	456	437
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
		2,132	2,348

Intersection: Alder Ave SR-210 EB Ramps

Condition: 2040 Build-out

Peak Hour: PM Peak Hour

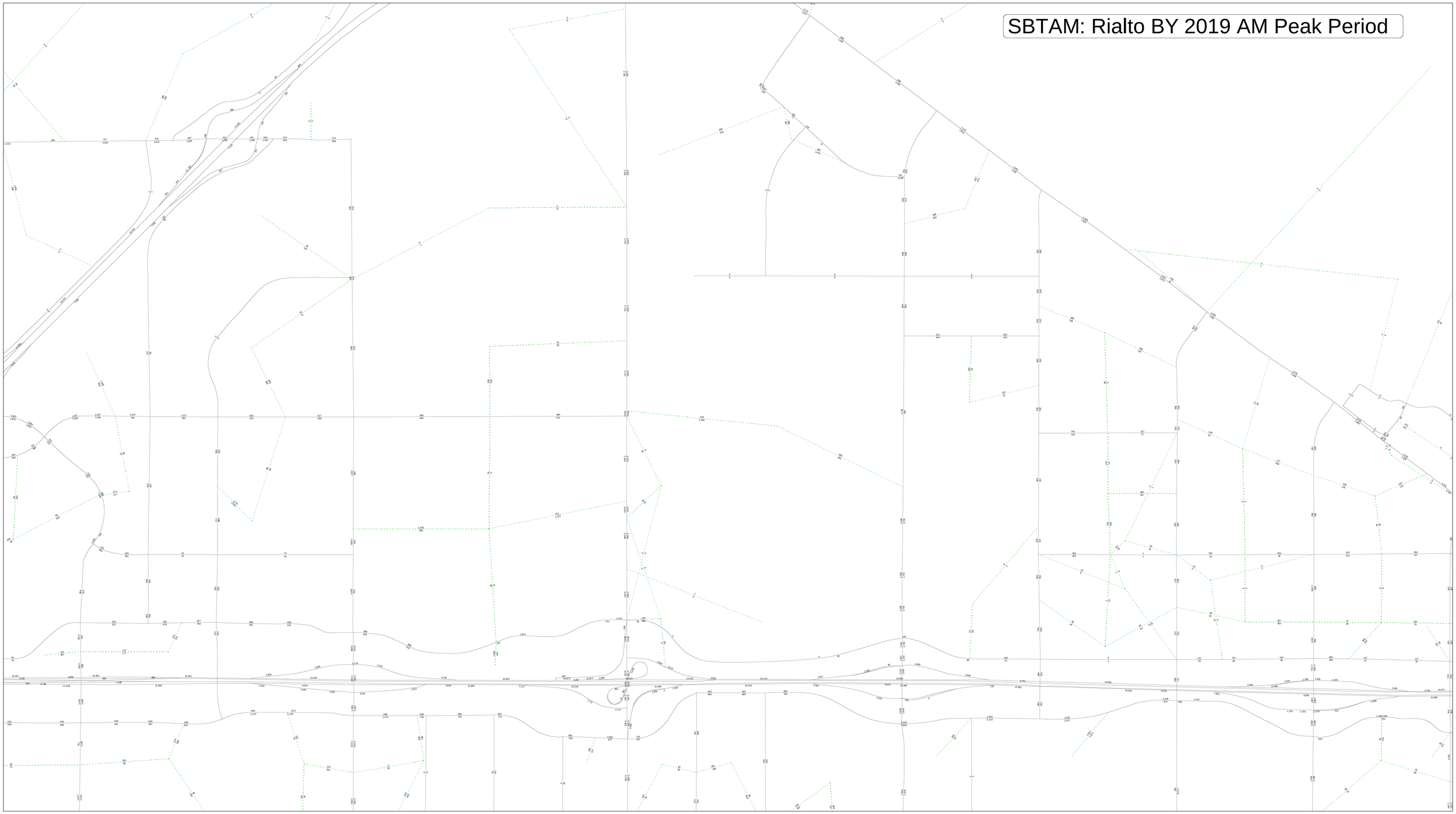
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	FY INTERSECTION LEG	FY TOTAL
NORTH BOUND	LEFT	0	SOUTH LEG	
	THRU	559	IN ...	1,027
	RIGHT	384	OUT ...	990
SOUTH BOUND	LEFT	187	NORTH LEG	
	THRU	484	IN ...	689
	RIGHT	0	OUT ...	786
EAST BOUND	LEFT	181	WEST LEG	
	THRU	2	IN ...	635
	RIGHT	427	OUT ...	0
WEST BOUND	LEFT	0	EAST LEG	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	575
		2,224		4,702

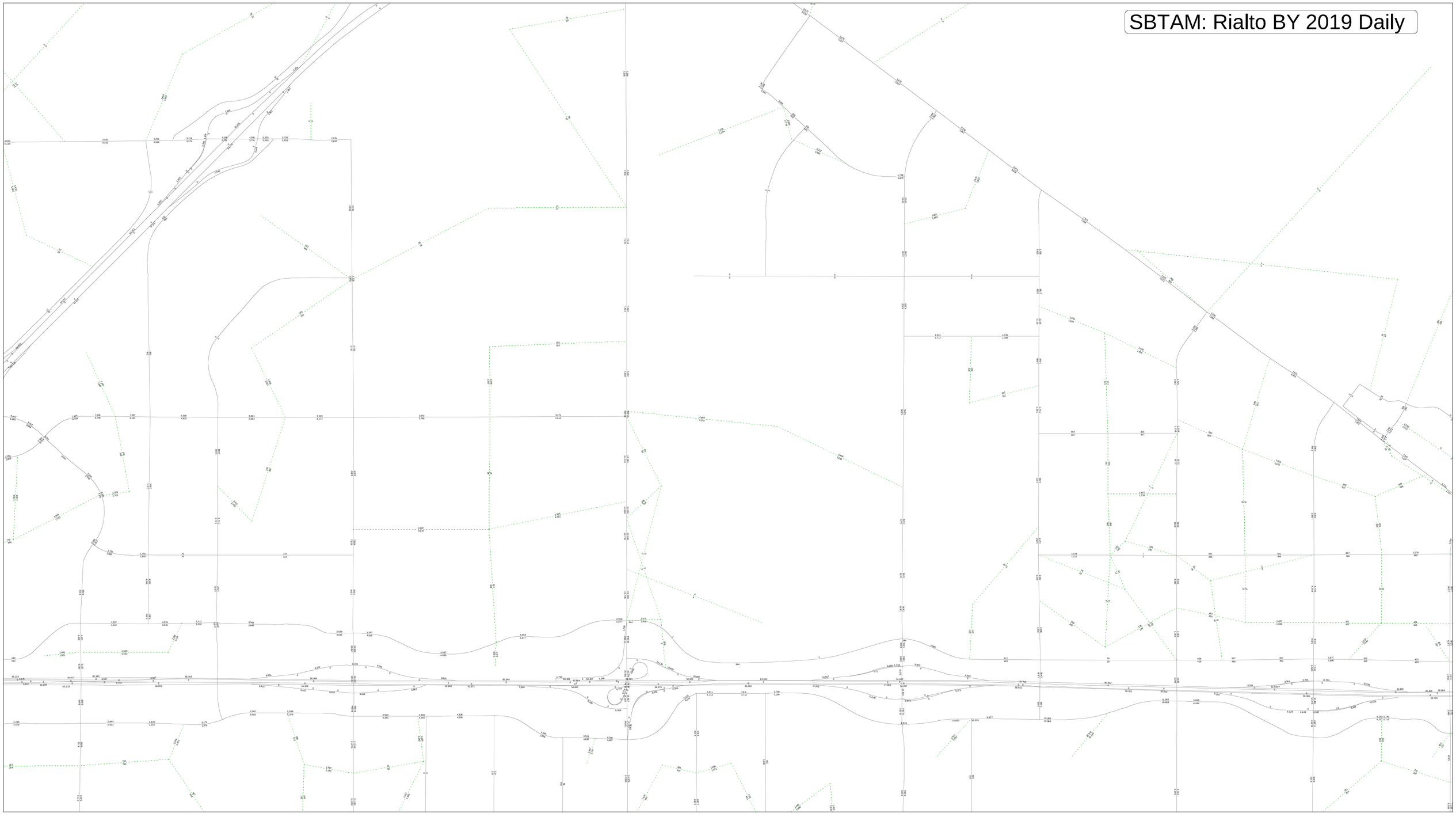
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	559	618
	RIGHT	384	408
SOUTH BOUND	LEFT	187	165
	THRU	484	525
	RIGHT	0	0
EAST BOUND	LEFT	181	168
	THRU	2	2
	RIGHT	427	466
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
		2,224	2,351

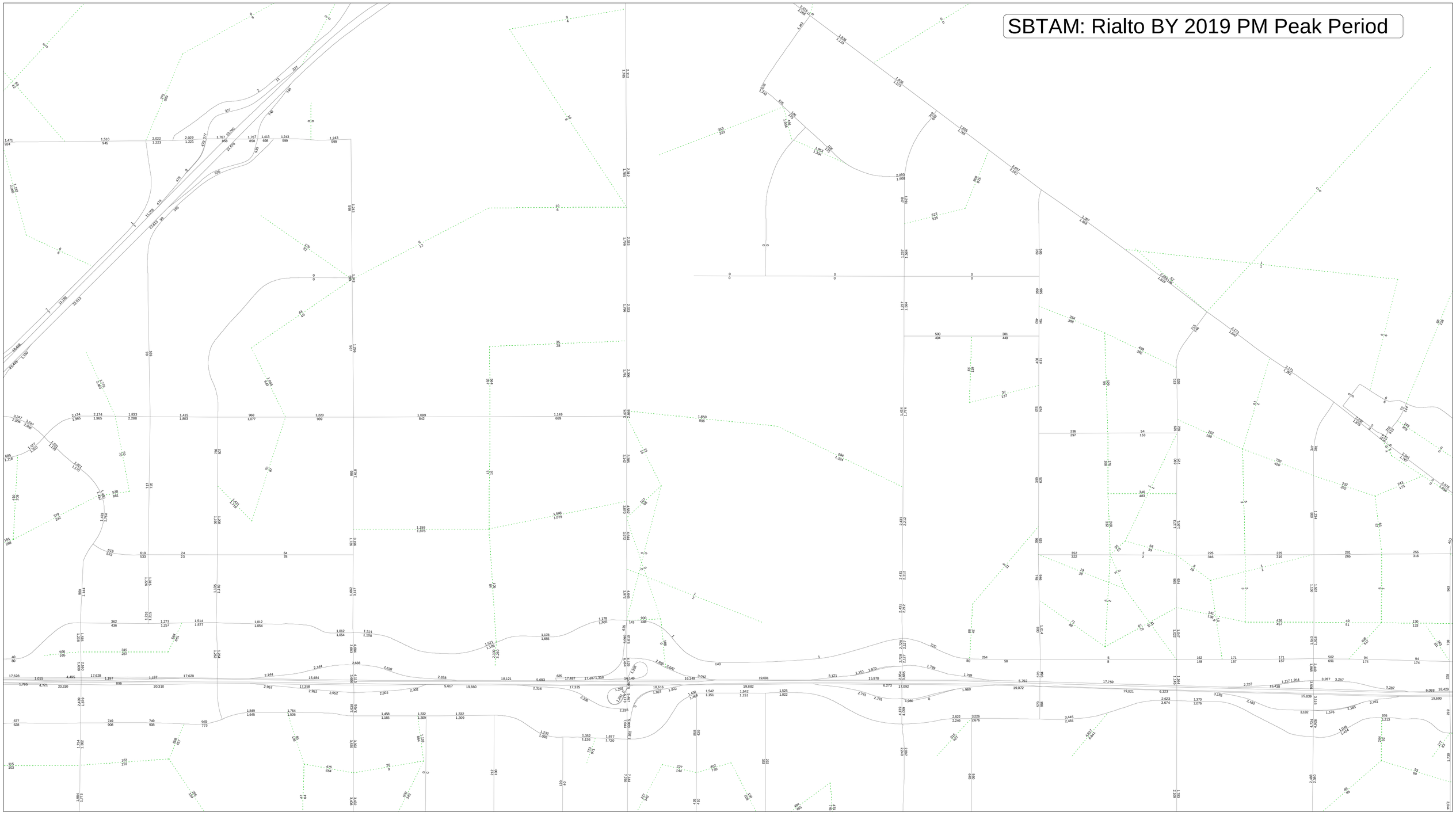
SBTAM: Rialto BY 2019 AM Peak Period



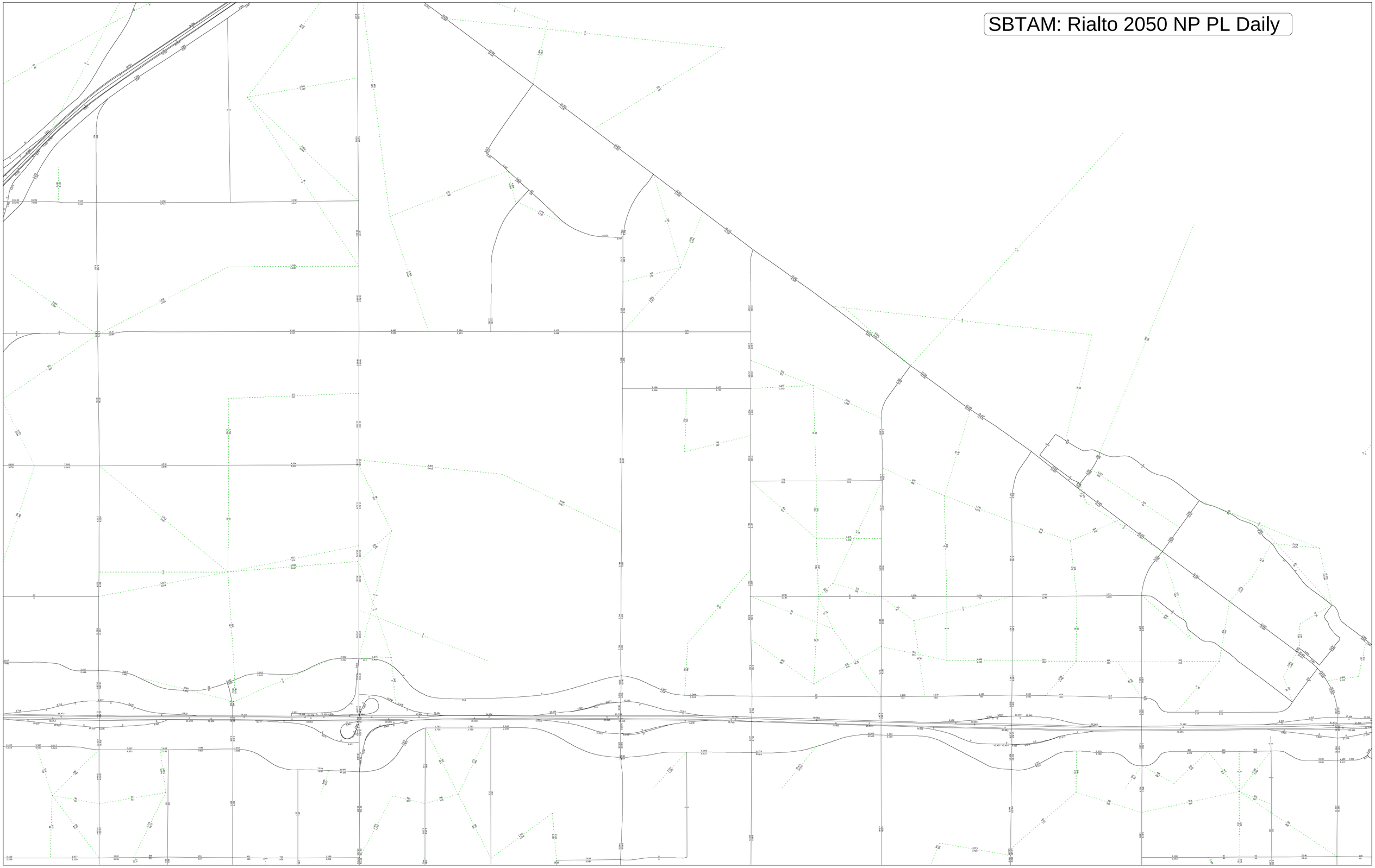
SBTAM: Rialto BY 2019 Daily



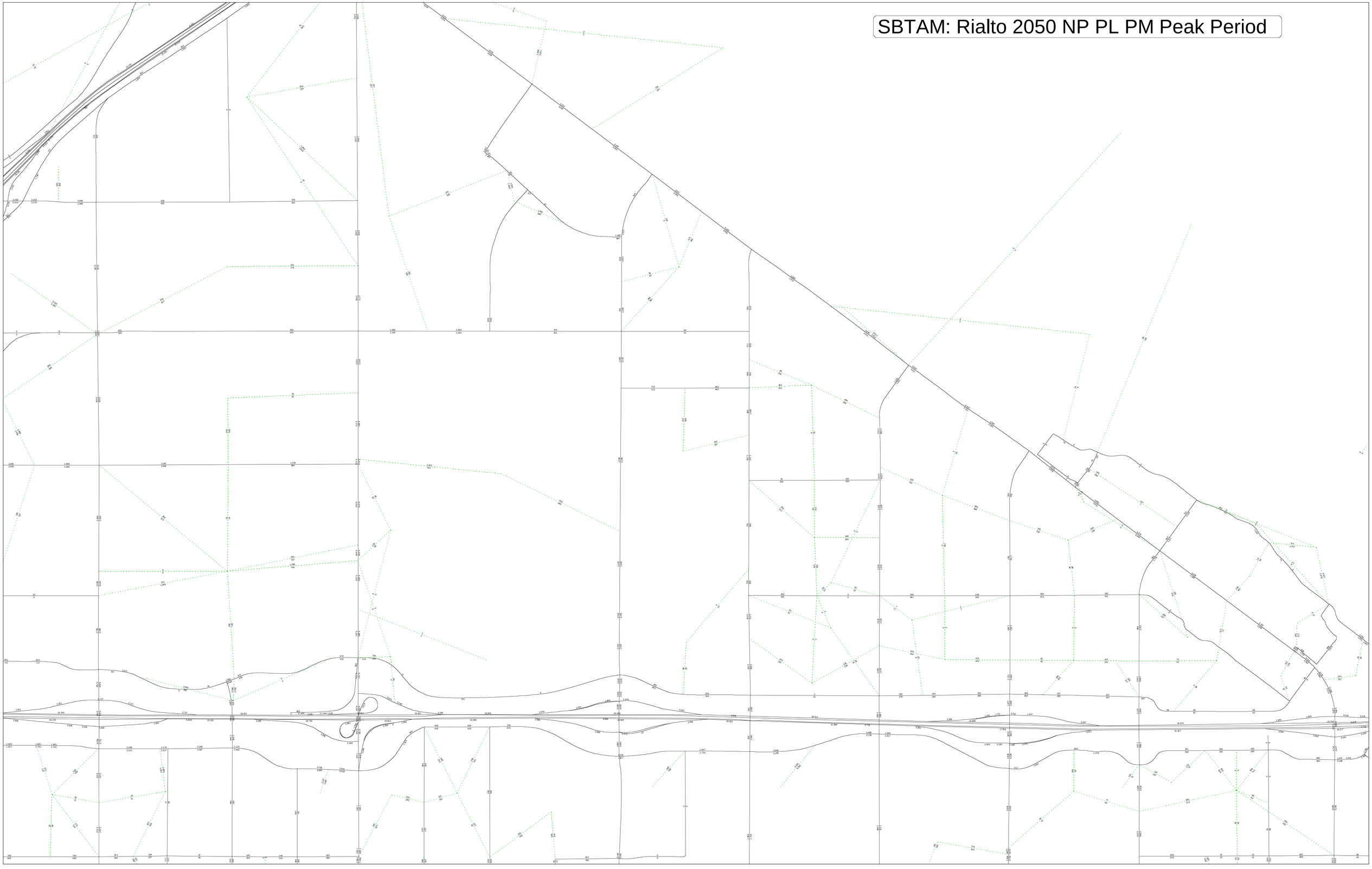
SBTAM: Rialto BY 2019 PM Peak Period



SBTAM: Rialto 2050 NP PL AM Peak Period


SBTAM: Rialto 2050 NP PL Daily

SBTAM: Rialto 2050 NP PL PM Peak Period



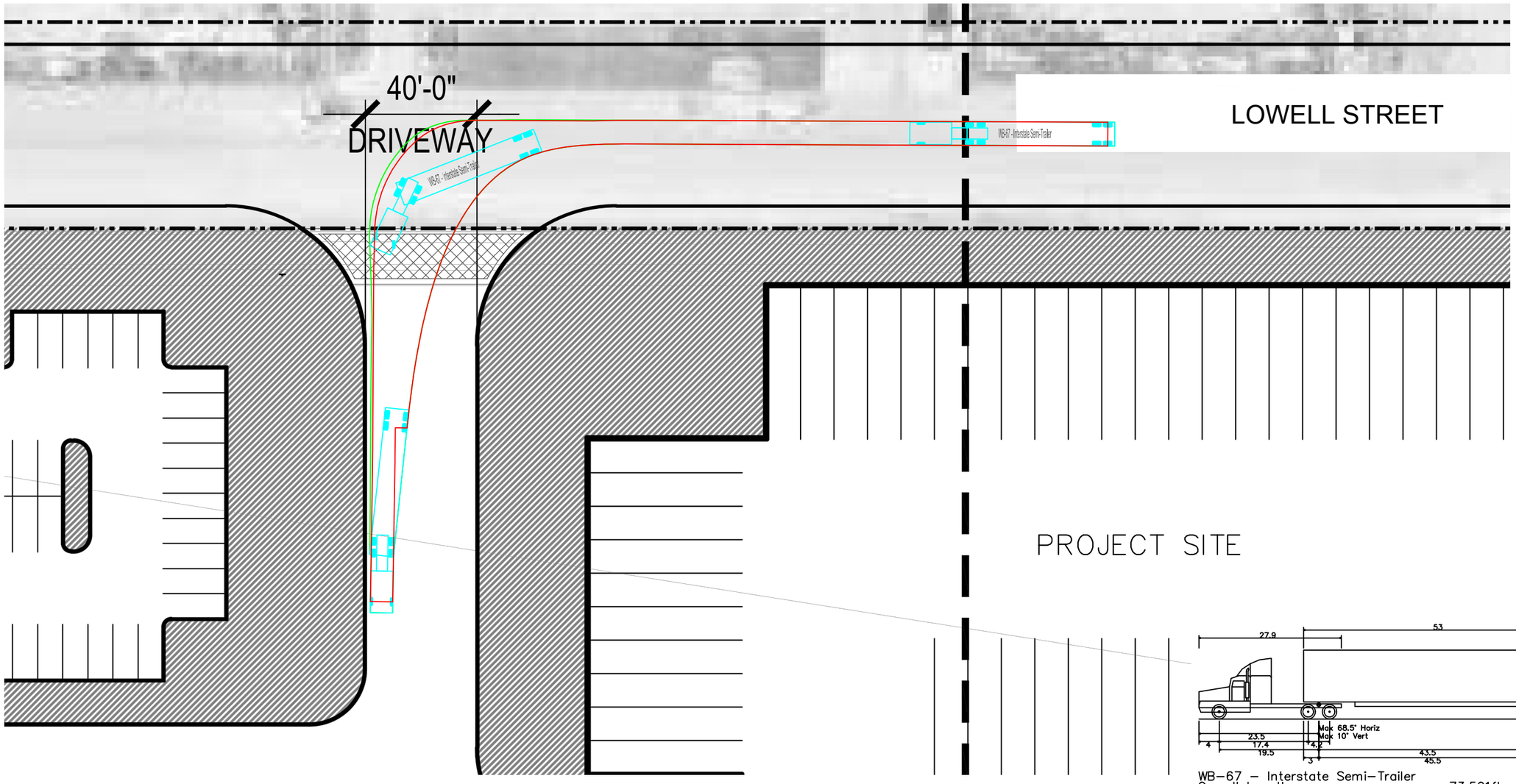
APPENDIX G

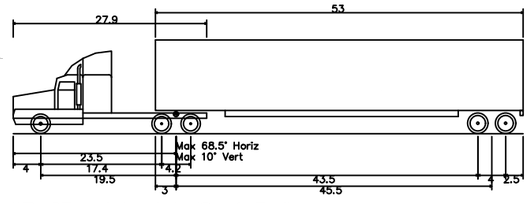
TRUCK TURN EXHIBITS

TRUCK TURNING EXHIBIT AT PROJECT SITE DRIVEWAY 2 ON LOWELL STREET - INGRESS

FOR WB-67 CA DESIGN VEHICLE

NOT TO SCALE





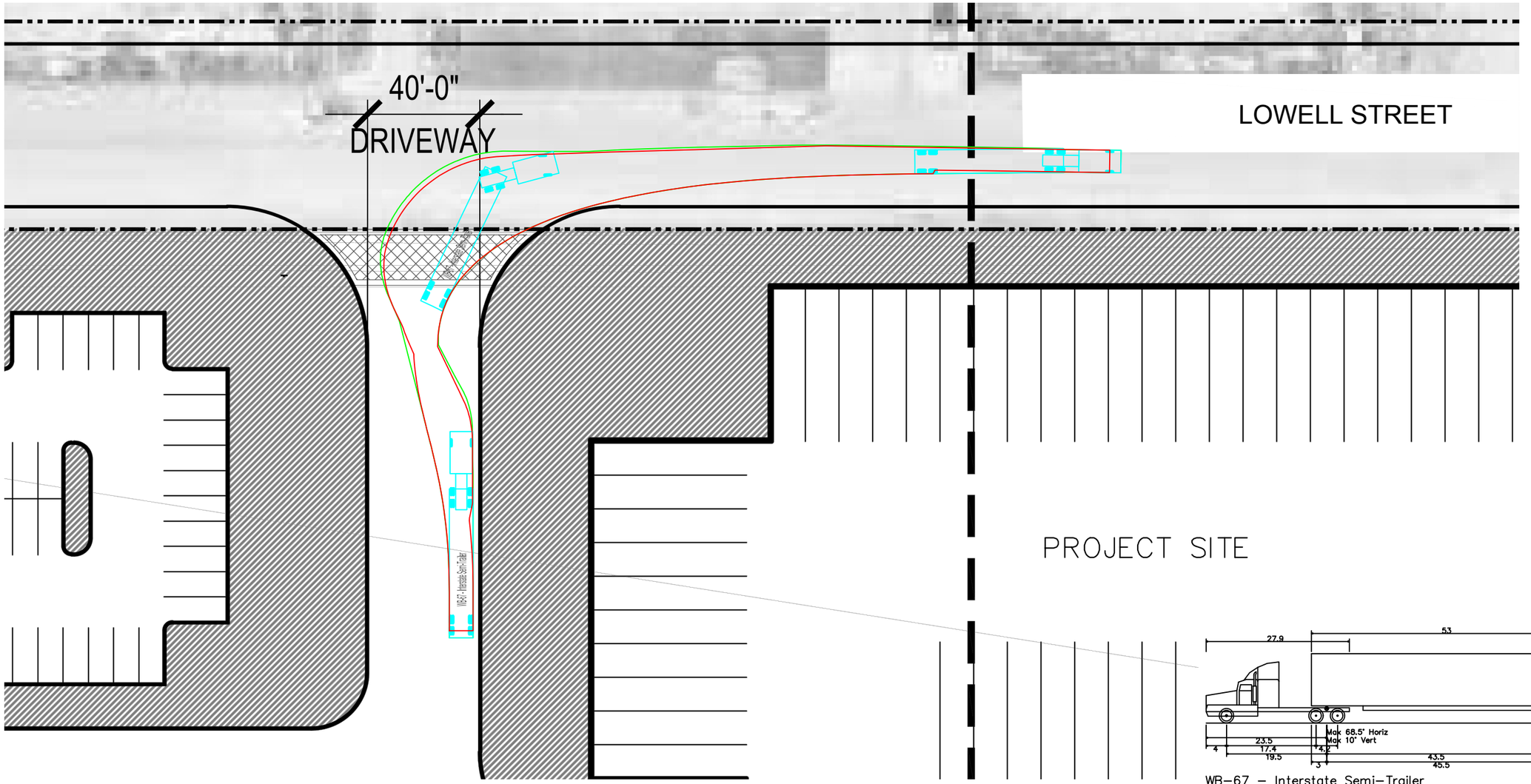
WB-67 – Interstate Semi-Trailer	
Overall Length	73.501ft
Overall Width	8.500ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	28.40°

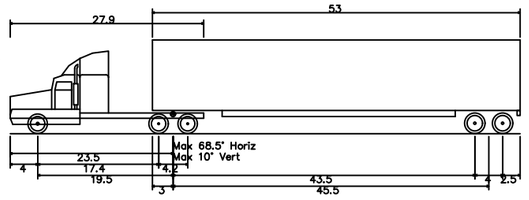
Kimley»Horn

TRUCK TURNING EXHIBIT AT PROJECT SITE DRIVEWAY 2 ON LOWELL STREET - EGRESS

FOR WB-67 CA DESIGN VEHICLE

NOT TO SCALE





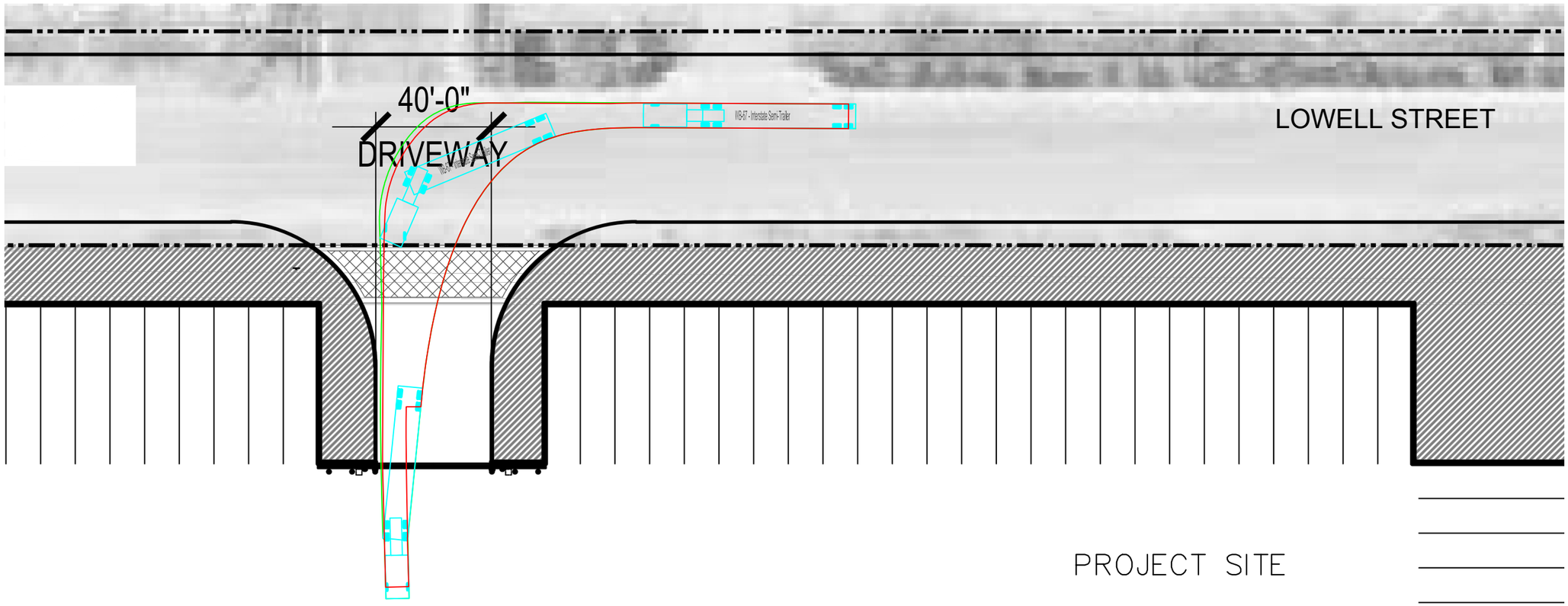
WB-67 - Interstate Semi-Trailer	
Overall Length	73.501ft
Overall Width	8.500ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	28.40°

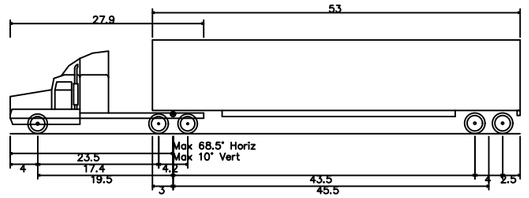
Kimley»Horn

TRUCK TURNING EXHIBIT AT PROJECT SITE DRIVEWAY 3 ON LOWELL STREET - INGRESS

FOR WB-67 CA DESIGN VEHICLE

NOT TO SCALE





WB-67 – Interstate Semi-Trailer

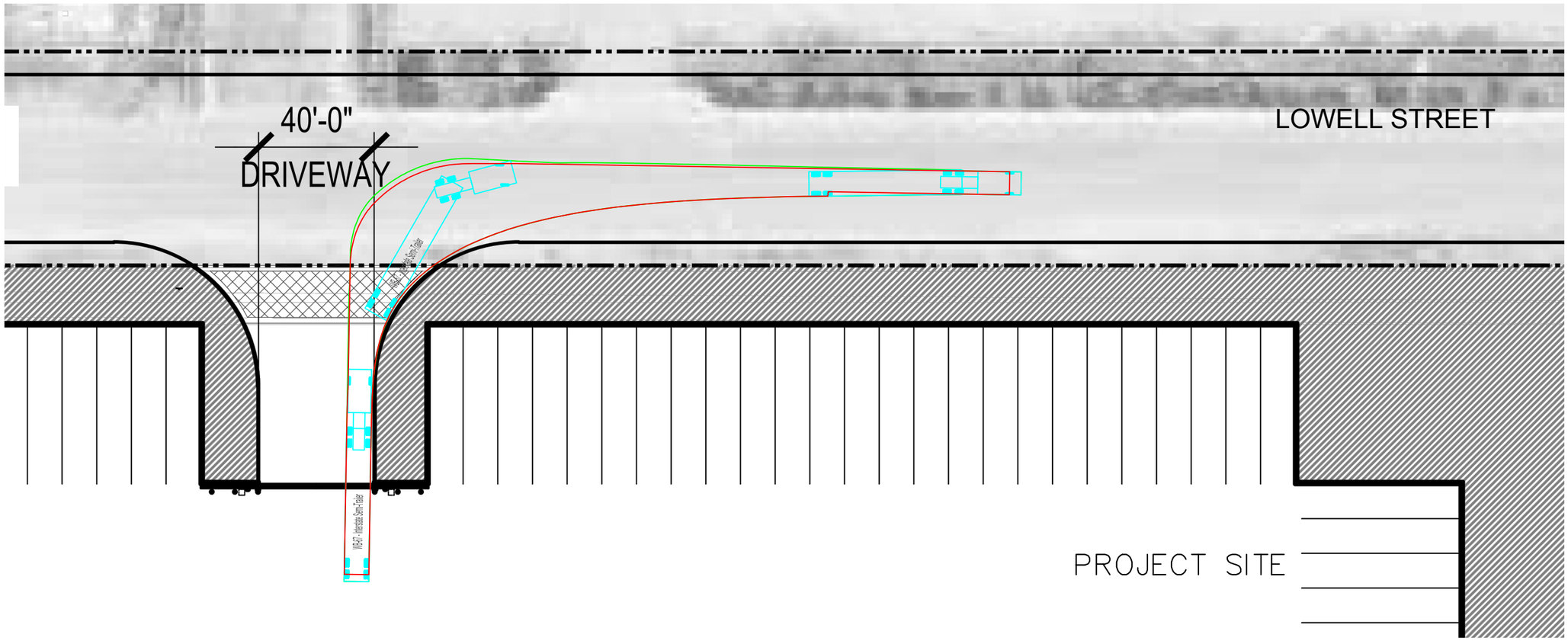
Overall Length	73.501ft
Overall Width	8.500ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	28.40°

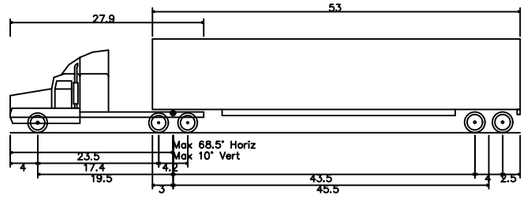
Kimley»Horn

TRUCK TURNING EXHIBIT AT PROJECT SITE DRIVEWAY 3 ON LOWELL STREET - EGRESS

FOR WB-67 CA DESIGN VEHICLE

NOT TO SCALE





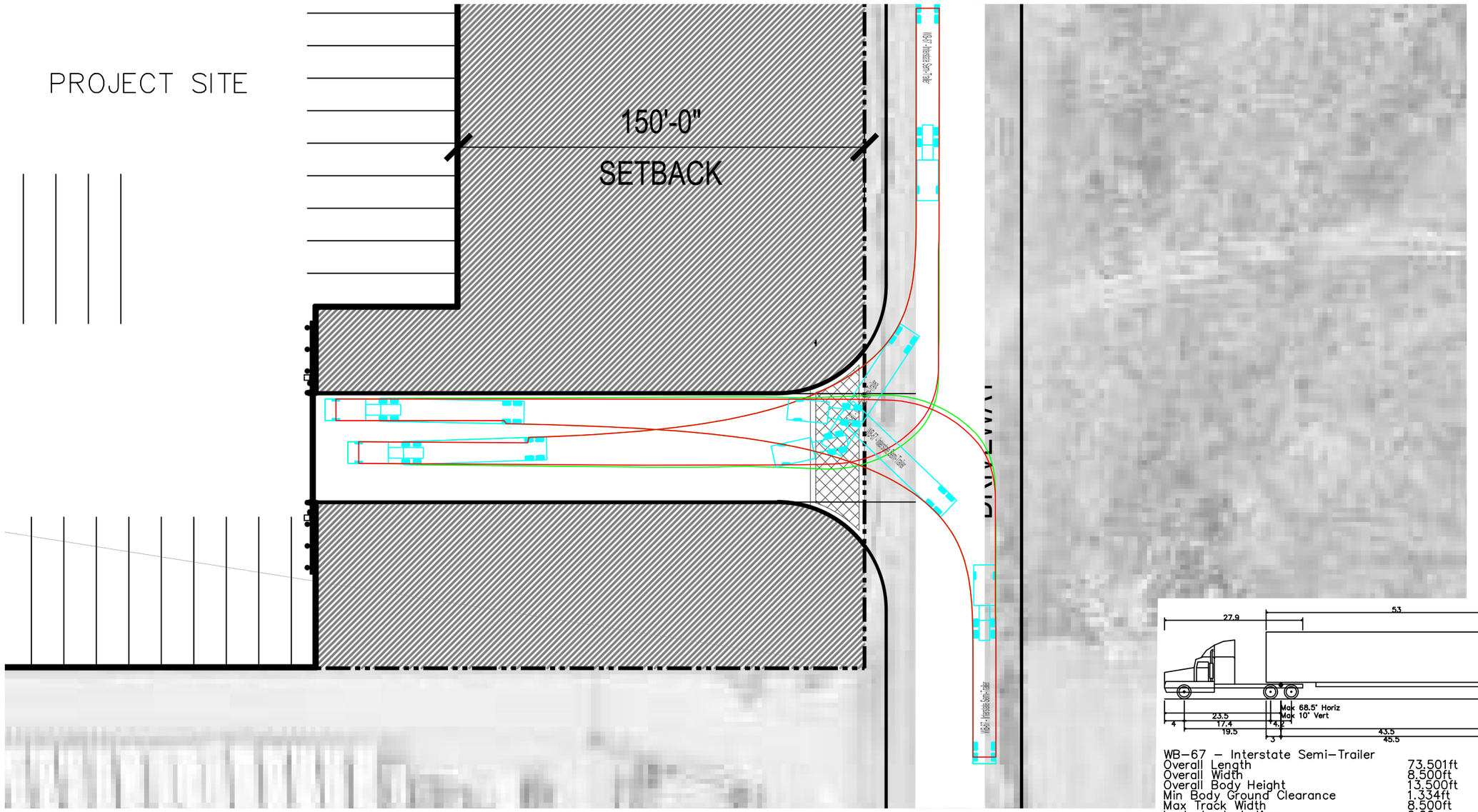
WB-67 - Interstate Semi-Trailer	
Overall Length	73.501ft
Overall Width	8.500ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	28.40°

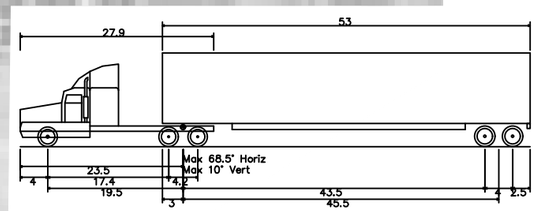
Kimley»Horn

TRUCK TURNING EXHIBIT AT PROJECT SITE DRIVEWAY 4 ON LOCUST AVENUE - INGRESS

FOR WB-67 CA DESIGN VEHICLE

NOT TO SCALE





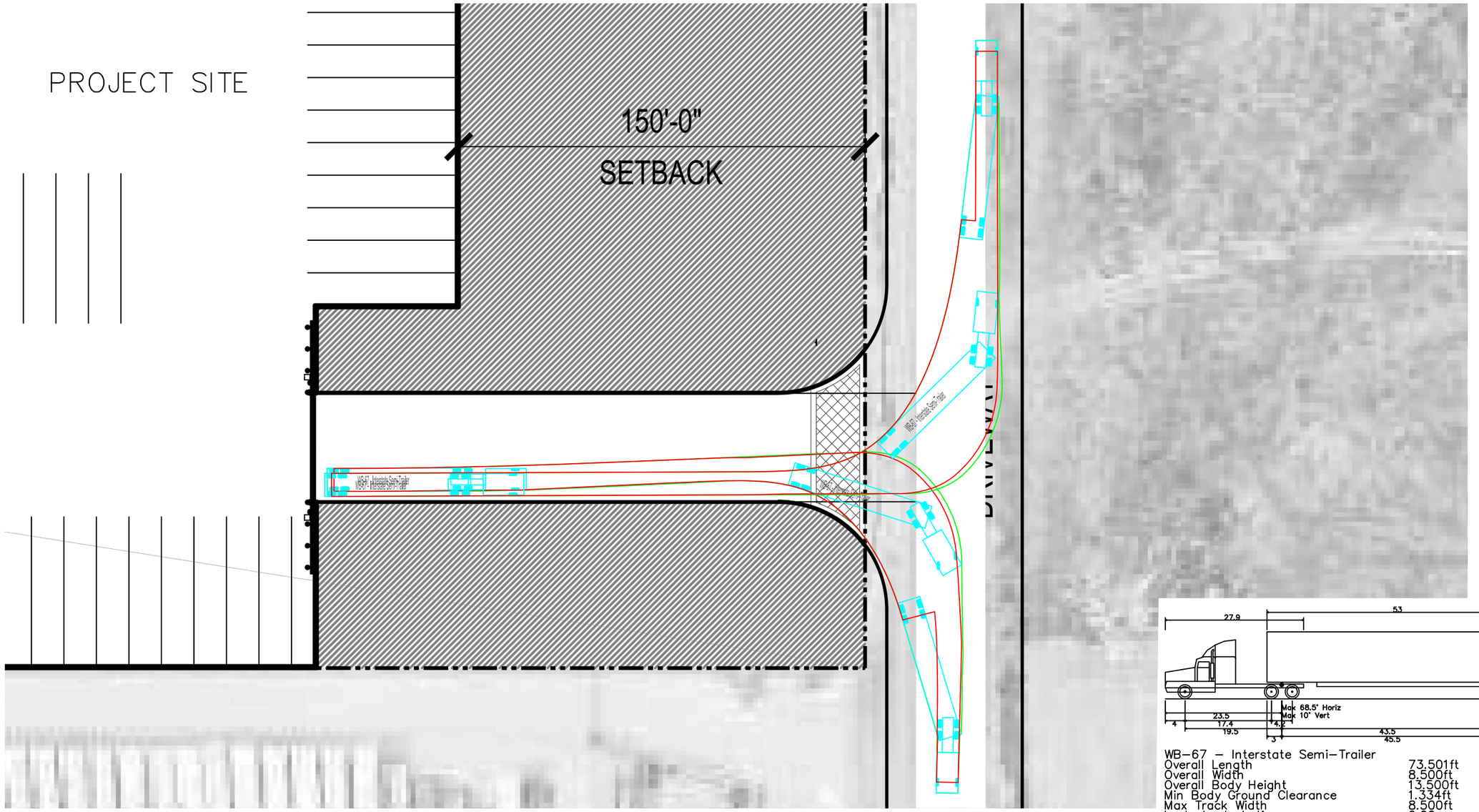
WB-67 - Interstate Semi-Trailer	
Overall Length	73.501ft
Overall Width	8.500ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	28.40°

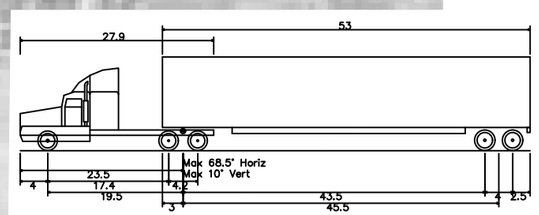
Kimley»Horn

TRUCK TURNING EXHIBIT AT PROJECT SITE DRIVEWAY 4 ON LOCUST AVENUE - EGRESS

FOR WB-67 CA DESIGN VEHICLE

NOT TO SCALE





WB-67 - Interstate Semi-Trailer	
Overall Length	73.501ft
Overall Width	8.500ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	28.40°

Kimley»Horn

APPENDIX **H**

TRAFFIC SIGNAL WARRANT
WORKSHEETS

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2000 MUTCD)

MAJOR STREET: **Locust Avenue** NB SB # OF APPROACH LANES: **1**

MINOR STREET: **Casa Grande Drive** EB WB # OF APPROACH LANES: **2**

CITY, STATE: **Rialto, CA**

COMMENTS: OY 2026
0

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N) **Y**

			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
					MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES					**350**	**140**		**525**	**70**		**280**	**112**		**420**	**56**			
06:00 AM	TO	07:00 AM	0	0														
07:00 AM	TO	08:00 AM	0	0														
08:00 AM	TO	09:00 AM	0	0														
09:00 AM	TO	10:00 AM	800	260	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
10:00 AM	TO	11:00 AM	0	0														
11:00 AM	TO	12:00 PM	0	0														
12:00 PM	TO	01:00 PM	0	0														
01:00 PM	TO	02:00 PM	0	0														
02:00 PM	TO	03:00 PM	0	0														
03:00 PM	TO	04:00 PM	0	0														
04:00 PM	TO	05:00 PM	769	366	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
05:00 PM	TO	06:00 PM	0	0														
06:00 PM	TO	07:00 PM	0	0														
07:00 PM	TO	08:00 PM	0	0														
08:00 PM	TO	09:00 PM	0	0														
09:00 PM	TO	10:00 PM	0	0														
			1,569	626	2	2	**2**	2	2	**2**	2	2	**2**	2	2	**2**	**2**	**2**
					8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
					NOT SATISFIED			**NOT SATISFIED**			**NOT SATISFIED**						**NOT SATISFIED**	**SATISFIED**

06/20/24
Kimley-Horn and Associates

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2000 MUTCD)

MAJOR STREET: **Locust Avenue** NB SB # OF APPROACH LANES: **1**

MINOR STREET: **Casa Grande Drive** EB WB # OF APPROACH LANES: **2**

CITY, STATE: **Rialto, CA**

COMMENTS: OY 2026 PP
0

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85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N) **Y**

			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
					MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES					**350**	**140**		**525**	**70**		**280**	**112**		**420**	**56**			
06:00 AM	TO	07:00 AM	0	0														
07:00 AM	TO	08:00 AM	0	0														
08:00 AM	TO	09:00 AM	0	0														
09:00 AM	TO	10:00 AM	842	260	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
10:00 AM	TO	11:00 AM	0	0														
11:00 AM	TO	12:00 PM	0	0														
12:00 PM	TO	01:00 PM	0	0														
01:00 PM	TO	02:00 PM	0	0														
02:00 PM	TO	03:00 PM	0	0														
03:00 PM	TO	04:00 PM	0	0														
04:00 PM	TO	05:00 PM	813	366	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
05:00 PM	TO	06:00 PM	0	0														
06:00 PM	TO	07:00 PM	0	0														
07:00 PM	TO	08:00 PM	0	0														
08:00 PM	TO	09:00 PM	0	0														
09:00 PM	TO	10:00 PM	0	0														
			1,655	626	2	2	**2**	2	2	**2**	2	2	**2**	2	2	**2**	**2**	**2**
					8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
					NOT SATISFIED			**NOT SATISFIED**			**NOT SATISFIED**						**NOT SATISFIED**	**SATISFIED**

06/20/24
Kimley-Horn and Associates

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2000 MUTCD)

MAJOR STREET: **Locust Avenue** NB SB # OF APPROACH LANES: **1**

MINOR STREET: **Casa Grande Drive** EB WB # OF APPROACH LANES: **2**

CITY, STATE: **Rialto, CA**

COMMENTS: OY 2026 CP
0

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N) **Y**

			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
					MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES					**350**	**140**		**525**	**70**		**280**	**112**		**420**	**56**			
06:00 AM	TO	07:00 AM	0	0														
07:00 AM	TO	08:00 AM	0	0														
08:00 AM	TO	09:00 AM	0	0														
09:00 AM	TO	10:00 AM	831	260	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
10:00 AM	TO	11:00 AM	0	0														
11:00 AM	TO	12:00 PM	0	0														
12:00 PM	TO	01:00 PM	0	0														
01:00 PM	TO	02:00 PM	0	0														
02:00 PM	TO	03:00 PM	0	0														
03:00 PM	TO	04:00 PM	0	0														
04:00 PM	TO	05:00 PM	795	366	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
05:00 PM	TO	06:00 PM	0	0														
06:00 PM	TO	07:00 PM	0	0														
07:00 PM	TO	08:00 PM	0	0														
08:00 PM	TO	09:00 PM	0	0														
09:00 PM	TO	10:00 PM	0	0														
			1,626	626	2	2	**2**	2	2	**2**	2	2	**2**	2	2	**2**	**2**	**2**
					8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
					NOT SATISFIED			**NOT SATISFIED**			**NOT SATISFIED**						**NOT SATISFIED**	**SATISFIED**

06/20/24
Kimley-Horn and Associates

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2000 MUTCD)

MAJOR STREET: **Locust Avenue** NB SB # OF APPROACH LANES: **1**

MINOR STREET: **Casa Grande Drive** EB WB # OF APPROACH LANES: **2**

CITY, STATE: **Rialto, CA**

COMMENTS: OY 2026 CP PP
0

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			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
					MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES					**350**	**140**		**525**	**70**		**280**	**112**		**420**	**56**			
06:00 AM	TO	07:00 AM	0	0														
07:00 AM	TO	08:00 AM	0	0														
08:00 AM	TO	09:00 AM	0	0														
09:00 AM	TO	10:00 AM	873	260	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
10:00 AM	TO	11:00 AM	0	0														
11:00 AM	TO	12:00 PM	0	0														
12:00 PM	TO	01:00 PM	0	0														
01:00 PM	TO	02:00 PM	0	0														
02:00 PM	TO	03:00 PM	0	0														
03:00 PM	TO	04:00 PM	0	0														
04:00 PM	TO	05:00 PM	839	366	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
05:00 PM	TO	06:00 PM	0	0														
06:00 PM	TO	07:00 PM	0	0														
07:00 PM	TO	08:00 PM	0	0														
08:00 PM	TO	09:00 PM	0	0														
09:00 PM	TO	10:00 PM	0	0														
			1,712	626	2	2	**2**	2	2	**2**	2	2	**2**	2	2	**2**	**2**	**2**
					8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
					NOT SATISFIED			**NOT SATISFIED**			**NOT SATISFIED**						**NOT SATISFIED**	**SATISFIED**

06/20/24
Kimley-Horn and Associates

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2000 MUTCD)

MAJOR STREET: **Locust Avenue** NB SB # OF APPROACH LANES: **1**

MINOR STREET: **Casa Grande Drive** EB WB # OF APPROACH LANES: **2**

CITY, STATE: **Rialto, CA**

COMMENTS: HO 2040
0

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N) **Y**

			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
					MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES					**350**	**140**		**525**	**70**		**280**	**112**		**420**	**56**			
06:00 AM	TO	07:00 AM	0	0														
07:00 AM	TO	08:00 AM	0	0														
08:00 AM	TO	09:00 AM	0	0														
09:00 AM	TO	10:00 AM	849	264	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
10:00 AM	TO	11:00 AM	0	0														
11:00 AM	TO	12:00 PM	0	0														
12:00 PM	TO	01:00 PM	0	0														
01:00 PM	TO	02:00 PM	0	0														
02:00 PM	TO	03:00 PM	0	0														
03:00 PM	TO	04:00 PM	0	0														
04:00 PM	TO	05:00 PM	847	367	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
05:00 PM	TO	06:00 PM	0	0														
06:00 PM	TO	07:00 PM	0	0														
07:00 PM	TO	08:00 PM	0	0														
08:00 PM	TO	09:00 PM	0	0														
09:00 PM	TO	10:00 PM	0	0														
			1,696	631	2	2	**2**	2	2	**2**	2	2	**2**	2	2	**2**	**2**	**2**
					8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
					NOT SATISFIED			**NOT SATISFIED**			**NOT SATISFIED**						**NOT SATISFIED**	**SATISFIED**

06/20/24
Kimley-Horn and Associates

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2000 MUTCD)

MAJOR STREET: **Locust Avenue** NB SB # OF APPROACH LANES: **1**

MINOR STREET: **Casa Grande Drive** EB WB # OF APPROACH LANES: **2**

CITY, STATE: **Rialto, CA**

COMMENTS: HO 2040 PP
0

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N) **Y**

			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
					MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES					**350**	**140**		**525**	**70**		**280**	**112**		**420**	**56**			
06:00 AM	TO	07:00 AM	0	0														
07:00 AM	TO	08:00 AM	0	0														
08:00 AM	TO	09:00 AM	0	0														
09:00 AM	TO	10:00 AM	891	264	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
10:00 AM	TO	11:00 AM	0	0														
11:00 AM	TO	12:00 PM	0	0														
12:00 PM	TO	01:00 PM	0	0														
01:00 PM	TO	02:00 PM	0	0														
02:00 PM	TO	03:00 PM	0	0														
03:00 PM	TO	04:00 PM	0	0														
04:00 PM	TO	05:00 PM	891	367	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
05:00 PM	TO	06:00 PM	0	0														
06:00 PM	TO	07:00 PM	0	0														
07:00 PM	TO	08:00 PM	0	0														
08:00 PM	TO	09:00 PM	0	0														
09:00 PM	TO	10:00 PM	0	0														
			1,782	631	2	2	**2**	2	2	**2**	2	2	**2**	2	2	**2**	**2**	**2**
					8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
					NOT SATISFIED			**NOT SATISFIED**			**NOT SATISFIED**						**NOT SATISFIED**	**SATISFIED**

06/20/24
Kimley-Horn and Associates

APPENDIX I

QUEUEING ANALYSIS WORKSHEETS

Intersection: 4: N Locust Ave & W Casmalia St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	TR	L	T	TR	L	T	R
Maximum Queue (ft)	156	108	65	54	117	78	120	84	75	124	188	82
Average Queue (ft)	81	42	20	14	54	26	47	28	23	54	93	34
95th Queue (ft)	135	87	48	40	98	61	93	63	56	99	160	64
Link Distance (ft)		2644	2644		601	601		1016	1016			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	110			145			240			150		300
Storage Blk Time (%)	4	0			0					0	1	
Queuing Penalty (veh)	3	1			0					0	3	

Intersection: 4: N Locust Ave & W Casmalia St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	TR	L	T	TR	L	T	R
Maximum Queue (ft)	179	210	82	41	141	83	122	116	110	155	185	87
Average Queue (ft)	91	85	27	13	62	26	44	44	43	70	86	39
95th Queue (ft)	154	161	60	36	113	63	94	94	91	125	155	73
Link Distance (ft)		2644	2644		601	601		1016	1016			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	110			145			240			150		300
Storage Blk Time (%)	6	4			0					0	1	
Queuing Penalty (veh)	15	7			0					2	6	

Intersection: 4: N Locust Ave & W Casmalia St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	TR	L	T	TR	L	T	R
Maximum Queue (ft)	183	105	48	58	116	96	106	85	79	128	214	92
Average Queue (ft)	89	44	17	13	59	29	42	28	23	58	95	36
95th Queue (ft)	157	90	41	41	100	65	85	64	56	106	175	70
Link Distance (ft)		2644	2644		601	601		1016	1016			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	110			145			240			150		300
Storage Blk Time (%)	6	0			0					0	2	
Queuing Penalty (veh)	6	0			0					0	5	

Intersection: 4: N Locust Ave & W Casmalia St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	TR	L	T	TR	L	T	R
Maximum Queue (ft)	180	217	130	38	139	90	122	108	108	162	208	92
Average Queue (ft)	92	96	34	11	69	30	47	43	43	73	99	38
95th Queue (ft)	158	175	84	31	122	64	99	91	92	137	176	72
Link Distance (ft)		2644	2644		601	601		1016	1016			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	110			145			240			150		300
Storage Blk Time (%)	7	7			0					0	2	
Queuing Penalty (veh)	19	11			0					1	8	

Intersection: 4: N Locust Ave & W Casmalia St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	TR	L	T	TR	L	T	R
Maximum Queue (ft)	190	256	52	60	134	102	133	85	105	170	258	153
Average Queue (ft)	122	50	16	13	65	31	44	33	29	54	107	42
95th Queue (ft)	196	142	41	38	114	71	95	72	69	118	197	95
Link Distance (ft)		2644	2644		601	601		1016	1016		5008	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	110			145			240			150		300
Storage Blk Time (%)	16	0			0					0	3	
Queuing Penalty (veh)	14	1			0					0	10	

Intersection: 4: N Locust Ave & W Casmalia St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	TR	L	T	TR	L	T	R
Maximum Queue (ft)	183	210	134	50	174	123	119	113	121	148	203	100
Average Queue (ft)	102	89	33	13	72	34	46	49	46	77	101	48
95th Queue (ft)	173	164	87	36	130	80	94	100	97	135	174	89
Link Distance (ft)		2644	2644		601	601		1016	1016		5008	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	110			145			240			150		300
Storage Blk Time (%)	11	5			0					0	2	
Queuing Penalty (veh)	27	10			0					3	9	

Intersection: 4: N Locust Ave & W Casmalia St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	TR	L	T	TR	L	T	R
Maximum Queue (ft)	188	167	69	55	143	126	102	96	80	128	236	132
Average Queue (ft)	112	58	19	15	66	35	44	32	28	57	103	38
95th Queue (ft)	179	118	49	40	118	79	85	71	60	102	184	84
Link Distance (ft)		2644	2644		601	601		1016	1016			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	110			145			240			150		300
Storage Blk Time (%)	11	1			0					0	2	0
Queuing Penalty (veh)	17	3			0					0	7	0

Intersection: 4: N Locust Ave & W Casmalia St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	TR	L	T	TR	L	T	R
Maximum Queue (ft)	187	254	148	46	164	124	130	112	114	194	246	100
Average Queue (ft)	98	102	35	11	82	39	51	49	47	74	102	44
95th Queue (ft)	172	192	86	33	136	91	103	92	93	136	185	78
Link Distance (ft)		2644	2644		601	601		1016	1016			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	110			230			345			250		300
Storage Blk Time (%)	6	7									0	
Queuing Penalty (veh)	16	13									1	

Intersection: 4: N Locust Ave & W Casmalia St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	TR	L	T	TR	L	T	R
Maximum Queue (ft)	188	284	57	58	146	96	120	107	94	164	224	110
Average Queue (ft)	132	97	17	15	65	35	49	42	33	60	120	46
95th Queue (ft)	200	249	41	42	119	74	91	86	75	118	202	87
Link Distance (ft)		2644	2644		601	601		1016	1016		5008	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	110			145			240			150		300
Storage Blk Time (%)	19	2			0					0	4	
Queuing Penalty (veh)	29	4			0					0	12	

Intersection: 4: N Locust Ave & W Casmalia St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	TR	L	T	TR	L	T	R
Maximum Queue (ft)	189	297	170	92	202	141	145	134	130	183	248	194
Average Queue (ft)	105	110	31	14	90	46	51	57	56	85	117	58
95th Queue (ft)	177	223	77	54	161	109	110	106	111	146	204	124
Link Distance (ft)		2644	2644		601	601		1016	1016		5008	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	110			145			240			150		300
Storage Blk Time (%)	8	7			2					1	3	0
Queuing Penalty (veh)	21	15			0					6	17	0

Intersection: 4: N Locust Ave & W Casmalia St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	TR	L	T	TR	L	T	R
Maximum Queue (ft)	187	169	53	54	148	92	110	78	85	139	240	102
Average Queue (ft)	108	68	18	15	70	35	49	33	31	56	120	41
95th Queue (ft)	174	134	45	42	127	74	96	71	72	107	205	79
Link Distance (ft)		2644	2644		601	601		1016	1016			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	110			145			240			150		300
Storage Blk Time (%)	10	1			0					0	4	
Queuing Penalty (veh)	15	3			0					0	12	

Intersection: 4: N Locust Ave & W Casmalia St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	TR	L	T	TR	L	T	R
Maximum Queue (ft)	190	294	146	46	186	160	111	101	137	168	239	141
Average Queue (ft)	107	110	40	12	92	46	48	45	51	77	111	50
95th Queue (ft)	179	227	96	37	158	113	95	91	106	138	209	114
Link Distance (ft)		2644	2644		601	601		1016	1016			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	110			145			240			150		300
Storage Blk Time (%)	10	8			2					0	4	0
Queuing Penalty (veh)	28	15			0					1	15	0

Intersection: 4: N Locust Ave & W Casmalia St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	TR	L	T	TR	L	T	R
Maximum Queue (ft)	190	298	104	62	138	88	110	97	89	162	262	149
Average Queue (ft)	140	97	21	14	72	36	51	39	35	66	134	49
95th Queue (ft)	212	244	74	42	121	72	98	81	74	126	220	104
Link Distance (ft)		2644	2644		601	601		1016	1016		5008	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	110			145			240			150		300
Storage Blk Time (%)	24	1			0					0	5	
Queuing Penalty (veh)	36	4			0					1	19	

Intersection: 4: N Locust Ave & W Casmalia St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	TR	L	T	TR	L	T	R
Maximum Queue (ft)	176	219	128	90	206	145	97	130	149	196	283	170
Average Queue (ft)	109	106	40	14	92	45	46	49	55	82	122	60
95th Queue (ft)	175	187	94	53	165	111	87	107	115	146	217	119
Link Distance (ft)		2644	2644		601	601		1016	1016		5008	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	110			145			240			150		300
Storage Blk Time (%)	12	8			2					0	5	0
Queuing Penalty (veh)	32	18			0					3	25	0

TENTATIVE PARCEL MAP NO. 20809

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

June 17, 2025

APN: 0239-192-23

LEGAL DESCRIPTION:

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

PARCEL A AS SHOWN ON CERTIFICATE OF COMPLIANCE NO. 175, AS EVIDENCED BY DOCUMENT RECORDED JANUARY23, 2007 AS INSTRUMENT NO. 07-44424 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

PARCELS 13 AND 14 OF PARCEL MAP 7173, AS SHOWN BY MAP ON FILE IN BOOK 77 PAGE(S) 64, OF PARCEL MAPS, AND PARCEL 2 OF PARCEL MAP 7064, AS SHOWN BY MAP ON FILE IN BOOK 68 PAGE(S) 22, OF PARCEL MAPS, IN THE CITYOF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND THAT PORTION OF THE EAST HALF OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 28, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, RECORDS OF SAID COUNTY.

ASSESSOR'S PARCEL NUMBER:

0239-192-23

SITE INFORMATION	
PARCEL SUMMARY	**ACRES**
Existing Parcel	38.89
LOT A - R/W DEDICATION	0.109
Proposed PARCEL 1	38.78
PROPOSED BUILDING SUMMARY	**SF**
BUILDING	664,859

LEGEND:

PROPERTY BOUNDARY
RIGHT-OF-WAY
CENTERLINE
PROPOSED LOT LINE
EASEMENT

ZONING DATA:

EXISTING ZONE: RIALTO AIRPORT SPECIFIC PLAN
EXISTING LAND USE: N/A
PROPOSED ZONE: RIALTO AIRPORT SPECIFIC PLAN
PROPOSED LAND USE: INDUSTRIAL

PROJECT NARRATIVE:

THE PROPOSED PROJECT IS A TENTATIVE PARCEL MAP FOR THE PURPOSE OF A RIGHT-OF-WAY DEDICATION ALONG LOCUST AVENUE.

PROPOSED EASEMENT DEDICATIONS:

SEE PROPOSED CONDITION ON SHEET 3.

1. PROPOSED EASEMENT FOR PUBLIC ACCESS, SIDEWALK, AND PUBLIC UTILITY PURPOSES TO THE CITY OF RIALTO

UTILITY PURVEYORS:

SEWER:	CITY OF RIALTO WATER SERVICES	(909) 820 2546
WATER:	WEST VALLEY WATER DISTRICT	(909) 875 1804
GAS:	SOUTHERN CALIFORNIA GAS CO.	(800) 423 1391
ELECTRIC:	SO. CAL. EDISON ELECTRICAL	(800) 611 1911
PHONE:	AT&T	(510) 645 2929
STORM:	SB COUNTY DEPT. OF PUBLIC WORKS	(909) 387 7910

BASIS OF BEARINGS:

THE BEARINGS AND DISTANCES SHOWN HEREON ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983 (CCS83) ZONE V, RELATIVE TO THE NORTH AMERICAN DATUM OF 1983 (2017.50 EPOCH) AND WERE DETERMINED BY STATIC GPS TIES TO TWO CONTINUOUS GPS STATIONS (CGPS) REFERRED TO AS "EWPP" AND "RTHS".

ABBREVIATIONS:

AC	ACRES
APN	ASSESSOR'S PARCEL NUMBER
BLDG	BUILDING
C&G	CURB AND GUTTER
EX	EXISTING
PL	PROPERTY LINE
PROP/PR	PROPOSED
R/W	RIGHT-OF-WAY
S/W	SIDEWALK
SF	SQUARE FEET

OWNER

AMIR LATIFIAN
IV5 LOCUST GATEWAY LOGISTICS CENTER LLC
2101 ROSECRANS AVENUE, SUITE 6250
EL SEGUNDO, CA 90245

APPLICANT

AMIR LATIFIAN
BROOKFIELD PROPERTIES (USA) LLC
2101 ROSECRANS AVENUE, SUITE 6250
EL SEGUNDO, CA 90245

SURVEYOR

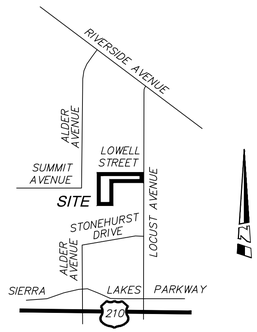
JEFFREY J. LENHERR, P.L.S. 9305
KIMLEY-HORN & ASSOCIATES, INC.
1100 TOWN AND COUNTRY ROAD, SUITE 700
ORANGE, CA 92868

ENGINEER OF RECORD:

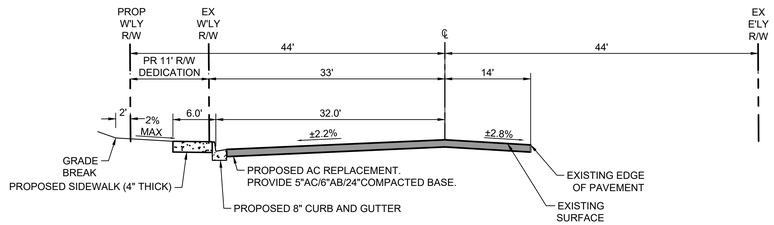
KIMLEY-HORN AND ASSOCIATES
3880 LEMON STREET SUITE 420
RIVERSIDE, CA 92501
TELEPHONE: (619) 744-0144
EMAIL: DAVIE.COWAN@KIMLEY-HORN.COM

EUGENE DAVIS COWAN III, PE 86803 — 6/17/2025 DATE

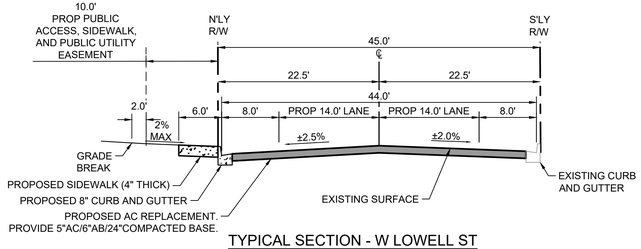
REGISTERED PROFESSIONAL ENGINEER — EUGENE DAVIS COWAN III — No. 86803 — CIVIL — STATE OF CALIFORNIA



VICINITY MAP
NOT TO SCALE



TYPICAL SECTION - N LOCUST AVE
(STREET CLASSIFICATION = SECONDARY ARTERIAL)
NTS



TYPICAL SECTION - W LOWELL ST
(STREET CLASSIFICATION = INDUSTRIAL)
NTS

TENTATIVE PARCEL MAP 20809		
CITY OF RIALTO, CA	LOCUST GATEWAY LOGISTIC CENTER	KHA PROJECT 195504001
COVER		DATE 6/17/2025
		DRAWN BY KPS
Kimley»Horn	© 2025 KIMLEY-HORN AND ASSOCIATES, INC. 401 B STREET, SUITE 600, SAN DIEGO, CA 92101 PHONE: 619-234-9411	CHECKED BY EDC
		SHEET NO. 1 of 3

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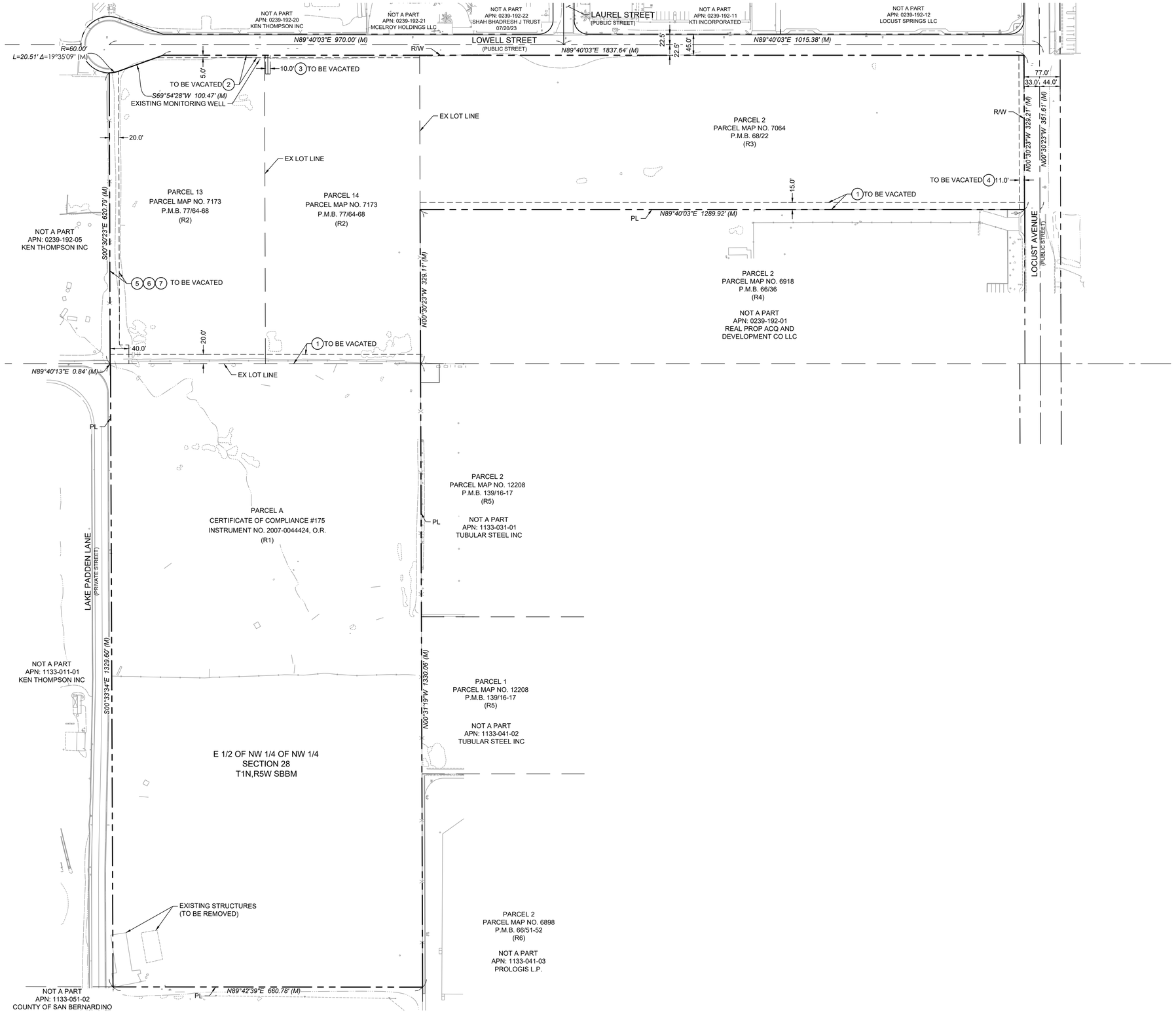

EXISTING EASEMENTS

1. AN EASEMENT FOR SEWER AND DRAINAGE PURPOSES AS SHOWN ON PARCEL MAP NO. 7064 RECORDED SEPTEMBER 21, 1981 IN BOOK 68, PAGES 22 OF PARCEL MAPS. TO BE VACATED.
2. AN EASEMENT FOR PUBLIC UTILITIES AND STREET TREES PURPOSES DEDICATED AND ACCEPTED ON PARCEL MAP NO. 7173 RECORDED OCTOBER 28, 1982 IN BOOK 77, PAGES 64-68 OF PARCEL MAPS. TO BE VACATED.
3. AN EASEMENT FOR PUBLIC UTILITY PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY RECORDED OCTOBER 29, 1987 AS INSTRUMENT NO. 87-387032, OFFICIAL RECORDS. TO BE VACATED. NO UTILITIES PRESENT.
4. AN EASEMENT FOR PUBLIC UTILITY PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY RECORDED SEPTEMBER 29, 1989 AS INSTRUMENT NO. 89-364421, OFFICIAL RECORDS. TO BE VACATED.
5. AN EASEMENT FOR INGRESS, EGRESS AND ROADWAY PURPOSES IN FAVOR OF HAYWARD FAMILY PARTNERS, LTD. RECORDED MARCH 30, 1994 AS INSTRUMENT NO. 94151235, OFFICIAL RECORDS. TO BE VACATED.
6. AN EASEMENT FOR INGRESS, EGRESS AND ROADWAY PURPOSES IN FAVOR OF IMPERIAL PROPERTIES RECORDED MARCH 30, 1994 AS INSTRUMENT NO. 94151236, OFFICIAL RECORDS. TO BE VACATED.
7. AN EASEMENT FOR INGRESS, EGRESS AND ROADWAY PURPOSES IN FAVOR OF PEGGY L. BROWER, SOLE SURVIVING TRUSTEE RECORDED MARCH 30, 1994 AS INSTRUMENT NO. 94151237, OFFICIAL RECORDS. TO BE VACATED.

REFERENCES

(R1)	CERTIFICATE OF COMPLIANCE #175, INSTRUMENT NO. 2007-0044424, O.R.
(R2)	PARCEL MAP NO. 7173, P.M.B. 77/64-68
(R3)	PARCEL MAP NO. 7064, P.M.B. 68/22
(R4)	PARCEL MAP NO. 6918, P.M.B. 66/36
(R5)	PARCEL MAP NO. 12208, P.M.B. 139/16-17
(R6)	PARCEL MAP NO. 6898, P.M.B. 66/51-52
(M)	MEASURED BY PLS. FIELD SURVEY COMPLETED ON MAY 18, 2023.

NORTH

GRAPHIC SCALE IN FEET
0 50 100 200

TENTATIVE PARCEL MAP 20809

CITY OF RIALTO, CA | LOCUST GATEWAY LOGISTIC CENTER

EXISTING CONDITION

Kimley»Horn

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401 B STREET, SUITE 600, SAN DIEGO, CA 92101
PHONE: 619-234-9411

KHA PROJECT 195504001
DATE 6/17/2025
DRAWN BY KPS
CHECKED BY EDC
SHEET NO. 2 of 3

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SITE INFORMATION	
PARCEL SUMMARY	**ACRES**
Existing Parcel	38.89
LOT A - R/W DEDICATION	0.109
Proposed PARCEL 1	38.78
PROPOSED BUILDING SUMMARY	**SF**
BUILDING	664,859

NOT A PART
APN: 0239-192-20
KEN THOMPSON INC

NOT A PART
APN: 0239-192-21
MCELROY HOLDINGS LLC

NOT A PART
APN: 0239-192-22
SHAH BHADRESH J TRUST
07/20/23

LAUREL STREET
(PUBLIC STREET)

NOT A PART
APN: 0239-192-11
KTI INCORPORATED

NOT A PART
APN: 0239-192-12
LOCUST SPRINGS LLC

LOWELL STREET
(PUBLIC STREET)

N89°40'03"E 970.00'
N89°40'03"E 1015.38'
N89°40'03"E 1837.64'
N89°40'03"E 708.38'
N89°40'03"E 406.38'
N89°40'03"E 444.87'
N89°40'03"E 1278.92'
N89°40'03"E 11.00'
N89°40'13"E 0.84'
N89°42'39"E 660.78'

R/W
22.5'
22.5'
45.0'
10.0'
18.0'

N69°54'28"E 100.47'
R=60.00'
L=20.51'
Δ=19°35'09"

N69°54'28"E 98.13'
R=70.00' L=23.93' Δ=19°35'09"

S62°06'21"E 16.91'
75.29'
N89°40'03"E
N61°26'27"E 16.91'
S66°25'35"E 19.74'
86.62'
N89°40'03"E
N65°09'02"E 19.28'
N00°19'57"W 10.00'
S44°23'51"E 54.81'

LOT A

R/W
11.0' DEDICATION
44.0'
44.0'
88.0'

S00°30'23"E 147.58'
S28°11'38"W 14.58'
7.0'
N00°30'23"W 329.21'
N00°30'23"W 351.61'
S00°30'23"E 74.34'
S29°12'25"E 14.58'

PROPOSED EASEMENT FOR PUBLIC ACCESS, SIDEWALK, AND PUBLIC UTILITY PURPOSES TO THE CITY OF RIALTO

PL

NOT A PART
APN: 0239-192-05
KEN THOMPSON INC

S00°30'23"E 610.79'

N00°30'23"W 329.11'

NOT A PART
APN: 0239-192-01
REAL PROP ACQ AND
DEVELOPMENT CO LLC

LOCUST AVENUE
(PUBLIC STREET)

PARCEL 1
38.78 AC
PROPOSED BUILDING
SF = 664,859

PL

NOT A PART
APN: 1133-031-01
TUBULAR STEEL INC

N00°31'19"W 1330.06'

NOT A PART
APN: 1133-041-02
TUBULAR STEEL INC

LAKE PADDEN LANE
(PRIVATE STREET)

S00°33'34"E 1329.60'

NOT A PART
APN: 1133-011-01
KEN THOMPSON INC

NOT A PART
APN: 1133-041-03
PROLOGIS L.P.

NOT A PART
APN: 1133-051-02
COUNTY OF SAN BERNARDINO

PL

N89°42'39"E 660.78'

NORTH

GRAPHIC SCALE IN FEET
0 50 100 200

TENTATIVE PARCEL MAP 20809

CITY OF RIALTO, CA | LOCUST GATEWAY LOGISTIC CENTER

PROPOSED CONDITION

Kimley»Horn

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401 B STREET, SUITE 600, SAN DIEGO, CA 92101
PHONE: 619-234-9411

KHA PROJECT	195504001
DATE	6/17/2025
DRAWN BY	KPS
CHECKED BY	EDC
SHEET NO.	3 of 3

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Xrefs:Boundary.dwg,Topo.dwg,Kha 22x34 Border.dwg,Kha Title Block.dwg
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ECONOMIC DEVELOPMENT COMMITTEE
MINUTES
Thursday, September 18, 2025

Call to Order/Roll Call	1:00 PM

EDC MEMBERS PRESENT

Mayor Joe Baca
Mayor Pro Tem Ed Scott

CITY/AGENCY STAFF PRESENT

Tanya Williams, City Manager
Robert Khuu, Deputy City Attorney
Christina Taylor, Community Development Director
Paul Gonzales, Community Development Manager
Paul Guerrero, Economic Development Manager
Captain Ryan Cathey, Fire Department
Matt Bennett, City Engineer
Jay Garcia, Chief Building Official
Daniel Casey, Principal Planner
Sandra Robles, Senior Planner
Kim Dame, Administrative Analyst

PUBLIC COMMENTS

None.

REVIEW/APPROVAL OF MINUTES

Minutes from the July 24, 2025, EDC meeting – Approved

REPORTS/DISCUSSION ITEMS

Café Operator Interviews/Presentations
Presented by Paul Guerrero

Three food vendors responded to the Request for Proposal 25-041 to lease and operate a café at the John Longville Depot; Everytable, Nine Eight Five Coffee, and Grizzy Grub. Operators for the three companies made presentations to the Committee, who were split between Everytable and Nine Eight Five Coffee. Those two businesses will be asked to

make a final presentation to City Council, who will make the final decision as to which company is awarded the lease.

EDC-25-0638
Update on the Locust Gateway Development Project

Presented by Daniel Casey

Committee Comments/Questions/Recommendations:

Daniel Casey gave a brief description of the project attributes. He let the Committee know that an EIR has recently been circulated for public review. Mayor Pro Tem Scott inquired about labor agreements and gave staff direction to ensure that labor agreements are being utilized on this project. Mayor Baca also requested that a community benefit agreement and labor agreement be in place for this project.

EDC-25-0643
Temporary Use Permit (TUP) Ordinance

Presented by Sandra Robles

Committee Comments/Questions/Recommendations:

Sandra Robles gave a presentation regarding setting up a new ordinance for Temporary Use Permits (TUP's). The suggested ordinance would divide the TUP's into two types; major and minor. Ms. Robles went over what would trigger a major TUP vs. a minor TUP. After listening to the presentation, Mayor Pro Tem Scott asked that staff not go any further until they engage the business community for their input.

EDC-25-0640
Amendment to the Accessory Dwelling Unit (ADU) Ordinance

Presented by Sandra Robles

Committee Comments/Questions/Recommendations:

Sandra Robles went over changes to the current ADU ordinance and gave the reasoning behind the update. With the new updates, the City will be able to add items that the State is silent on. Mayor Pro Tem Scott wanted to ensure that Code Enforcement is a part of the discussion and asked for the item to be moved to a future meeting so that Code Enforcement can be present.

EDC-25-0644
Planning Entitlement and Building & Safety Plan Review Status Reports

Presented by Daniel Casey and Jay Garcia

Committee Comments/Questions/Recommendations:

Mayor Baca and Mayor Pro Tem Scott reviewed the current project reports for both Planning and Building & Safety. Mayor Pro Tem Scott asked Christina Taylor to provide copies of the updates to the rest of Council.

Upcoming Meetings/Other Discussion Items:

The next EDC meeting is scheduled for Thursday, September 25, 2025.

ADJOURNMENT

Meeting adjourned at 3:03 P.M.

LOCUST GATEWAY DEVELOPMENT PROJECT

Draft Environmental Impact Report

SCH No. 2024061274

Lead Agency	City of Rialto 150 South Palm Avenue Rialto, California 92376

September 2025

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1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

The environmental impact report (EIR) process, as defined by the California Environmental Quality Act (CEQA) (Public Resources Code §§ 21000 et seq.), requires the preparation of an objective, full-disclosure document to (1) inform agency decision-makers and the general public of the potential direct and indirect significant environmental effects of a proposed action; (2) identify feasible mitigation measures to reduce or eliminate potentially significant adverse impacts; and (3) identify and evaluate reasonable alternatives to a project. In accordance with CEQA Guidelines Section 15161 (Title 14 of the California Code of Regulations), this is a Project EIR that addresses the potential environmental impacts associated with the proposed Project, known as the "Locust Gateway Development Project."

1.2 PROJECT OVERVIEW

The project site is located in the northern portion of the City of Rialto in San Bernardino County, California. The approximately 40-acre project site is comprised of one inverted L-shaped property, Assessor Parcel Number (APN) 0239-19-223, located at the southwest corner of Locust Avenue and Lowell Street. The project site is currently vacant and undeveloped; with the exception of remnants of a World War II-era bunker and rail spurs in the southern portion of the project site. The majority of the site is covered in non-native grassland and previously disturbed land.

Project implementation would include removal of existing on-site vegetation and building remnants to allow for the construction of an approximately 664,859-square-foot (sf) warehouse, inclusive of approximately 7,713 sf of ancillary office space, 365 vehicle parking stalls, 398 trailer parking stalls, and a fence-secured dock area with 82 dock doors; see **Figure 3-3: Conceptual Site Plan** in **Section 3.0: Project Description**. The Project proposes three new driveways on Lowell Street, one driveway on Locust Avenue, and one emergency vehicle only driveway on Lake Padden Lane. The Project would be constructed using concrete tilt-up panels with architectural treatments for visual relief along the building facades. The warehouse would be white and grey with blue accents and blue window glazing.

1.3 PROJECT OBJECTIVES

Section 15124(b) of the CEQA Guidelines requires "A statement of objectives sought by the proposed Project." The following objectives have been identified for the Project.

Objective 1: Develop and operate a warehouse that is in close proximity to three major freeways (State Route 210, Interstate 215 and Interstate 15) to support the distribution of goods throughout the region and that also limits traffic truck disruption to residential areas within the City and neighboring jurisdictions.

Objective 2: Develop and operate a warehouse that maximizes the efficient use of a vacant and underutilized and environmentally constrained site near available infrastructure, to allow the City of Rialto to compete on a domestic and international scale through the efficient and cost-effective movement of goods.

Objective 3: Develop a warehouse in an appropriate location that is predominantly surrounded by other industrial uses and is consistent with the Project site's General Manufacturing land use designation under the Rialto Airport Specific Plan.

Objective 4: Maximize the efficient movement of goods throughout the region by locating a warehouse development in close proximity to the Ports of Los Angeles and Long Beach.

Objective 5: Develop and operate an attractive warehouse development in the City of Rialto that meets industry standards for operational design criteria that will attract quality tenants and that will be competitive with other similar facilities in the region.

Objective 6: Positively contribute to the economy of the City of Rialto through new capital investment, expansion of the tax base and creation of new employment opportunities, including opportunities for highly trained workers.

Objective 7: Provide local employment for residents of the City to improve jobs-housing balance within the City, thereby reducing the need for members of the local workforce to commute outside the Project vicinity to work.

Objective 8: Provide infrastructure improvements including street and sidewalk improvements to Lowell Street and Locust Avenue, undergrounding of existing utilities, and drainage and water quality treatment improvements.

Objective 9: Develop a project that does not contribute to surface and groundwater quality degradation by treating surface and stormwater flows.

1.4 ALTERNATIVES ANALYZED

CEQA Guidelines Section 15126.6(a) requires an EIR to "describe the range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but will avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives."

The CEQA Guidelines emphasize that the selection of project alternatives be based primarily on the ability to reduce impacts relative to a proposed project, "…even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly."[1] The CEQA Guidelines further direct that the range of alternatives be guided by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice are addressed.[2]

The following alternatives are evaluated in **Section 6.0: Alternatives to the Proposed Project**.

1.4.1 Alternative 1: No Development Alternative

CEQA Guidelines Section 15126.6, requires an evaluation of the "No Project" alternative for decision-makers to compare the impacts of approving a project with the impacts of not approving it. The No Development Alternative assumes that the proposed Project would not be developed, which means there would be no warehouse facilities, truck trailer parking, landscape improvements, or off-site roadway improvements. In its existing condition, the site would remain vacant and disturbed, and the remnants of a World War II-era bunker structure, rail spurs, and underground transformer would remain.

Section 15126.6(e)(2) of the CEQA Guidelines specifies the following:

> *The "no project" analysis shall discuss the existing conditions at the time the Notice of Preparation [NOP] is published, at the time environmental analysis is*

[1] CEQA Guidelines Section 15126.6(b).

[2] CEQA Guidelines Section 15126.6(f).

> *commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.*

Section 15126.6(e)(3)(B) of the CEQA Guidelines indicates that when the project is not a land use or regulatory plan, the "no project" alternative:

> *…is the circumstance under which the project does not proceed. Here the discussion would compare the environmental effects of the property remaining in its existing state against environmental effects which would occur if the project is approved. If disapproval of the project under consideration would result in predictable actions by others … this "no project" consequence should be discussed.*

Therefore, although this alternative assumes "No Development" (as required by CEQA), this is considered a speculative assumption as the land is assumed to remain in private ownership (as there are no offers to purchase the land for public use).

1.4.2 Alternative 2: Truck Trailer Parking Alternative

Under the Truck Trailer Parking Alternative, the project site would be developed as an approximately 40-acre trailer truck and truck-mounted container storage parking facility. The project site has a Rialto Airport Specific Plan land use designation of I-GM, which permits land uses including wholesale and warehousing operations. Under this alternative scenario, no warehouse uses are assumed. Trucks and trailers would be parked while waiting to be moved to and from off-site locations such as nearby warehouse facilities in instances where there are schedule delays related to trailer drop off or pick up. The Truck Trailer Parking Alternative would include a one-story, 1,500 sf ancillary free-standing small security office building, 15 passenger vehicle parking stalls for employees, and 960 truck trailer parking spaces.

1.4.3 Alternative 3: Business Park Alternative

Under the Business Park Alternative, the project site would be developed as a 667,000-sf business park. Alternative 3 would develop multi-tenant, free-standing small buildings with office/commercial-related uses. The Business Park Alternative would accommodate a variety of uses including commercial, flexible office space, meeting rooms, or event space. The buildings would be one story and building height would be consistent with development standards included in the Rialto Airport Specific Plan. Under the Business Park Alternative scenario, no warehouse uses are assumed. Therefore, no truck trailer parking would be provided, and individual buildings would not have dock doors for large trucks. All employee and visitor parking would be provided on the project site, this alternative assumes 2,224 passenger vehicle parking stalls for employees. The parking requirements for the Airport Specific Plan are based on the Municipal Code and would be calculated for administrative/office uses.

The project site has a General Plan land use designation of General Industrial and has a Rialto Airport Specific Plan land use designation of I-GM. Under this alternative scenario, a General Plan Amendment to Business Park would be required. Table 8 of the Rialto Airport Specific Plan identifies permitted uses within the I-GM land use designation including manufacturing and processing, warehousing and distribution, chemical or petroleum products processing and refining, heavy equipment operations, and similar uses.[3] A business park is not a permitted use or a conditionally permitted use in the I-GM land use designation.

[3] City of Rialto (1997). *Rialto Airport Specific Plan*. Table 8.

Business and commercial uses are permitted under several Specific Plan land use designations including Office/Freeway Commercial (O/FC), Airport-Related Planned Industrial Development (I-AR). Therefore, Alternative 3 would require additional discretionary permits/approvals including a Specific Plan Amendment to allow for the development of a business park on the project site.

1.4.4 Alternative 4: Reduced Warehouse Alternative

The proposed Project would result in significant unavoidable GHG emissions. To reduce GHG impacts to a less than significant level, the size of the proposed warehouse would need to be substantially reduced by approximately 71 percent, which is equivalent to a 193,220-sf warehouse with 4 dock doors and 137 passenger vehicle parking spaces. Like the proposed Project, Alternative 4 would have 398 truck trailer parking spaces. Implementation of Alternative 4 would not use the entire 40-acre project site. Alternative 4 assumes the truck trailer parking in the same location as assumed for the proposed Project. When compared to the proposed Project site plan, approximately one-half or more of the warehouse site (the southern portion of the site) would not be developed and would remain vacant.

1.5 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table 1-1: Summary of Impacts and Mitigation Program provides a summary of the potential environmental effects of the proposed Project; the Mitigation Program recommended to ensure that Project impacts are mitigated to the extent feasible; and the expected status of effects following the implementation of the Mitigation Program. The Mitigation Program is comprised of Laws, Ordinances and Regulations (LORs), Standard Conditions and Requirements (SCs) and Mitigation Measures (MMs). The Mitigation Program will serve to prevent, reduce, or fully mitigate potential environmental impacts. The more detailed evaluation of these issues, as well as the full text of the Mitigation Program is provided in EIR Sections 4.1 through 4.17.

Given the length of some measures in the Mitigation Program, some measures are summarized in the table. Each measure is identified by a number that can be used to reference the full text of the measure in the applicable EIR section. Where a measure applies to more than one topic, it is presented (either summarized or full text) in the primary section to which it applies and is then cross-referenced.

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
Section 4.1: Aesthetics			
Impact 4.1-1: Would the Project have a substantial adverse effect on a scenic vista?	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.1-2: In non-urbanized areas, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.1-3: Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less than Significant Impact	None required.	Less than Significant Impact
Section 4.2: Air Quality			
Laws, Ordinances, and Regulations (LORs) are existing requirements that are based on local, State, or federal regulations or laws that are frequently required independently of CEQA review.		**LOR AQ-1.** Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to comply with South Coast Air Quality Management District's (SCAQMD) Rules 402 and 403 to minimize construction emissions of dust and particulates. The measures include, but are not limited to, the following: ▪ Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized. ▪ All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized. ▪ All material transported off site will be either sufficiently watered or securely covered to prevent excessive amounts of dust. ▪ The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.	Not applicable

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		▪ Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface. **LOR AQ-2.** Require diesel powered construction equipment to turn off when not in use per Title 13 of the California Code of Regulations, Section 2449. **LOR AQ-3.** Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the City's Water Efficient Landscape requirements (Chapter 12.50 of the City's Municipal Code). **LOR AQ-4.** In accordance with California Title 24 Standards, buildings will be designed to have 15 percent of the roof area "solar ready" that will structurally accommodate later installation of rooftop solar panels. If future building operators pursue providing rooftop solar panels, they will submit plans for solar panels prior to occupancy. **LOR AQ-5.** The Project shall be designed in accordance with the applicable California Green Building Standards (CALGreen) Code (24 CCR, Part 11). The Building Official, or designee shall ensure compliance prior to the issuance of each building permit. These requirements include, but are not limited to: ▪ Design buildings to be water efficient. Install water-efficient fixtures in accordance with Section 5.303 of the California Green Building Standards Code Part 11. ▪ Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1 of the California Green Building Standards Code Part 11. ▪ Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 5.410 of the California Green Building Standards Code Part 11. ▪ To facilitate future installation of electric vehicle supply equipment (EVSE), nonresidential construction shall comply with Section 5.106.5.3	

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		(nonresidential electric vehicle charging) of the California Green Building Standards Code Part 11.	
Impact 4.2-1: Would the Project conflict with or obstruct implementation of the applicable air quality plan?	Potentially Significant Impact	**MM AQ-1: Low VOC Paints.** The Project shall use "Super-Compliant" low VOC paints which have been reformulated to exceed the regulatory VOC limits (i.e., have a lower VOC content than what is required) put forth by SCAQMD's Rule 1113 for all architectural coatings. Super-Compliant low VOC paints shall be no more than 10 g/L of VOC. Prior to issuance of a building permit, the City shall confirm that plans include the following specifications: ▪ All architectural coatings will be super-compliant low VOC paints. ▪ Recycle leftover paint. Take any leftover paint to a household hazardous waste center; do not mix leftover water-based and oil-based paints. ▪ Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors. ▪ For water-based paints, clean up with water only. Whenever possible, do not rinse the cleanup water down the drain or pour it directly into the ground or the storm drain. Set aside the can of cleanup water and take it to the hazardous waste center (www.cleanup.org). ▪ Use compliant low-VOC cleaning solvents to clean paint application equipment. ▪ Keep all paint- and solvent-laden rags in sealed containers to prevent VOC emissions. ▪ Contractors shall construct/build with materials that do not require painting and use pre-painted construction materials to the extent practicable. ▪ Use high-pressure/low-volume paint applicators with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency. **MM AQ-2: Require All-Electric Development.** Prior to the issuance of building permits, the Building Department shall confirm that building plans require the Project to use all-electric appliances, and end uses instead of natural gas. The	Less than Significant Impact with Mitigation

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		project shall not include natural gas utility lines or connections. The purpose of this mitigation measure is to reduce air quality emissions from natural gas. **MM AQ-3: Electric Landscape Equipment**. Prior to the issuance of occupancy permits, the Planning Division shall confirm that the Project's Codes Covenants and Restrictions (CC&Rs) and/or tenant lease agreements include contractual language that all handheld landscaping equipment used on site shall be 100 percent electrically powered. The logistics warehouse and parking lots shall be equipped with exterior electrical outlets to accommodate this requirement. This requirement shall be included in the third-party vendor agreements for landscape services for the building owner and tenants, as applicable. This mitigation measure applies only to tenant improvements and not the building shell approvals. **MM AQ-4: Transportation Demand Management:** Prior to issuance of tenant occupancy permits, the tenant/facility operator shall prepare and submit a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The TDM shall include measures such as, but not limited to the following: ▪ Provide a transportation information center and on-site TDM coordinator to educate residents, employers, employees, and visitors of surrounding transportation options. ▪ Promote bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the project site. ▪ Each building shall provide secure bicycle storage space equivalent to two percent of the automobile parking spaces provided. ▪ Each building shall provide a minimum of two shower and changing facilities as part of the tenant improvements. ▪ Provide on-site car share amenities for employees who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day.	

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		▪ Promote and support carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service. ▪ Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users. ▪ Provide meal options onsite or shuttles between the facility and nearby meal destinations. ▪ Each building shall provide preferred parking for electric, low-emitting and fuel-efficient vehicles equivalent to at least eight percent of the required number of parking spaces. This mitigation measure applies only to tenant occupancy and not the building shell approvals. **MM AQ-5: Non-Diesel Cargo Handling Equipment.** The warehouse building shall include the necessary charging stations for cargo handling equipment. Prior to the issuance of a tenant occupancy permit, the Planning Division shall confirm that the Project plans and specifications show that all outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) are zero emission or alternatively fueled (i.e., powered by electricity or non-diesel fuels). The building manager or their designee shall be responsible for enforcing these requirements. Note that SCAQMD Rule 2305 (Warehouse Indirect Source Rule) Warehouse Actions and Investments to Reduce Emissions (WAIRE) points may be earned for electric/zero emission yard truck/hostler usage. This mitigation measure applies only to tenant improvements and not the building shell approvals.	
Impact 4.2-2: Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable state or federal ambient air quality standard?	Potentially Significant Impact	MM AQ-1 through MM AQ-5 are applicable	Less than Significant Impact With Mitigation

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
Impact 4.2-3: Would the Project expose sensitive receptors to substantial pollutant concentrations?	Potentially Significant Impact	MM AQ-1 through MM AQ-5 are applicable	Less than Significant Impact with Mitigation
Impact 4.2-4: Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less than Significant Impact	None required.	Less than Significant Impact
Section 4.3: Biological Resources			
Impact 4.3-1: Would the Project 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 CDFW or USFWS?	Potentially Significant Impact	**MM BIO-1: Rare Plant Mitigation Plan.** Parry's spineflower (CRPR 1B.1) is present on site and impacts are unavoidable; therefore, compensatory mitigation shall be provided to offset impacts. A rare plant mitigation plan shall be prepared and implemented by the applicant or its designee. The plan will demonstrate the feasibility of conserving, enhancing, or restoring Parry's spineflower habitat in areas to be managed as natural open space without conflicting with other resource management objectives. Habitat conservation, enhancement, or restoration will be at a minimum 1:1 ratio (acres conserved, enhanced, or restored to acres impacted). If the rare plant mitigation plan proposes conservation of an extant population, the plan shall include at a minimum: (a) the location of the conserved habitat and an analysis of its suitability as compensatory mitigation; (b) an assessment of the extant Parry's spineflower populations at the proposed conservation site; (c) a long-term management plan which includes objectives, management practices, monitoring protocols, adaptive management strategies, and reporting requirements; and (d) details regarding the establishment of a non-wasting endowment to perpetually fund management of the conserved land, or such other funding mechanism acceptable to CDFW. If the rare plant mitigation plan proposes enhancement or restoration, the plan shall include at minimum: (a) collection/salvage measures for plants or seed banks, to retain intact soil conditions and maximize success likelihood; (b) details regarding storage of plants or seed banks; (c) location of the proposed recipient site, and detailed site preparation and plant introduction techniques	Less than Significant Impact With Mitigation

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		details for top soil storage, as applicable; (d) time of year that the salvage and replanting or seeding will occur and the methodology of the replanting; (e) a description of the irrigation, if used; (f) success criteria; and (g) a detailed monitoring program, commensurate with the plan's goals. **MM BIO-2: Best Management Practices.** To avoid impacts to special-status resources and inadvertent disturbance, the following monitoring requirements and Best Management Practices (BMPs) shall be implemented: a. Construction vehicles shall not exceed 15 miles per hour on unpaved roads adjacent to the project site or the right-of-way accessing the site. b. The Applicant, or its contractors, shall screen, cover, or elevate at least one foot above ground, all construction pipe, culverts, or similar structures with a diameter of three inches or greater that are stored on site overnight. These pipes, culverts, and similar structures shall be inspected by the project biologist for wildlife before such material is moved, buried, or capped. c. Construction activities shall occur during daytime hours to the greatest extent feasible. If construction must occur at nighttime, lights shall be oriented in such a way that they direct light downward and toward the active construction, ensuring that no direct light is emitted towards adjacent lands, and shields or deflectors shall be installed on lights to reduce light spill. Nighttime concrete pouring shall be performed in accordance with the City of Rialto Municipal Code. d. A biologist shall flush special-status species (i.e., avian or other mobile species), with the exception of burrowing owls, from suitable habitat areas within the project development footprint to the maximum extent practicable immediately (e.g., within 24 hours) prior to initial vegetation removal activities. The biologist shall flush wildlife by walking through habitats to be imminently removed and towards adjacent open space. e. At the end of each workday during construction, the applicant, or its contractors, shall cover all excavated, steep-sided holes or trenches more than eight inches deep and that have sidewalls steeper than 1:1 (45	

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		degree) slope with plywood or similar materials, or provide a minimum of one escape ramp per 100 feet of trenching (with slopes no greater than 3:1) constructed of earth fill or wooden planks. The applicant, or its contractors shall thoroughly inspect holes and trenches for trapped animals each workday. f. Contractors shall not permit pets on the construction site. g. If trash and debris need to be stored overnight during maintenance activities, fully covered trash receptacles that are animal-proof and weather-proof shall be used by the maintenance contractor to contain all food, food scraps, food wrappers, beverage containers, and other miscellaneous trash. Alternatively, standard trash receptacles may be used during the day but must be removed or emptied each night. h. To prevent inadvertent disturbance to areas outside the limits of work, the construction limits shall be clearly demarcated (e.g., installation of flagging or temporary visibility construction fence) prior to ground-disturbance activities, and all construction activities, including equipment staging and maintenance, shall be conducted within the marked disturbance limits. The work limit delineation shall be maintained throughout project construction. i. The Applicant, or its contractors, shall avoid the use of invasive plant species in the associated landscaping. j. Prior to initial ground disturbing activities, a Worker Environmental Awareness Program (WEAP) shall be prepared, which will include a training presentation and key fact sheet. The training will instruct construction crews to be aware of and recognize sensitive biological resources that may be encountered within, or adjacent to, the project. The training will provide workers with instructions to follow in the event a sensitive species is observed or suspected to be on site. Biologists shall provide WEAP training materials, including but not limited to the key fact sheet, to construction personnel before their commencement of work on the project. Additionally, all construction staff shall attend the WEAP training presentation prior to beginning work on site. Upon completion of the	

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		WEAP training, each member of the construction crew shall sign a form stating that they attended the training, understood the information presented, and agreed to comply with the requirements set out in the WEAP training. Biologists shall provide updates relevant to the training to construction personnel during the safety ("tailgate") meetings, as needed. **MM BIO-3A: Burrowing Owl Preconstruction Surveys.** No less than 14 days prior to the onset of construction activities, a qualified biologist shall survey the construction limits of the project site and a 500-foot buffer for the presence of burrowing owls and occupied nest burrows. A second survey shall be conducted within 24 hours prior to the onset of construction activities. Time lapses between project activities greater than one week (7 days) would trigger subsequent 24-hour take avoidance surveys to confirm burrowing owl absence. The surveys shall be conducted in accordance with the most current CDFW survey methods. If burrowing owls are not observed during clearance surveys or biological monitoring, no additional conditions are required to avoid impacts to burrowing owls. The Project Applicant shall submit at least one burrowing owl pre-construction survey report to the satisfaction of the City to document compliance with this mitigation measure. For the purposes of this measure, 'qualified biologist' is a biologist who meets the requirements set forth in the BUOW Guidelines (CDFW 2012). **MM BIO-3B: Burrowing Owl Preconstruction Surveys.** If burrowing owls, active burrows, or signs thereof are confirmed during any survey or biological monitoring, project activities with the potential to impact burrowing owls shall be immediately halted. The qualified biologist shall coordinate with CDFW and prepare a Burrowing Owl Plan that shall be submitted to CDFW for review and approval prior to commencing project activities with the potential to impact burrowing owl. The Burrowing Owl Plan shall describe proposed avoidance, and monitoring actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites, acres of burrowing owl habitat that will be impacted, details of site monitoring, and details on proposed buffers and other	

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		avoidance measures if avoidance is proposed. Project activities with the potential to impact burrowing owls shall not occur within 500 feet of an active burrow until CDFW approves the Burrowing Owl Plan. If project activities, including occupied burrow exclusion and closure, could result in take of burrowing owl, the applicant shall coordinate with CDFW for appropriate CESA authorization (i.e., ITP under CFGC section 2081) prior to commencement of project activities with the potential to impact burrowing owl. The ITP shall describe, at a minimum, project activities and equipment, proposed avoidance/buffers, temporary and permanent impacts, monitoring, relocation and/or translocation, and minimization and compensatory mitigation actions. ITP compensatory mitigation will be fulfilled by one or more of following options: 1) purchase of credits at a CDFW-approved conservation or mitigation bank (if available); 2) execution of a Mitigation Credit Agreement; or 3) Permittee-responsible mitigation land acquisition. The conditions of the permit or measures outlined in the plan shall be adhered to by the applicant and any required compensatory mitigation of habitat would be provided. **MM BIO-4A: Crotch's Bumble Bee Surveys.** At a minimum, two pre-construction nesting surveys shall be conducted prior to project implementation. Surveys shall occur within 1) one week; and 2) within 24-hours prior to any vegetation removal or ground-disturbing activities scheduled to occur during the Crotch's bumble bee flight season (February through October). Surveys shall follow the guidelines provided in the CDFW's *Survey Considerations for CESA Candidate Bumble Bee Species* (2024b) and shall occur within the project site and areas adjacent to the project site where suitable habitat exists. The surveyors shall be qualified biologists familiar with Crotch's bumble bee identification and life history. **MM BIO-4B: Crotch's Bumble Bee CESA ITP.** Suitable Crotch's bumble bee habitat and Crotch's bumble bee presence has been confirmed on the site; therefore, a CESA ITP shall be applied for and obtained prior to the	

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		commencement of project activities with the potential to impact Crotch's bumble bee. The ITP shall include, at a minimum, a description of project activities and equipment, proposed avoidance/buffers, identification of temporary and permanent impacts, monitoring requirements, relocation and/or translocation protocols, and compensatory mitigation measures. Compensatory mitigation will be at a minimum 1:1 ratio (acres conserved, enhanced, or restored to acres impacted). ITP compensatory mitigation shall be satisfied by one or more of the following mechanisms: 1) purchase of credits at a CDFW-approved conservation or mitigation bank (if available); 2) execution of a Mitigation Credit Agreement; or 3) Permittee-responsible mitigation land acquisition. **MM BIO-4C: Crotch's Bumble Bee Biological Monitor.** A qualified biological monitor shall conduct full-time monitoring during removal of suitable nectar plants that is scheduled to occur during the queen flight period (February through March), colony active period (March through September), and/or gyne flight period (September through October). The monitor shall have authority to temporarily halt or redirect activities as needed to avoid unauthorized impacts. **MM BIO-5A: Nesting Bird Surveys.** To ensure compliance with California Fish and Game Code Sections 3503, 3503.5, and 3513 and to avoid potential impacts to nesting birds, vegetation clearing and ground-disturbing activities shall be conducted outside of the bird nesting season (generally February 15 through August 31), if feasible. Regardless of the time of year, a qualified biologist shall conduct a nesting bird survey within three (3) days prior to any disturbance of the site, including but not limited to vegetation clearing, disking, demolition activities, staging, or grading. **MM BIO-5B: Nesting Bird Surveys.** If active nests are identified, the biologist shall establish suitable buffers around the nests depending on the level of activity within the buffer and species observed. Buffer areas shall be avoided until the nests are no longer occupied, and the juvenile birds can survive independently from the nests. During construction activities, the qualified biologist shall continue biological monitoring activities at a frequency	

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		recommended by the qualified biologist using their best professional judgment. If nesting birds are documented, avoidance and minimization measures may be adjusted and construction activities stopped or redirected by the qualified biologist to avoid take of nesting birds. If nesting birds are not documented during the pre-construction survey, adherence to additional measures may not be necessary to avoid impacts to nesting birds. **MM BIO-6A: Special-Status Preconstruction Lizard Surveys.** Within 30 days prior to the commencement of any on-site project activities, a qualified biologist shall conduct pre-construction surveys in suitable special-status lizard habitat throughout the project site. Project-related activities that would result in ground disturbance include any construction, vegetation removal, equipment and vehicle access, parking, and staging. The qualified biologist shall have familiarity with special-status lizard species as recognized by CDFW. A minimum of one daytime survey during suitable weather for lizard activity shall be conducted by walking linear transects spaced to provide 100 percent coverage of suitable habitat. The location of any observed special-status lizards shall be documented. If feasible, the locations of any special-status lizards shall be avoided. Avoidance measures shall be monitored by the qualified biologist. **MM BIO-6B: Special-Status Preconstruction Lizard Surveys.** If pre-construction surveys are positive for coastal whiptail, coast horned lizard, or Southern California legless lizard and avoidance is not feasible, CDFW shall be notified in writing. In addition, relocation of all observed special-status lizard individuals shall be attempted and, if feasible, lizards would be relocated to the nearest available suitable habitat on conserved land in consultation with CDFW.	
Impact 4.3-2: Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in	Less than Significant Impact	None required.	Less than Significant Impact

Table 1-1: Summary of Impacts and Mitigation Program			
Thresholds	**Level of Significance Before Mitigation**	**Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations**	**Level of Significance after Mitigation**
local or regional plans, policies, and regulations or by the CDFW or USFWS?			
Impact 4.3-3: Would the Project have a substantial adverse effect on State or federal protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No Impact	None required.	No Impact
Impact 4.3-4: Would the Project 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?	Potentially Significant Impact	MM BIO-5 is applicable.	Less than Significant Impact with Mitigation
Impact 4.3-5: Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Potentially Significant Impact	MM BIO-3A is applicable.	Less than Significant Impact with Mitigation
Section 4.4: Cultural Resources			
Impact 4.4-1: Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	Potentially Significant Impact	**MM CUL-1 Retention of Archaeologist.** Prior to issuance of any permit for ground-disturbing activities, the Project Applicant shall provide evidence to the City of Rialto (City) that a qualified professional archaeologist meeting Secretary of the Interior professional qualifications (Project Archaeologist) has been retained. **MM CUL-2: Cultural Resource Management Plan.** Prior to any ground-disturbing activities the project Archaeologist shall develop a Cultural Resource Management Plan (CRMP) to address the details, timing, and responsibilities of all archaeological and cultural resource activities that occur on the project site. The CRMP shall be written in consultation with the Consulting Tribes and shall include the following: approved Mitigation Measures (MM)/Conditions of Approval (COA), contact information for all pertinent parties, parties'	Less than Significant Impact with Mitigation

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		responsibilities, procedures for each MM or COA, and an overview of the Project schedule. **MM CUL-3: Cultural Resources Sensitivity Training**. A Cultural Resources Training shall be provided to all construction managers and construction personnel prior to commencing any ground disturbance work within the project area. The training shall be prepared and conducted or overseen by the Project Archaeologist. The training content shall include, but is not limited to, information about any known cultural resources in Project area and vicinity and the process for inadvertent discovery. The training may be discontinued when ground disturbance is completed. Construction personnel shall not be permitted to operate equipment within the construction area unless they have attended the training. The Qualified Archeologist or designated Archaeological Monitor and Monitoring Tribes' designated representatives shall attend the pre-grade meeting with the grading contractors to conduct the initial training and explain and coordinate the requirements of the Cultural Resource Management Plan. **MM CUL-4: Archaeological Monitoring**. The Project Archaeologist shall monitor or supervise archaeological monitors (Monitors) for initial ground disturbing activities. After initial grading, should no cultural resources be present and/or subsurface soils indicate a low likelihood for significant intact resources, the Project Archaeologist shall have the ability to recommend archaeological monitoring be decreased or eliminated after initial ground-disturbing activities are complete, which shall be approved in writing by the City. Any such recommendation shall be specific to archaeological monitoring and not impact the implementation of Mitigation Measures TCR-1 and/or TCR-2. **MM CUL-5: Inadvertent Discovery of Cultural Resources.** In the event that cultural resources are discovered during Project implementation, all earthwork and ground-disturbing activities shall halt within a buffer of the discovery established by the Project Archaeologist and the Project Archaeologist shall assess the nature and significance of the find. The Project Archaeologist shall coordinate with the City and identify whether the resource is potentially	

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		significant and if it requires further evaluation. Work on the other portions of the project site outside of the buffered area may continue during this assessment period. If the cultural resources are Native American in origin, the Consulting Tribes must be immediately contacted and consulted regarding potential significance and treatment of the resource. Specifically, the Consulting Tribes shall be contacted, as detailed within Tribal Cultural Resources (TCR) Mitigation Measure 3, regarding any pre-contact finds and shall be provided information after the Project Archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regard to significance and treatment. For any potential significant cultural resources, the Project Archaeologist shall make recommendations to the City to avoid or mitigate impacts to the resource. If significant pre-contact cultural resources, as defined by CEQA, are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to the Consulting Tribes for review and comment, as detailed within TCR-1. The Project Archaeologist shall monitor the remainder of the project and implement the Plan accordingly. Preservation in place (i.e. avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery to excavate the resource along with subsequent laboratory processing and analysis. Disposition of significant Native American archaeological materials, such as reburial or curation by a qualified repository within San Bernardino County, shall be agreed upon by the City and Consulting Tribes. Any significant non-Native American archaeological material shall be curated at a public, non-profit institution with a research interest in the materials within San Bernardino County, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes. All identified cultural resources shall be recorded on appropriate California Department of Parks and Recreation (CA DPR 523) series forms and evaluated for significance. All findings shall be included within a Monitoring Report drafted by the Project	

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		Archaeologist and submitted to the City and Consulting Tribes for review. Final copies of the Monitoring Report shall be submitted to the City, Consulting Tribes, and South-Central Coastal Information Center (SCCIC).	
Impact 4.4-2: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Potentially Significant Impact	MM CUL-1 through MM CUL-5 are applicable.	Less than Significant Impact with Mitigation
Impact 4.4-3: Would the Project disturb any human remains, including those interred outside of formal cemeteries?	Less than Significant Impact	No mitigation is required. **SC CUL-1.** If human remains are encountered during the undertaking, California State Health and Safety Code Section 7050.5 states that excavation shall stop and no further disturbance shall occur within 100 feet of the discovery until the County Coroner has made a determination of origin and disposition of the remains pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery within 48 hours of notification. If the NAHC is unable to identify an MLD, the MLD fails to make a recommendation, or the landowner or his/her authorized representative rejects the recommendation, the human remains and associated items will be interred on the property with appropriate dignity in a location that will not be subject to future disturbance.	Less than Significant Impact
Section 4.5: Energy			
Impact 4.5-1: Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less than Significant Impact	None required.	Less than Significant Impact
I**mpact 4.5-2:** Would the Project conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?	Less than Significant Impact	None required.	Less than Significant Impact

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
Section 4.6: Geology and Soils			
Impact 4.6-1: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?	Less than Significant Impact	**SC GEO-1.** The Applicant shall submit to the City of Rialto Community Development Department and Public Works Department for review and approval, a site-specific design-level geotechnical investigation prepared for the project site by a registered geotechnical engineer. The investigation shall comply with all applicable State and local code requirements and: a) Include an analysis of the expected ground motions at the site from known active faults using accepted methodologies; b) Determine structural design requirements as prescribed by the most current version of the California Building Code, including applicable City amendments, to ensure that structures can withstand ground accelerations expected from known active faults; and c) Determine the final design parameters for walls, foundations, foundation slabs, utilities, roadways, parking lots, sidewalks, and other surrounding related improvements. Project plans for foundation design, earthwork, and site preparation shall incorporate all of the mitigation in the site-specific investigations. The structural engineer shall review the site-specific investigations, provide any additional necessary measures to meet Building Code requirements, and incorporate all applicable recommendations from the investigation in the structural design plans and shall ensure that all structural plans for the Project meet current Building Code requirements. The City's registered geotechnical engineer or third-party registered engineer retained to review the geotechnical reports shall review each site-specific geotechnical investigation, approve the final report, and require compliance with all geotechnical requirements contained in the investigation in the plans submitted for the grading, foundation, structural, infrastructure and all other relevant construction permits. The City shall review all Project plans for grading, foundations, structural, infrastructure and all other relevant construction permits to ensure compliance	Less than Significant Impact

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		with the applicable geotechnical investigation and other applicable Code requirements.	
Impact 4.6-2: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic related ground failure including liquefaction?	Less than Significant Impact	SC GEO-1 is applicable. No mitigation is required.	Less than Significant Impact
Impact 4.6-3: Would the Project result in substantial soil erosion or the loss of topsoil?	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.6-4: Would the Project 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?	Less than Significant Impact	SC GEO-1 is applicable. No mitigation is required.	Less than Significant Impact
Impact 4.6-5: Would the Project 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?	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.6-6: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Potentially Significant Impact	**MM GEO-1: Paleontological Monitoring.** Prior to the issuance of any grading permits, or any permit authorizing ground disturbance, the Project Applicant shall, to the satisfaction of the City of Rialto Community Development Director, demonstrate that a qualified paleontologist has been retained to respond on an as-needed basis to address unanticipated paleontological discoveries. A paleontologist is defined as an individual with an M.S./M.A. or Ph.D. in paleontology or geology who is familiar with paleontological procedures and techniques, and who is knowledgeable in the geology and paleontology of the area. In the event that fossils or fossil-bearing deposits are inadvertently unearthed during excavation and grading activities, all earth disturbing activities within a	Less than Significant Impact with Mitigation

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		100-foot radius of the area of discovery shall be temporarily halted or diverted. The qualified paleontologist shall be contacted to evaluate the significance of the finding and determine an appropriate course of action in accordance with Society of Vertebrate Paleontology standards and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If in consultation with the paleontologist, City staff and the Project Applicant determine that avoidance is not feasible, the paleontologist shall prepare an excavation plan for reducing the effect of the Project on the qualities that make the resource important. The plan shall be submitted to the City for review and approval and the Project Applicant shall implement the approval plan.	
Section 4.7: Greenhouse Gas Emissions			
Laws, Ordinances, and Regulations (LORs) are existing requirements that are based on local, State, or federal regulations or laws that are frequently required independently of CEQA review.		LOR AQ-2 and LOR AQ-3 are applicable. **LOR GHG-1.** Limit idling time for commercial vehicles to no more than five minutes per Title 13 of the California Code of Regulations, Section 2485. **LOR GHG-2.** In accordance with California Title 24 Standards, buildings will be designed to have 15 percent of the roof area "solar ready" that will structurally accommodate later installation of rooftop solar panels. If future building operators pursue providing rooftop solar panels, they will submit plans for solar panels prior to occupancy. **LOR GHG-3.** Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping, according to the City's Water Efficient Landscape requirements (Chapter 12.50 of the City's Municipal Code). **LOR GHG-4.** Design buildings to be water efficient. Install water-efficient fixtures in accordance with Section 5.303 of the California Green Building Standards Code Part 11.	

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		LOR GHG-5. Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1 of the California Green Building Standards Code Part 11. **LOR GHG-6.** Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 5.410 of the California Green Building Standards Code Part 11. **LOR GHG-7.** To facilitate future installation of electric vehicle supply equipment (EVSE), construction shall comply with Section 5.106.5.3 (nonresidential electric vehicle charging) of the California Green Building Standards Code Part 11.	
Impact 4.7-1: Would the Project generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment?	Potentially Significant Impact	MM AQ-2 through MM AQ-5 are applicable. **MM GHG-1: On-Site Renewable Electricity Generation.** Prior to the issuance of the final Certificate of Occupancy for the building tenant, documentation shall be provided to the City demonstrating that the Project has either: 1) installed solar photovoltaic (PV) panels or other source of renewable energy generation on the site, or 2) otherwise acquired energy from the local utility that has been generated by renewable sources, such that either option will provide 100 percent of the expected building load which is anticipated to be approximately 1.42 kilowatt hours per year [kWh/year] per square foot). Alternatively, the Project may achieve 100 percent of the building's expected energy load through a combination of on-site renewable energy generation and renewable energy purchase. The final PV generation facility size requires approval by Southern California Edison (SCE). Should SCE limit the facility size, the amounts above shall be limited to the amount of SCE's approval. This mitigation measure applies only to tenant improvements and not the building shell approvals. **MM GHG-2: CALGreen Tier 2.** Prior to the issuance of a building permit, the Project Applicant or successor in interest shall provide documentation to the City of Rialto Community Development Department, Building and Safety	Significant and Unavoidable Impact

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		Division demonstrating that the Project is designed to meet or exceed 2022 CALGreen Tier 2 standards in effect at the time of building permit application. **MM GHG-3: Solid Waste Diversion.** Prior to issuance of tenant occupancy permits, the Project operator shall designate a solid waste management coordinator and implement a waste management plan to recycle and/or salvage nonhazardous debris to achieve a minimum 75 percent diversion from landfills. The City of Rialto Community Development Department, Planning Division shall confirm that sales or lease agreements includes contractual language that obligates tenants, operators, or future owners to comply with the solid waste management plan. This mitigation measure applies only to tenant permits and not the building shell approvals. **MM GHG-4: Water Use Efficiency and Conservation Plan.** The Project Applicant or designee shall implement a Water Use Efficiency and Conservation Plan that includes the following minimum requirements: **Indoor Conservation Features and Operations*:*** ▪ **Install low-flow Fixtures**: Install low-flow toilets at 1.28 gallons per flush, faucets at 1.2 gallons per minute, showerheads at 1.8 gallons per minute, kitchen faucets at 1.8 gallons per minute. In common areas, install faucets at 0.5 gallon per minute and urinals at max of 0.25 gallon per minute/flush. (These fixtures use less water while maintaining efficient performance.) ▪ **Install dual-flush toilets**: These toilets offer two flush options: one for liquid waste less than 1 gallon per minute and another for solid waste at 1.28 gallons per minute. (This allows the appropriate use of water for flushing needs.) ▪ **Use water-efficient appliances**: The Project Applicant or designee shall install energy-efficient and water-saving appliances with the ENERGY STAR label only. ▪ **Good housekeeping and regular maintenance**: The Project Applicant or designee shall regularly check and maintain plumbing fixtures, irrigation systems, and appliances to ensure they are functioning efficiently and not wasting water.	

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		Outdoor Conservation Features and Operations: ▪ **Install only "Smart Irrigation Systems" for community landscaping**: The Project Applicant or designee shall use smart sprinkler systems that adjust watering schedules based on weather conditions, soil moisture, and plant needs to avoid over or wasteful watering. The Project Applicant or designee shall also incorporate seasonal specific controls to ensure watering occurs during the most efficient times of day. ▪ **Adjustable Water Pressure Regulator**: The Project Applicant or designee shall install pressure regulators to maintain optimal water pressure, preventing overuse and leaks. ▪ **Drought-tolerant landscaping**: The Project Applicant or designee shall include native and drought-tolerant vegetation that requires less water to thrive and is known to survive in the City of Rialto. The Project Applicant or designee shall replace drought-tolerant landscaping if it dies through enforceable Project CC&Rs and/or tenant lease agreements.	
Impact 4.7-2: Would the Project conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions?	Potentially Significant Impact	MM AQ-2 through MM AQ-5 and MM GHG-1 through MM GHG-4 are applicable.	Less than Significant Impact with Mitigation
Section 4.8: Hazards and Hazardous Materials			
Impact 4.8-1: Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	Potentially Significant Impact	**MM HAZ-1: Asbestos Survey and Lead-Based Paint Survey.** Prior to approval of a demolition permit by the City of Rialto, an asbestos survey and a lead-based paint survey shall be conducted pursuant to applicable local, State, and federal laws. All asbestos-containing building materials shall be removed prior to structure demolition. Abatement or paint stabilization techniques shall be applied prior to demolition. Such measures shall include removal and stabilization of loose, flaking or peeling paint. Measures shall be taken to ensure that paint chips are not generated in the demolition process. All work shall be performed by an abatement contractor who is certified by the California OSHA Division of Occupational Safety and Health (Cal/OSHA) with properly trained and registered workers. All abatement techniques shall be in accordance with Cal/OSHA and U.S. Environmental Protection Agency (U.S. EPA) protocol and	Less than Significant Impact with Mitigation

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		also in conformance with South Coast Air Quality Management District (SCAQMD) rules. All removed asbestos-containing building materials and lead-based paint shall be properly disposed of at a landfill certified to accept said materials, and waste shall be transported under the waste manifest by a certified waste transportation company. Once all of these materials have been removed, structure demolition may commence.	
Impact 4.8-2: Would the Project 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?	Potentially Significant Impact	**MM HAZ-2: Munitions Monitor.** Prior to issuance of grading permits, the Applicant shall submit proof to the City of Rialto Director of Community Development of the retainment of a munitions expert. A munitions expert must be an individual that is qualified to perform appropriate tasks per DDESB TP-18 standards. The munitions expert shall be onsite to monitor grading activities for unexploded ordinances (UXOs) and discarded military munitions (DMMs) and provide daily safety briefings before the start of construction. If UXOs are encountered during this process, the munitions expert shall have the authority to halt all or a portion of construction activities and contact the City of Rialto Police department at (909) 820-2550 to report and determine proper UXO handling and disposal. The munitions expert shall have the authority to halt all or a portion of construction activities at their discretion until such time that an encountered UXO is deemed properly disposed of. **MM HAZ-3: Soil Management Plan.** Prior to the issuance of a grading permit, the Applicant shall submit a Soil Management Plan (or equivalent document) to be implemented for construction of the Proposed Project. The objective of the Soil Management Plan is to provide guidance for the proper handling, onsite management, and disposal of impacted soil that might be encountered during construction activities. The plan would include practices that are consistent with the California Title 8, Occupational Safety and Health Administration (Cal-OSHA) regulations, as well as appropriate remediation standards that are protective of the planned use. Appropriately trained professionals would be on site during preparation, grading, and related earthwork activities to monitor soil conditions encountered. The Soil Management Plan would provide guidelines for the following:	Less than Significant Impact with Mitigation

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		▪ Identifying impacted soil ▪ Assessing impacted soil ▪ Soil excavation ▪ Impacted soil storage ▪ Verification sampling ▪ Impacted soil characterization and disposal The plan shall outline how Project construction crews would identify, handle, and dispose of potentially contaminated soil; identify the qualifications of the appropriately trained professionals that would monitor soil conditions and conduct soil sampling during construction; coordinate laboratory testing; and oversee disposal. The Soil Management Plan shall also include requirements for documenting and reporting incidents of encountered contaminants, such as documenting locations of occurrence, sampling results, and reporting actions taken to dispose of contaminated materials. In the event that potentially contaminated soils were encountered within the footprint of construction, soils would be tested and stockpiled. The appropriate Certified Unified Program Agency (CUPA) would determine whether further assessment is warranted. The Soil Management Plan shall be submitted to the city and CUPA 45 days prior to the start of construction for review and approval. **MM-HAZ 4: Contaminated Soil Treatment.** If previously unidentified soil contamination is observed by sight or odor or indicated by testing by a qualified professional using a portable volatile organic compound analyzer during excavation and grading activities, excavation and grading within such an area shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up measures are implemented, as contained in the South Coast Air Quality Management District's Rule 1166, to make the area suitable for grading activities to resume. In the event contamination is found, the Applicant shall notify the San Bernardino County Fire Department, the South Coast Air Quality Management District, as applicable. The contaminated soil shall be evaluated and excavated/disposed of, treated in-situ	

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		(in-place), or otherwise managed and disposed of in accordance with all applicable federal, State, and local laws and regulation.	
Impact 4.8-3: Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No Impact	None required.	No Impact
Impact 4.8-4: Would the Project 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?	Potentially Significant Impact	MM HAZ-2 through MM HAZ-4 are applicable.	Less than Significant Impact with Mitigation
Impact 4.8-5: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less than Significant Impact	None required.	Less than Significant Impact
Section 4.9: Hydrology and Water Quality			
Impact 4.9-1: Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Less than Significant Impact	No mitigation is required. **SC HYD-1.** The Applicant or his/her designees shall obtain a General Permit for Stormwater Discharge Associated with Construction Activity (Construction Activity General Permit). The Applicant or his/her designees shall provide a copy of this permit to the City Public Works Department prior to the issuance of the first grading permit. **SC HYD-2.** Prior to issuance of the first grading permit, the Applicant shall submit to the City Engineer for approval, a Storm Water Quality Management Plan (SWQMP) specifically identifying Best Management Practices (BMPs) that will be incorporated into the Project to control stormwater and non-stormwater pollutants during and after construction. To ensure compliance, a legal and fiduciary enforcement mechanism in the form of a Storm Water	Less than Significant Impact

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		Quality Management Plan Agreement shall be executed with the City of Rialto. This agreement shall additionally be recorded in the office of the County Recorder for the County of San Bernardino. The SWQMP shall specify BMPs specific to the project site, which shall be integrated into the stormwater conveyance plan. The plan shall identify specific strategies, including the following. ▪ Site design features, including maximizing open space, preservation of natural drainages, and minimization of impervious surfaces. ▪ Source control features, including leveraging public outreach and education, use of appropriate landscaping, and covering trash storage areas. ▪ Treatment controls, including the use of underground chambers. **SC HYD-3.** An Erosion Control Plan shall be prepared, and included with the Project's grading plan, and implemented for the Project that identifies specific measures to control on-site and off-site erosion from the time ground disturbing activities are initiated through completion of grading. The Erosion Control Plan shall include the following measures at a minimum: ▪ Specify the timing of grading and construction to minimize soil exposure to rainy periods experienced in Southern California; and ▪ An inspection and maintenance program shall be included to ensure that any erosion which does occur either on-site or off-site as a result of this Project will be corrected through a remediation or restoration program within a specified timeframe.	
Impact 4.9-2: Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.9-3i: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the	Less than Significant Impact	SC HYD-1 through SC HYD-3 are applicable. No mitigation is required.	Less than Significant Impact

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?			
Impact 4.9-3ii: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.9-3iii: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would 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?	Less than Significant Impact	SC HYD-2 is applicable. No mitigation is required.	Less than Significant Impact
Impact 4.9-3iv: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.9-4: In flood hazard, tsunami, or seiche zones, would the Project risk release of pollutants due to project inundation?	Less than Significant Impact	SC HYD-1 and SC HYD-2 are applicable. No mitigation is required.	Less than Significant Impact

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
Impact 4.9-5: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less than Significant Impact	SC HYD-2 is applicable. No mitigation is required.	Less than Significant Impact
Section 4.10: Land Use and Planning			
Impact 4.10-2: Would the Project cause a significant environmental impact due to a conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Less than Significant Impact	None required.	Less than Significant Impact
Section 4.11: Mineral Resources			
Impact 4.11-1: Would the Project 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?	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.11-2: Would the Project 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?	Less than Significant Impact	None required.	Less than Significant Impact
Section 4.12: Noise and Vibration			
Impact 4.12-1: Would the Project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Potentially Significant Impact	**MM NOI-1: Noise Shielding and Muffling.** Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and muffling devices consistent with manufacturers' standards or the Best Available Control Technology, which achieve a noise reduction of 10 dBA or greater. All equipment shall be properly maintained, and the Applicant or Owner shall require any construction contractor to keep documentation on-site during any earthwork or construction activities demonstrating that the equipment has been maintained in accordance with manufacturer's specifications.	Less than Significant Impact with Mitigation

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
Impact 4.12-2: Would the Project expose persons to or generate excessive groundborne vibration or groundborne noise levels?	Less than Significant Impact	None required.	Less than Significant Impact
Section 4.13: Population and Housing			
Impact 4.13-1: Would the Project induce substantial unplanned 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?	Less than Significant Impact	None required.	Less than Significant Impact
Section 4.14: Public Services			
Impact 4.14-1: 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?	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.14-2: 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 police protection?	Less than Significant Impact	No mitigation is required. Please also refer to SC TRANS-1. **SC PS-1.** Prior to the issuance of the first grading permit and/or action that would permit site disturbance, the Applicant shall provide evidence to the City of Rialto Police Department that a construction security service or equivalent service shall be established at the construction site along with other measures, as identified by the Police Department and the Public Works Department, to be instituted during the grading and construction phase of the Project. **SC PS-2.** Prior to issuance of building permits, the City of Rialto Police Department shall review development plans for the incorporation of defensible	Less than Significant Impact

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		space concepts to reduce demands on police services. Public safety planning recommendations shall be incorporated into the Project plans. The Applicant shall prepare a list of project features and design components that demonstrate responsiveness to defensible space design concepts. The Police Department shall review and approve all defensible space design features incorporated into the Project prior to initiating the building plan check process.	
Section 4.15: Transportation			
Impact 4.15-1: Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.15-2: Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.15-3: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.15-4: Would the Project result in inadequate emergency access?	Less than Significant Impact	No mitigation is required. **SC TRAN-1.** Prior to issuance of any grading or building permit, the Applicant shall submit for City of Rialto Community Development Director and Traffic Engineer review and approval a Construction Management Plan for the Project. The Plan shall identify construction phasing and address traffic control for any temporary street closures, detours, or other disruptions to traffic circulation and public transit routes. The Plan shall identify the routes that construction vehicles shall use to access the site, the hours of construction traffic, traffic controls and detours, construction materials and vehicle staging areas, and temporary parking arrangements for the construction workers.	Less than Significant Impact

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
Section 4.16: Tribal Cultural Resources			
Impact 4.16-1: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: (a) Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k) or: (b) A resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	Potentially Significant Impact	SC CUL-1, MM CUL-2, MM CUL-3, and MM CUL-5 are applicable. **MM TCR-1: Native American Monitoring for Gabrieleño Band of Mission Indians – Kizh Nation.** The Project Applicant shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of the first permit that would result in a "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. A copy of the executed monitoring agreement shall be submitted to the City of Rialto prior to the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. The agreement would also address the consideration of rotating monitoring with the Morongo Band of Mission Indians. The monitor shall complete monitoring logs that provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs shall identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs shall be provided to the Project Applicant/City of Rialto upon written request to the Tribe. On-site tribal monitoring shall conclude upon one of the following (1) written confirmation to the Kizh from a designated point of contact for the Project Applicant or City of Rialto that all ground-disturbing activities and phases that	Less than Significant Impact with Mitigation

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
		may involve ground-disturbing activities on the project site or in connection with the Project are complete; or (2) a determination and written notification by the Kizh to the Project Applicant or City of Rialto that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs. **MM TCR-2: Native American Monitoring for Morongo Band of Mission Indians.** Prior to the issuance of the first permit that would result in a "ground-disturbing activity," the Applicant shall enter into a Tribal Monitoring Services Agreement with the Morongo Band of Mission Indians for the Project. The agreement would also address the consideration of rotating monitoring with the Gabrieleño Band of Mission Indians – Kizh Nation. The Tribal Monitor shall be on-site during all (or as deemed necessary) ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind). The Tribal Monitor shall have the authority to temporarily divert, redirect, or halt the ground-disturbing activities to allow identification, evaluation, and potential recovery of cultural resources. The Tribal Monitor can establish a buffer around the discovery. **MM TCR-3: Inadvertent Discovery of a Tribal Cultural Resource.** The Consulting Tribes shall be contacted and informed of any pre-contact cultural resources discovered during Project implementation and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment (pursuant to Mitigation Measure [MM] CUL-5). Should the find be deemed significant, as defined by CEQA, the find shall be addressed to the protocols outlined in the Cultural Resources Management Plan from MM CUL-2. Any and all archaeological/cultural documents created as a part of the Project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the Project Applicant and the City of Rialto for dissemination to the Consulting Tribes.	

Table 1-1: Summary of Impacts and Mitigation Program

Thresholds	Level of Significance Before Mitigation	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Level of Significance after Mitigation
Section 4.17: Utilities and Service Systems			
Impact 4.17-1: Would the Project require or result in the relocation or construction of new or expanded water, facilities, the construction or relocation of which could cause significant environmental effects?	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.17-2: Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.17-3: Would the Project require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects?	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.17-4: Would the Project 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?	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.17-5: Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.	Less than Significant Impact	None required.	Less than Significant Impact
Impact 4.17-6: Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste.	Less than Significant Impact	None required.	Less than Significant Impact

2.0 INTRODUCTION

2.1 PURPOSE OF THIS ENVIRONMENTAL IMPACT REPORT

This Environmental Impact Report (EIR; State Clearinghouse [SCH] No. 2024061274) has been prepared to evaluate the potential environmental impacts associated with the construction and operation of the proposed Locust Gateway Development Project (proposed Project or Project). The EIR has been prepared in conformance with the California Environmental Quality Act (CEQA) (California *Public Resources Code* §§ 21000 et seq.) and the CEQA Guidelines (Title 14, *California Code of Regulations* [CCR] Chapter 3, §§ 15000 et seq.).

The City of Rialto (City) is the "public agency which has the principal responsibility for carrying out or approving the project" and, as such, is the "Lead Agency" for this Project under CEQA (CEQA Guidelines § 15367). CEQA requires the Lead Agency to consider the information contained in an EIR prior to taking any discretionary action. This EIR is intended to provide information to the Lead Agency and other public agencies, the general public, and decision-makers regarding the potential environmental impacts of the construction and operation of the proposed Project. As the Lead Agency, the City will review and consider this EIR in its decision to approve, condition the approval of, or deny the proposed Project.

Pursuant to CEQA, "[t]he purpose of the environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the proposed project, and to indicate the manner in which significant environmental effects can be mitigated or avoided" (CEQA § 21002.1(a)). An EIR is the most comprehensive form of environmental documentation identified in CEQA and the CEQA Guidelines and provides the information needed to assess the environmental consequences of a project to the extent feasible. EIRs are intended to provide an objective, factually supported, full-disclosure analysis of the environmental consequences associated with a project that may have the potential to result in significant adverse environmental impacts.

2.1.1 Type of Environmental Impact Report

The City has determined that a Project EIR is the appropriate CEQA document for the proposed Project. In accordance with CEQA Guidelines Section 15161, a Project EIR "examines the environmental impacts of a specific development project. This type of EIR should focus primarily on the changes in the environment that would result from the development project. The EIR shall examine all phases of the project including planning, construction, and operation." This EIR evaluates the potentially significant, adverse, and beneficial impacts on the environment resulting from implementation of the proposed Project. This document analyzes the environmental effects of the Project to the degree of specificity appropriate to the currently proposed actions, as required by CEQA Guidelines Section 15146. The EIR analysis considers the activities associated with the Project, to determine the short-term and long-term effects associated with their implementation. This EIR discusses both direct and indirect impacts of the Project, as well as cumulative impacts associated with other past, present, and reasonably foreseeable future projects. **Section 3.0: Project Description** provides a detailed description of the construction and operational components of the proposed Project. **Section 4.0: Environmental Impact Analysis** discusses the regulatory environment, existing conditions, environmental impacts, and mitigation program for the Project.

CEQA Guidelines Section 15206 sets forth criteria for determining if a project is of statewide, regional, or area-wide environmental significance. As set forth in CEQA Guidelines Section 15206(b)(2)(E), the

proposed Project is a project of statewide, regional, and areawide significance because the site is greater than 40 acres and would have more than 650,000 sf of industrial-related floor area.

2.1.2 Standards of Adequacy Under CEQA

While CEQA Guidelines Sections 15120 through 15132 generally describe the content of an EIR, neither CEQA nor the CEQA Guidelines contain specific, detailed, quantified standards for the content of environmental documents. CEQA Guidelines Section 15151 states:

> *An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information that enables them to make a decision that intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have not looked for perfection but for adequacy, completeness, and a good faith effort at full disclosure.*

2.1.3 Compliance with CEQA

The City, which has the principal responsibility for processing and approving the Project, along with other public agencies with a direct interest in the Project (e.g., responsible agencies), may use this EIR in their decision-making or permitting processes and will consider the information in this EIR in combination with other information that may be presented during the CEQA process. The Lead Agency can approve subsequent actions without additional environmental documentation unless otherwise required by CEQA Section 21166 and CEQA Guidelines Section 15162. In addition, this EIR provides the analysis in support of the Mitigation Program that will, if the Project is approved, be made conditions of approval for the Project and implemented through the CEQA-mandated Mitigation Monitoring and Reporting Program.

In accordance with CEQA, public agencies are required to make appropriate findings for each potentially significant environmental impact identified in the EIR if it decides to approve a project. If the EIR identifies significant environmental impacts that cannot be mitigated to a less than significant level through the adoption of mitigation measures or project alternatives, the Lead Agency (and responsible agencies using this CEQA document for their respective permits or approvals) must decide whether the benefits of the project outweigh any identified significant environmental effects that cannot be mitigated to below a threshold of significance. If the agency decides that the overriding considerations, including project benefits, outweigh the unavoidable impacts, then the agency (Lead Agency or responsible agency) is required to adopt a Statement of Overriding Considerations, which states the reasons that support its actions.

The Lead Agency's actions involved in the implementation of the Project are described in **Section 3.0: Project Description**. Other agencies that may have discretionary approval over the Project, or components thereof, including responsible agencies, are also identified in the Project Description.

2.2 PUBLIC OUTREACH

In compliance with the CEQA Guidelines, the City has taken steps to maximize opportunities for the public and other public agencies to participate in the environmental review process. The scope of this EIR includes issues identified in consultation with the City during the Notice of Preparation (NOP) comment

period, during the public Scoping Meeting, and environmental issues raised by agencies and the general public in response to the scoping process.

2.2.1 Notice of Preparation (NOP)

CEQA Guidelines Section 15063 provides that if a lead agency determines that an EIR will clearly be required for a project, an Initial Study is not required. Pursuant to CEQA Guidelines Section 15082, the City prepared and circulated a Notice of Preparation (NOP) to affected agencies and interested parties for a 30-day public review period beginning on June 27, 2024, and ending on July 26, 2024. **Table 2.2-1: Summary of Written Comments on Notice of Preparation***,* summarizes the comments received from agencies/persons during the NOP process and provides a reference, as applicable, to the section(s) of this EIR where the issues are addressed. The NOP and comment letters are provided in **Appendix A** of this EIR. This table identifies areas of controversy/unresolved issues and issues to be addressed in the EIR.

Table 2-1: Summary of Written Comments on Notice of Preparation

Commenter Name	Summary of Comment and Where Addressed
Agencies	
Native American Heritage Commission (NAHC) (letter dated July 19, 2024)	▪ Recommends consultation with California Native American tribes in compliance with AB 52 and SB 18. Note: SB 18 is not applicable to the Project. See **Section 4.4: Cultural Resources** and **Section 4.16: Tribal Cultural Resources**
California Department of Fish and Wildlife (CDFW) (letter dated July 24, 2024)	Recommendations and Comments: ▪ Conduct an assessment of biological resources within and adjacent to the Project footprint. ▪ Provide a thorough discussion of the direct, indirect, and cumulative impacts expected to adversely affect biological resources as a result of the Project. ▪ Include an alternatives analysis. ▪ Identify mitigation measures and alternatives that are appropriate and adequate to avoid or minimize potential impacts, to the extent feasible. ▪ A Lake and Streambed Alteration Program may be required due to a potential drainage feature along the southern portion of the Project site. ▪ Recommends incorporation of water-wise concepts to ameliorate the Project's water demands. ▪ Request to report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). ▪ CDFW fees are required upon filing of the Notice of Determination. See **Section 4.3: Biological Resources** and **Section 6.0: Alternatives**.

2.2.2 Scoping Meeting

Pursuant to CEQA Section 21083.9, the Lead Agency is required to conduct at least one scoping meeting for all projects of statewide, regional, or area-wide significance. A scoping meeting is for jurisdictional agencies and interested persons or groups to provide comments regarding, but not limited to, the range of actions, alternatives, and environmental effects to be analyzed. The City held a Scoping Meeting on July 11, 2024, at 6:00 PM at the Rialto City Hall Council Chambers, located at 150 S. Palm Avenue in the City of Rialto. No agencies or interested parties attended the Scoping Meeting; only City staff and the City's EIR consultant were in attendance.

2.3 EIR SCOPE AND CONTENT

This EIR addresses the potential environmental effects of the proposed Project and was prepared following input from the public and the responsible and affected agencies, through the EIR scoping process (**Table 2.2-1**). Based on the findings of the NOP, a determination was made to address potentially significant environmental effects on the following resource areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- 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
- Transportation
- Tribal Cultural Resources
- Utilities and Services Systems

The City has determined that the EIR for the Project would not require the assessment of Agriculture and Forestry Resources, Recreation, and Wildfire. Substantiation is provided in **Section 1.0: Executive Summary**.

2.4 DOCUMENTS INCORPORATED BY REFERENCE

Pertinent documents relating to this EIR have been cited in accordance with CEQA Guidelines Section 15148 or have been incorporated by reference in accordance with CEQA Guidelines Section 15150, which encourages incorporation by reference as a means of reducing redundancy and the length of environmental reports. The following documents are hereby incorporated by reference into this EIR and are available for review online. Information contained within these documents has been used for various sections in the EIR.

Rialto 2010 General Plan Update and General Plan Update and Related Zoning Ordinance Amendments EIR. The City's 2010 General Plan Update EIR was certified and the General Plan was adopted in December 2010 as Resolution No. 5931. The 2010 General Plan presents a comprehensive plan to accommodate the City's vision for the physical development of the City. The General Plan's planning horizon is the year 2040. The General Plan includes goals and policies to provide guidance for decision-makers on allocating resources, and describe the utilization, management, and conservation of natural resources, public services, and infrastructure. This document is available for viewing on the City's website at:

- General Plan |https://www.rialtoca.gov/653/General-Plan

2023 City of Rialto Focused General Plan Update. The City prepared a Focused General Plan Update to the Land Use, Safety, and Circulation Elements of the General Plan to address new regulations. The City also prepared an Environmental Justice Element. The Focused General Plan Update and Negative Declaration were adopted on December 10, 2024.

- Focused General Plan Update | https://www.rialtoca.gov/773/2023-City-of-Rialto-Focused-General-Plan

City of Rialto Municipal Code, Title 18 – Zoning. The Rialto Municipal Code (Municipal Code) regulates land use and activities within the City's jurisdiction including through the Zoning Code (codified in Title 18). The Zoning Code is the primary tool for implementing the City's General Plan policies. The Municipal Code is referenced in this EIR to establish the baseline requirements according to the City's Municipal Code regulations. The Municipal Code can be accessed online at:

- Municipal Code | RIALTO, CALIFORNIA - MUNICIPAL CODE | Code of Ordinances | Rialto, CA | Municode Library
- Municipal Code – Zoning | Mini TOC: Title 18 - ZONING | Code of Ordinances | Rialto, CA | Municode Library

2.5 LEAD AGENCY AND CONTACT PERSONS

The City of Rialto is the Lead Agency for the preparation of the EIR. Inquiries regarding the EIR should be directed to the City.

Lead Agency: City of Rialto
Community Development Department, Planning Division
150 S. Palm Avenue
Rialto, CA 92376
Contact: Daniel Casey, Principal Planner
909.820.2525 ext. 2075
Email: dcasey@rialtoca.gov

2.6 ENVIRONMENTAL REVIEW PROCESS

Notice of the availability of the Draft EIR has been provided to agencies, organizations, and interested groups and persons for comment during a 45-day review period in accordance with CEQA Guidelines Section 15087. The Notice of Completion for the Draft EIR has also been distributed as required by CEQA. This Draft EIR including technical studies is available for review during normal business hours Monday through Thursday at the City of Rialto Community Development Department. Copies of the Draft EIR and technical appendices are available at the reference desk of the following library and on the City's website.

- **City of Rialto**, Community Development Department, Planning Division, 150 S. Palm Avenue, Rialto, California 92376
- **Rialto Library**, 251 W. First Street, Rialto, California 92376
- **City website**: https://www.rialtoca.gov/

The City will subsequently respond to environmental comments on the Draft EIR received in writing during the public review period through the preparation of a Responses to Comments document for the Final EIR. All persons who commented on the Draft EIR will be notified of the availability of the Final EIR and the dates of public hearings before the Planning Commission and City Council.

2.7 LIST OF ACRONYMS USED IN THE EIR

AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ACE	Areas of Conservation Emphasis
ACF	Advanced Clean Fleets Regulations
ADA	Americans With Disabilities Act
ADT	Average Daily Traffic
AFV	alternative fuel vehicle
APN	Assessor Parcel Number
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
BACT	Best Available Control Technology
BMP	Best Management Practice
BTU	British Thermal Unit
BUOW	burrowing owl
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CalFire	California Department of Forestry and Fire Protection
CalGEM	California Geologic Energy Management Division
CALGreen	California Green Building Standards
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CBEES	California's Building Energy Efficiency Standards
CCAA	California Clean Air Act
CCR	California Code of Regulations
CC&Rs	Codes Covenants and Restrictions
CDFW	California Department of Fish and Wildlife
CDP	Conditional Development Permit
CEC	California Energy Commission

CERCLIS	Comprehensive Environmental Response Compensation
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act (Superfund)
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CFCs	chlorofluorocarbons
CFGC	California Fish and Game Commission
CFR	Code of Federal Regulations
CGS	California Geologic Survey
CH_4	methane
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
COG	Council of Governments
CPP	Clean Power Plan
CRHR	California Register of Historical Resources
CRPR	California Rate Plant Rank
CUPA	Certified Unified Program Agency (hazardous materials)
cy	cubic yards
CWA	Clean Water Act
DA	Development Agreement
dB	decibel
dBA	A-weighted decibel scale
DEH	Department of Environmental Health, San Bernardino County
DIF	Development Impact Fee
DOF	Department of Finance, State of California
DOT	Department of Transportation
DPH	Department of Public Health, State of California
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control, State of California

DWQ	Division of Water Quality, State of California State Water Resources Control Board
DWR	Department of Water Resources, State of California
EDR	Environmental Data Report
EIR	Environmental Impact Report
EJ	Environmental Justice
EMMA	Emergency Management Mutual Aid System
EO	Executive Order
EPCRA	Emergency Planning and Community Right-To-Know Act
ESA	Endangered Species Act
EV	Electric Vehicle
EVSE	Electric Vehicle Supply Equipment
FAR	Floor Area Ratio
FCCA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FERC	Federal Energy Regulatory Commission
FESA	Federal Endangered Species Act
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FR	Federal Register
FTA	Federal Transit Administration
GHG	greenhouse gas
GHGRP	GHG Reduction Plan
g/hp-hr	gram per horsepower-hour
gpm	gallons per minute
Gt	gigatonne
GWh	gigawatt-hours
GWP	Global Warming Potential
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HFCs	hydrofluorocarbons
HRA	Health Risk Assessment
HVAC	heating, ventilation, and air quality

Hz	hertz (noise)
I-GM	General Manufacturing (Rialto Airport Specific Plan)
I-PID	Planned Industrial Zone (Rialto Airport Specific Plan)
I	Interstate
IBC	International Building Code
in/sec	inches per second
IRUWMP	Integrated Regional Urban Water Management Plan (Upper Santa Ana River Watershed)
ITE	Institute of Transportation Engineers
ITP	Incidental Take Permit
kWh	kilowatt-hour
LCFS	Low Carbon Fuel Standard
L_{dn}	Day-Night average noise level
L_{eq}	Equivalent noise levels
L_{max}	Maximum sound level
L_{min}	Minimum sound level
LOR	Laws, Ordinances, and Regulations
LOS	Level of Service
LRA	Local Responsibility Area
LST	Localized significance thresholds
LUST	leaking underground storage tank
MATES	Multiple Air Toxics Exposure Study
MBTA	Migratory Bird Treaty Act
MCE	Maximum Credible Earthquake
MLD	Most Likely Descendant
MM	Mitigation Measure
MMRP	Mitigation Monitoring and Reporting Program
MMT	million metric tons
mph	miles per hour
mpg	miles per gallon
MPO	Metropolitan Planning Organization
msl	mean sea level
MWh	megawatt-hour

NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission, State of California
NCCP	Natural Community Conservation Plan
NCP	National Contingency Plan
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NMHC	nonmethane hydrocarbon
NO_2	nitrogen dioxide
NOA	Notice of Availability
NOC	Notice of Completion
NOP	Notice of Preparation
NO_x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
NRHP	National Register of Historic Places
NSR	New Source Review Program (air pollution health effects)
NZE	near zero emission
O_3	ozone
OEHHA	Office of Environmental Health Hazard Assessment, State of California
OES	Office of Emergency Services, of California
OSHA	Occupational Safety and Health Administration
OS-L	Landfill (Rialto Airport Specific Plan)
Pb	lead
PCE	Passenger Car Equivalent
PFCs	perfluorocarbons
$PM_{2.5}$	fine particulate matter (2.5 microns or less)
PM_{10}	fine particulate matter (10 microns or less)
PPD	Precise Plan of Design
ppv	peak particle velocity
ppm	parts per million
PRC	Public Resources Code

PUC	Public Utilities Commission
PV	photovoltaic
UST	underground storage tank
RCNM	Roadway Construction Noise Model (FHWA)
RCRA	Resource Conservation and Recovery Act
RHNA	Regional Housing Needs Assessment
RMS	root mean square
ROG	reactive organic gases
RTIP	Regional Transportation Improvement Program
RTPA	Regional Transportation Planning Agency
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy (SCAG)
RWQCB	Regional Water Quality Control Board
SAFE	Safer Affordable Fuel Efficient
SB	Senate Bill
SBCOG	San Bernardino Council of Governments
SBCTA	San Bernardino County Transportation Authority
SC	Standard Condition
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCCIC	South Central Coastal Information Center
sf	square-foot; square feet
SIP	State Implementation Plan
SO_2	sulfur dioxide
SoCalGas	Southern California Gas Company
SR	State Route
SRA	Source Receptor Area (air quality); State Responsibility Area (wildfire)
SSC	Species of Special Concern (biological resources)
SWPPP	Stormwater Pollution Prevention Program
SWQMP	Storm Water Quality Management Plan
SWRCB	State Water Resources Control Board

TAC	toxic air contaminant
TCE	trichloroethylene
TDM	Transportation Demand Management
TIA	Traffic Impact Analysis
TMDL	total maximum daily load
TPM	Tentative Parcel Map
TRC	Tribal Cultural Resources
TRU	transport refrigeration unit
USACE	U.S. Army Corps of Engineers
U.S. EPA	U.S. Environmental Protection Act
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	Underground Storage Tank
UWMP	Urban Water Management Plan
VdB	velocity decibels
VMT	Vehicle Miles Travelled
VOC	Volatile organic compound
WAIRE	Warehouse Action and Investments to Reduce Emissions
Wh	watt-hours
WQMP	Water Quality Management Plan
WSA	Water Supply Assessment
WVWD	West Valley Water District
ZEV	zero emission vehicle
µg/m3	micrograms per cubic meter

3.0 PROJECT DESCRIPTION

3.1 INTRODUCTION

The purpose of the Project Description is to describe the Locust Gateway Development Project (Project or proposed Project) to allow for meaningful review by reviewing agencies, decision-makers, and interested parties. Section 15124 of the California Environmental Quality Act (CEQA) Guidelines requires that a project description for an Environmental Impact Report (EIR) contain (1) the precise location and boundaries of a project site; (2) a statement of objectives sought by a project including the underlying purpose of the project; (3) a general description of a project's characteristics; and (4) a statement briefly describing the intended uses of the EIR, including a list of the agencies that are expected to use the EIR in their decision making, a list of the permits and other approvals required to implement the project, and a list of related environmental review and consultation requirements required by federal, State, or local laws, regulations, or policies. An adequate project description need not be exhaustive but should supply the detail necessary for project evaluation.

3.2 PROJECT SETTING AND LOCATION

The project site is in the region of Southern California commonly referred to as the Inland Empire. The Inland Empire is an approximately 28,000 square-mile region comprising Riverside County, San Bernardino County, and the eastern tip of Los Angeles County. The Locust Gateway Development Project site (project site) is in San Bernardino County (County), in the northern portion of the City of Rialto (City). The City is largely urbanized and bordered by the unincorporated community of Muscoy to the north, the cities of San Bernardino and Colton to the east, the City of Jurupa Valley to the south, and the City of Fontana to the west. **Figure 3-1: Regional Map** depicts the project site in a regional context.

The approximately 40-acre project site is comprised of one inverted L-shaped property, Assessor Parcel Number (APN) 0239-19-223, at the southwest corner of the Locust Avenue and Lowell Street intersection; see **Figure 3-2: Project Vicinity Map**. Three major freeways provide regional access to the area: Foothill Freeway (State Route (SR) 210) to the south; Interstate 215 (I-215) to the east; and Interstate 15 (I-15) to the west. Local access to the project site is primarily provided from Locust Avenue to the east and Lowell Street to the north.

The project site is relatively flat with moderate topographic relief occurring along the southern boundary. On-site elevation ranges from approximately 1,612 to 1,649 feet above mean sea level and generally slopes from northwest to southeast. The project site is primarily vacant, with the exception of remnants of a World War II-era bunker structure and rail spurs in the southern portion of the project site and an underground transformer on the northwestern portion of the project site along Lowell Street. The majority of the site is covered with chaparral plant communities, non-native grassland, and previously disturbed land.

The project site was vacant land until the 1940s when it was developed with rail spurs and bunkers used by the U.S. Army for the storage of weapons and ammunition until the 1960s. Since that time, the project site has been generally vacant with areas used for stockpiling and storage activities.

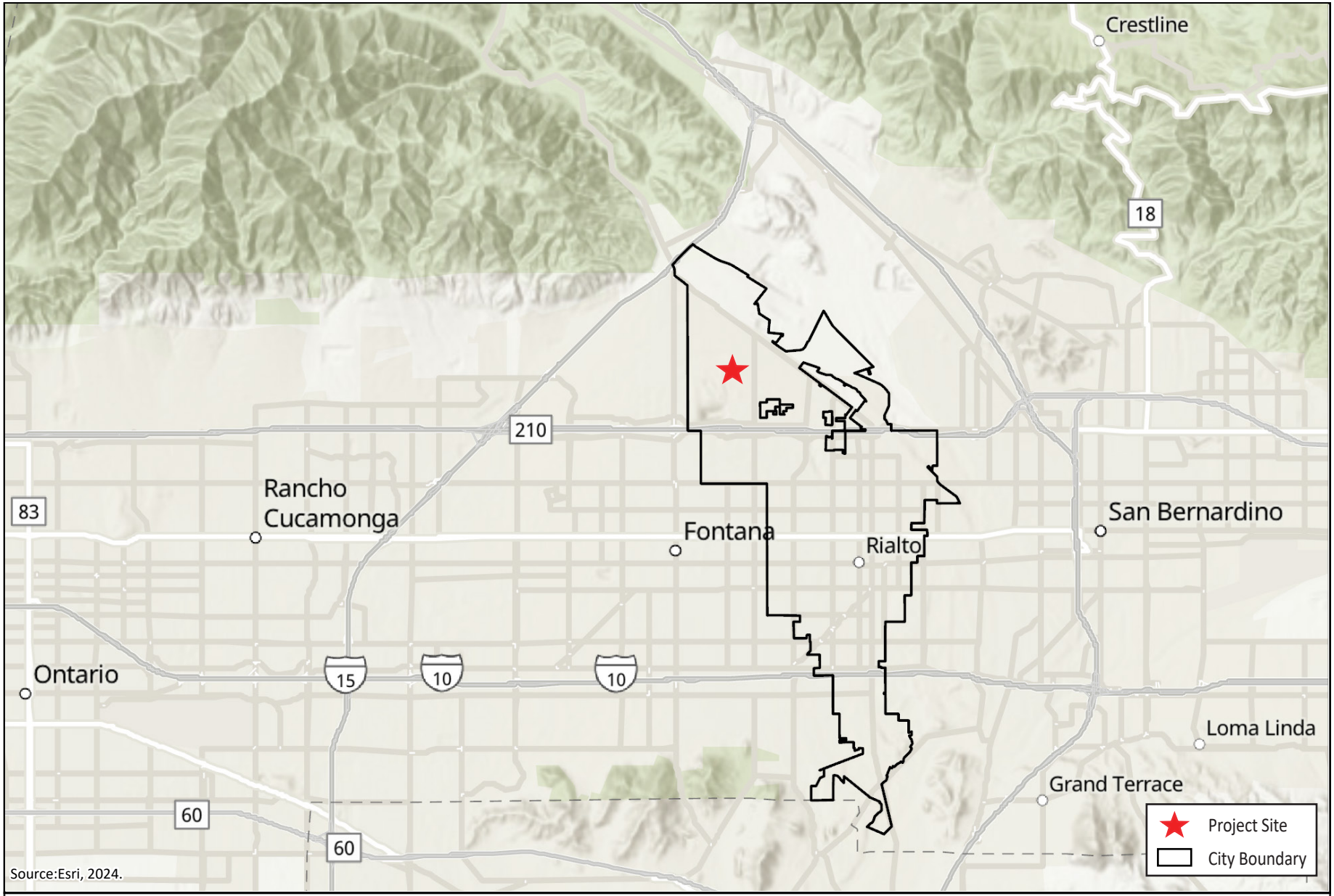

Figure 3-1: Regional Map
Locust Gateway Development Project

Not to scale

Figure 3-2: Project Vicinity Map
Locust Gateway Development Project

Not to scale

3.3 SURROUNDING LAND USES

The project site is located north of SR-210 in an area of the City comprised primarily of industrial, warehouse, manufacturing and office uses with single-family residences east of Locust Avenue and the Mid-Valley Landfill to the west. **Table 3-1: On-Site and Surrounding Land Uses, General Plan, and Zoning** summarizes the surrounding land uses, corresponding land use designations, and zoning.

Table 3-1: On-Site and Surrounding Land Uses, General Plan, and Zoning

Direction	Existing Land Use	General Plan[1]	Zoning[2]
Project Site	Vacant land with chaparral plant communities and non-native grassland	General Industrial	Rialto Airport Specific Plan General Manufacturing (I-GM)[3]
North	Lowell Street North of Lowell Street: industrial uses including concrete supplier, construction equipment service provider, pipe manufacturer, corporate office, recycling plant, and warehouse	Business Park	Rialto Airport Specific Plan General Manufacturing (I-GM)
South	Industrial uses including concrete mixing operation facility, warehouse, and truck container storage yards	General Industrial	Rialto Airport Specific Plan General Manufacturing (I-GM)
East	Industrial uses including water damage restoration service provider, steel distributor and fabricator, storage yards, warehouses Locust Avenue East of Locust Avenue: undeveloped parcel; industrial uses including towing service, warehouse, steel distributor, concrete contractor; single-family residences approximately 700 feet east of Locust Avenue and accessed from Maple Avenue	General Industrial; East of Locust Avenue: Light Industrial, Residential	Rialto Airport Specific Plan General Manufacturing (I-GM); East of Locust Avenue: Rialto Airport Specific Plan Planned Industrial Development (I-PID), Single Family Residential
West	Lake Padden Lane (note: Lake Padden Lane does not connect to Lowell Street; northbound Lake Padden Lane becomes westbound Lake Padden Lane/Summit Avenue north of Robertson's Ready Mix) West of Lake Padden Lane: Industrial uses including a concrete supplier, Robertson's Ready Mix materials yards, and Mid-Valley Landfill	General Industrial, Public Facility	Rialto Airport Specific Plan General Manufacturing (I-GM), Landfill (OS-L)

1. City of Rialto. (Sept 2023). *City of Rialto General Plan Managing Our Land Supply Element*. Retrieved from https://www.rialtoca.gov/DocumentCenter/View/4457/2023-Land-Use-Element?bidId=. Accessed Aug 19, 2024.
2. City of Rialto. (2013). *Official Zoning Map.* Retrieved from https://www.rialtoca.gov/DocumentCenter/View/1513/Zoning-Map ---July-2013. Accessed Aug 19, 2024.
3. City of Rialto. (n.d.). *Rialto Airport Specific Plan Land Use Map*. Retrieved from https://www.rialtoca.gov/DocumentCenter/View/568/Rialto-Airport-Specific-Plan---Zoning-Map-PDF. Accessed Aug 19, 2024.

3.4 GENERAL PLAN LAND USE DESIGNATIONS AND ZONING

3.4.1 General Plan

The City of Rialto General Plan 2010, as amended (General Plan) is the comprehensive planning document governing development in the City, and contains goals, policies, and actions describing the community's vision for economic viability, livable neighborhoods, and environmental protection. The General Plan

establishes land use designations for land in the City and policies for the orderly growth and development of the City of Rialto. Among other purposes, the General Plan identifies policies necessary to protect and enhance those features and services which contribute to the quality of life of the community which it serves. **Section 4.10: Land Use and Planning**, of this EIR includes a discussion of the General Plan goals and policies relevant to the proposed Project.

The General Plan land use designation for the project site is General Industrial.[1] The General Industrial land use designation allows for a broad range of heavy industrial activities requiring large areas of land with convenient access for trucks and rail. Permitted uses include manufacturing and processing, warehousing and distribution, chemical or petroleum products processing and refining, heavy equipment operations, and similar uses. The designation allows for a maximum Floor to Area Ratio (FAR)[2] of 1.0. The Project's proposed uses are allowed under the General Plan designation for the project site.

On December 10, 2024, the City adopted a Focused General Plan Update for the Land Use, Safety, and Circulation Elements and a new Environmental Justice Element in order to be in compliance with new State regulations, as well as the City of Rialto Focused General Plan Update Initial Study/Negative Declaration. The adopted General Plan Update retains the General Industrial land use designation for the project site.

3.4.2 Zoning

The City of Rialto Zoning Map indicates the project site is zoned Rialto Airport Specific Plan. The Rialto Airport Specific Plan provides a framework to guide future land use and development decisions in the Specific Plan area. The Rialto Municipal Airport ceased operations in 2014 and the former airport property and many of the properties adjacent to the Rialto Municipal Airport were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. The Rialto Airport Specific Plan serves as zoning for the remaining properties within the Specific Plan area, which are primarily located northwest, west, and east of the former Rialto Municipal Airport.[3] The Rialto Airport Specific Plan designates the project site as General Manufacturing (I-GM), which permits wholesale and warehousing operations. A Conditional Development Permit would be required for the development of a warehouse, which is a conditionally permitted use in industrial zones in the City.

3.5 PROJECT OBJECTIVES

CEQA Guidelines Section 15124(b) requires "A statement of objectives sought by the proposed Project. A clearly written statement of objectives would help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and would aid the decision-makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project." The following objectives have been identified for the Project.

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1 City of Rialto. September 2023. *City of Rialto General Plan Managing Our Land Supply Element, Exhibit 2-1 – Land Use Map*, Retrieved from https://www.rialtoca.gov/DocumentCenter/View/4457/2023-Land-Use-Element?bidId=. Accessed August 19, 2024.

2 Floor Area Ratio is the measurement of a building's floor area in relation to the size of the parcel.

3 In December 2005, the City adopted resolutions declaring the intent to relocate the Rialto Airport operations to other nearby facilities. With the closure of the Rialto Airport, major assumptions and portions of the Rialto Airport Specific Plan became obsolete. Through the Renaissance Specific Plan process, the text and graphics of the Rialto Specific Plan were amended to omit 1,439 acres, which is now the Renaissance Specific Plan. The remainder of the Rialto Airport Specific Plan continues to regulate the areas outside of the Renaissance Specific Plan, which includes the project site.

Objective 1: Develop and operate a warehouse that is in close proximity to three major freeways (State Route 210, Interstate 215 and Interstate 15) to support the distribution of goods throughout the region and that also limits traffic truck disruption to residential areas within the City and neighboring jurisdictions.

Objective 2: Develop and operate a warehouse that maximizes the efficient use of a vacant and underutilized and environmentally constrained site near available infrastructure, to allow the City of Rialto to compete on a domestic and international scale through the efficient and cost-effective movement of goods.

Objective 3: Develop a warehouse in an appropriate location that is predominantly surrounded by other industrial uses and is consistent with the project site's General Manufacturing land use designation under the Rialto Airport Specific Plan.

Objective 4: Maximize the efficient movement of goods throughout the region by locating a warehouse development in close proximity to the Ports of Los Angeles and Long Beach.

Objective 5: Develop and operate an attractive warehouse development in the City of Rialto that meets industry standards for operational design criteria that will attract quality tenants and that will be competitive with other similar facilities in the region.

Objective 6: Positively contribute to the economy of the City of Rialto through new capital investment, expansion of the tax base and creation of new employment opportunities, including opportunities for highly trained workers.

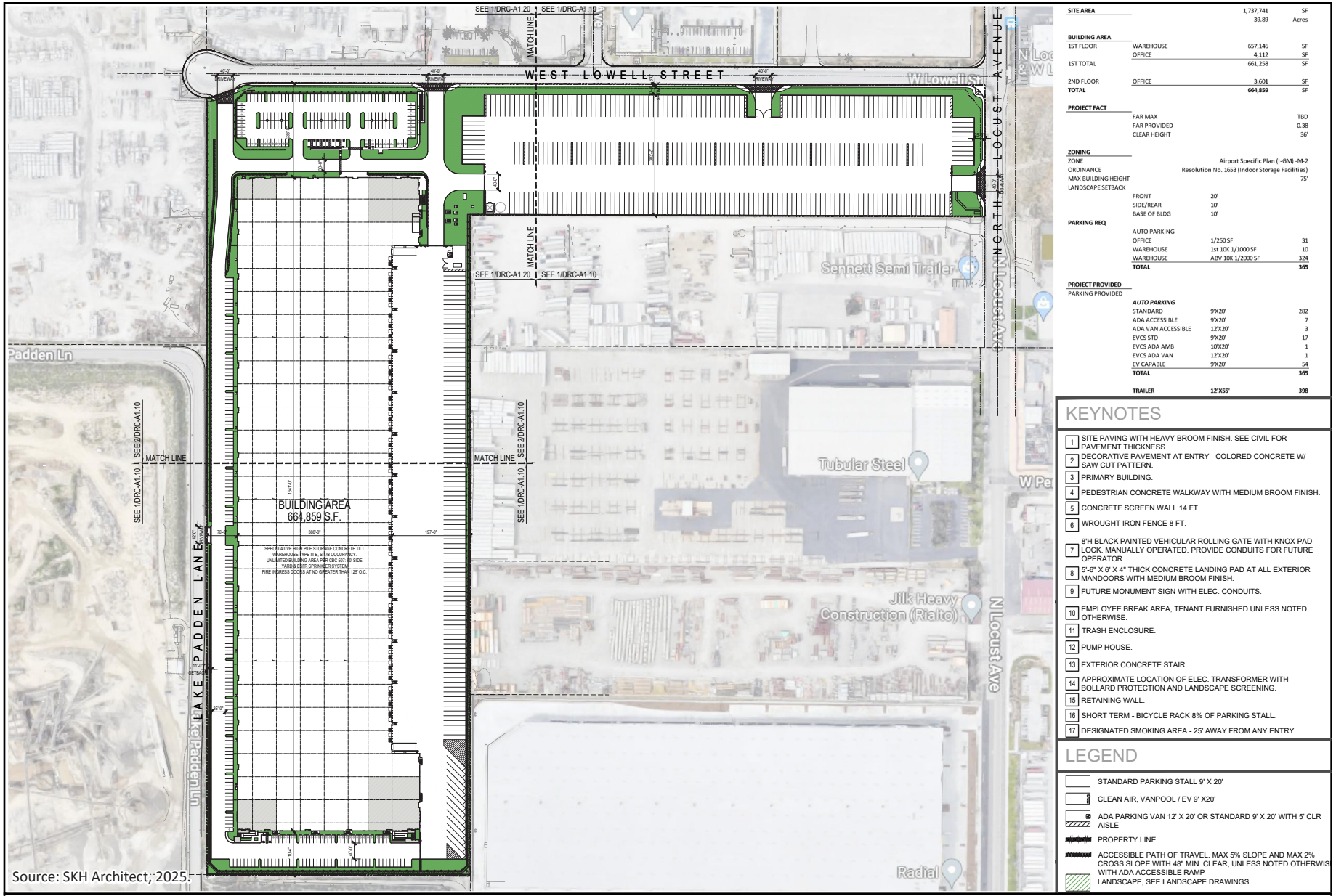
Objective 7: Provide local employment for residents of the City to improve jobs-housing balance within the City, thereby reducing the need for members of the local workforce to commute outside the Project vicinity to work.

Objective 8: Provide infrastructure improvements including street and sidewalk improvements to Lowell Street and Locust Avenue, undergrounding of existing utilities, and drainage and water quality treatment improvements.

Objective 9: Develop a project that does not contribute to surface and groundwater quality degradation by treating surface and stormwater flows.

3.6 PROJECT CHARACTERISTICS

The Project would remove all existing on-site vegetation and grade the site to allow for the construction of a 664,859-square-foot (sf) building with 657,146 sf of warehouse space, 4,112 sf of ancillary office space in the northeast corner of the first floor, and 3,601 sf of ancillary office space on the mezzanine level. The Project would have an FAR of 0.38 and a maximum building height of up to 55 feet from finished grade; see **Figure 3-3: Conceptual Site Plan**. The Project would also have 365 passenger vehicle surface parking stalls, 398 truck trailer parking stalls split between two areas on the site, and 82 dock doors; see **Table 3-2: Building Summary**. The dock doors are proposed along the warehouse's eastern elevation facing the existing light industrial uses along Locust Avenue. Employee parking would be provided in the northwestern portion of the project site and along the southern and western sides of the warehouse. Landscaping, fencing, and walls would be provided around the project site perimeter.



Source: SKH Architect, 2025.

Figure 3-3: Conceptual Site Plan
Locust Gateway Development Project

Not to scale

Table 3-2: Building Summary

Warehouse (sf)	Office (sf)	Mezzanine Office (sf)	Total Building (sf)	Truck Trailer Parking Stalls	Automobile Parking Stalls		Loading Docks	
					Required[1]	Proposed	Required[2]	Provided
657,146	4,112	3,601	664,859	398	365	365	9	82

1. Parking Space Requirements per Rialto Municipal Code Section 18.58.050J. One (1) space for every 10,000 sf of gross floor area up to 10,000 sf, plus 1 space for every 2,000 of floor area beyond 10,000 sf.
2. Loading Space Requirements per Rialto Municipal Code Table 18.58.030B. Six (6) loading spaces required for industrial uses 320,000 to 400,000 sf, one additional loading space each 100,000 sf or fraction thereof above 400,000 sf.

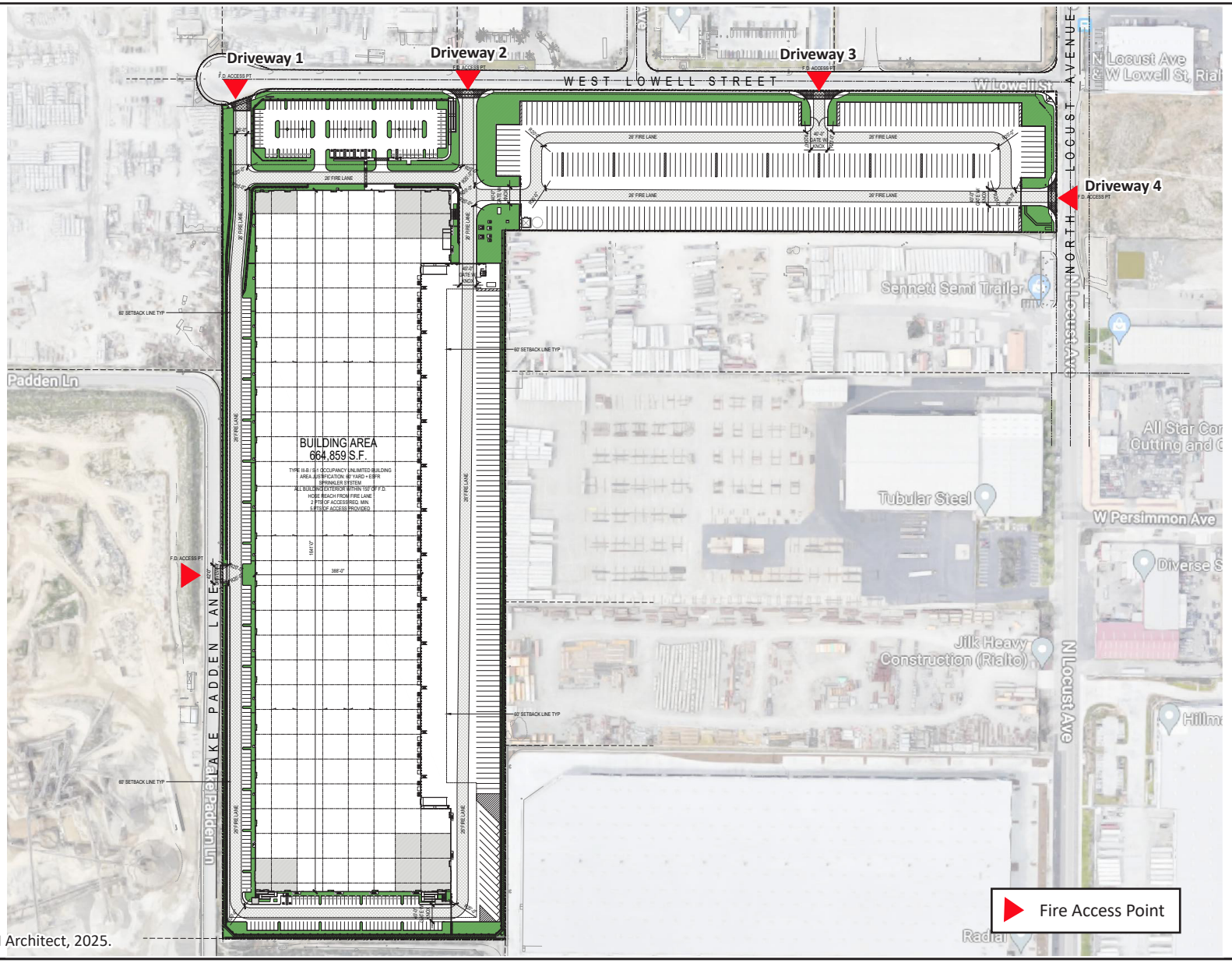
sf = square feet
Source: Rialto Municipal Code Section 18.58.

The proposed Project is currently planned as a "speculative project." Therefore, the future tenants of the building are not currently known. Without knowing the identity of a future tenant, the exact number of future employees or hours of operation cannot be determined. Therefore, this EIR and associated technical reports use approximate potential on-site employees, hours of operation, and vehicular traffic generation based on the proposed Project's characteristics (i.e., square footage). This EIR and the associated technical reports have assumed uses and intensities that may be greater than what might actually be expected at buildout and operation, which provide a conservative estimation of impacts.

3.6.1 Access and Parking

Project Access

There is currently no vehicular access to the project site. The Project proposes three new driveways on Lowell Street, one driveway on Locust Avenue, and one emergency vehicle only driveway on Lake Padden Lane. Emergency vehicles would have access to the project site from all five of the proposed driveways as shown in **Figure 3-4: Conceptual Fire Access Plan**. All drive aisles would accommodate standard fire lane turning radiuses and hammerhead turnaround maneuvers for emergency vehicles and fire services. As shown in **Figure 3-5: Conceptual Truck Circulation Plan**, trucks access would be provided at Driveways 1, 2, and 3 on Lowell Street and Driveway 4 on Locust Avenue. Driveway 1, the westernmost driveway on Lowell Street, would be 40 feet wide and provide access to the western portion of the project site, which includes the employee parking lot. Driveway 2, the central driveway on Lowell Street, would be 40 feet wide and would be the main driveway access for trucks entering the project site. Driveway 3, the easternmost driveway on Lowell Street, would be a gated 40-foot-wide access point to the secured truck trailer storage parking lot in the northeastern portion of the site. Driveway 4, which is located on Locust Avenue, would be a gated 40-foot-wide assess point and would provide additional access to the secured northeast truck trailer storage parking lot. In instances where there are schedule delays related to trailer drop off or pick up, trucks on the site can enter the trailer parking lot via an internal secured access to ensure that all truck parking would occur on the project site. All entry gates on the project site would be equipped with Knox Boxes for access by the City of Rialto Fire Department and Police Department for emergencies. The driveway shown on the site plan on Lake Padden Lane would be provided exclusively for emergency access purposes with no truck or passenger vehicle access.

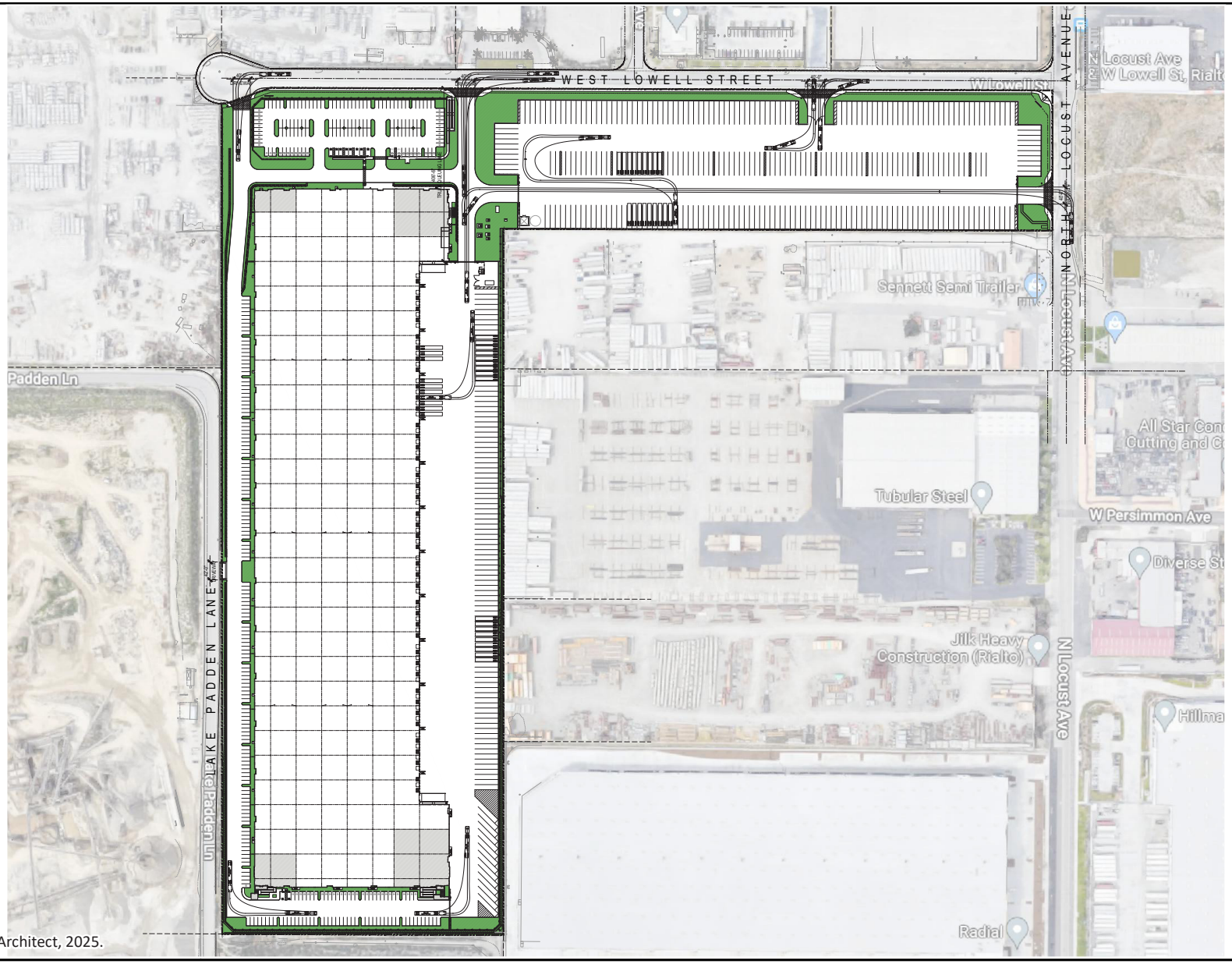


Source: SKH Architect, 2025.

Figure 3-4: Conceptual Fire Access Plan

Locust Gateway Development Project

Not to scale



Source: SKH Architect, 2025.

Figure 3-5: Conceptual Truck Circulation Plan
Locust Gateway Development Project

Not to scale

Project Parking

All passenger vehicle and truck trailer parking would be provided on the project site. The Project's parking is divided into three sections: employee/visitor parking, secured northeast truck trailer parking, and loading bay truck trailer parking. **Table 3-3: Automobile and Truck Trailer Parking Summary** identifies the vehicular parking requirements in the Rialto Municipal Code (Municipal Code) Section 18.58 that are applicable to the Project and what is proposed as a part of the Project.

Table 3-3: Automobile and Truck Trailer Parking Summary

Parking Area	Required/Provided
Employee/Visitor Parking	
Warehouse (657,146 sf): First 10,000 sf: 1 space per 1,000 sf Above 10,000 sf: 1 space per 2,000 sf	334/334 automobile parking stalls
Office (7,713 sf): 1 space per 250 sf	31/31 automobile parking stalls
Total	**365/365 automobile parking stalls**
Truck Trailer Parking	
Secured Northeast Truck Trailer Parking	286 truck trailer parking stalls
Loading Bay Truck Trailer Parking	112 truck trailer parking stalls
Total	**398 truck trailer parking stalls**

sf = square feet
Source: Rialto Municipal Code Section 18.58.050.

Per Municipal Code Section 18.58, the Project would be required to provide 365 passenger vehicle parking spaces. As proposed, the Project would include 365 passenger vehicle parking spaces (282 standard stalls, 10 Americans with Disabilities Act (ADA) stalls, and 73 electric vehicle (EV) stalls) for employee and guest parking. Passenger vehicle parking stalls are proposed on the northwestern portion of the project site and along the south and west sides of the warehouse building, with pedestrian access around the perimeter of the parking lots. The secured northeast truck trailer parking lot is proposed along Lowell Street in the northeastern portion of the project site and would provide trailer storage. The loading bay truck trailer parking area would include dock door loading bays and additional truck trailer parking along the eastern elevation of the warehouse. This area would be gated and screened from public views from Lowell Street.

Non-Vehicular Transportation

There are no bikeways on Locust Avenue or Lowell Street. The General Plan identifies Class II Bikeways on Casa Grande Drive, Alder Avenue north of Casa Grande Drive, and Riverside Avenue. Bike racks would be provided in the southeast corner of the employee/visitor parking lot, near the pedestrian pathway leading to the warehouse building entrance. Pedestrian access would be facilitated through the construction of six-foot-wide sidewalks provided on Lowell Street and Locust Avenue along the project site frontage.

Omnitrans provides public transportation throughout San Bernardino County, including the City of Rialto. Bus stops in the vicinity of the project site are on Locust Avenue approximately 250 feet from the intersection of Locust Avenue at Lowell Street and on Casa Grande Drive approximately 200 feet west of Locust Avenue. There are bus stops further south on Bohnert Avenue at Locust Avenue and further to the north on Riverside Avenue at Locust Avenue. OmniTrans Route 22 operates between the Arrowhead Regional Medical Center in the City of Colton to and through the City of Rialto.

3.6.2 Building Design, Landscaping, and Lighting

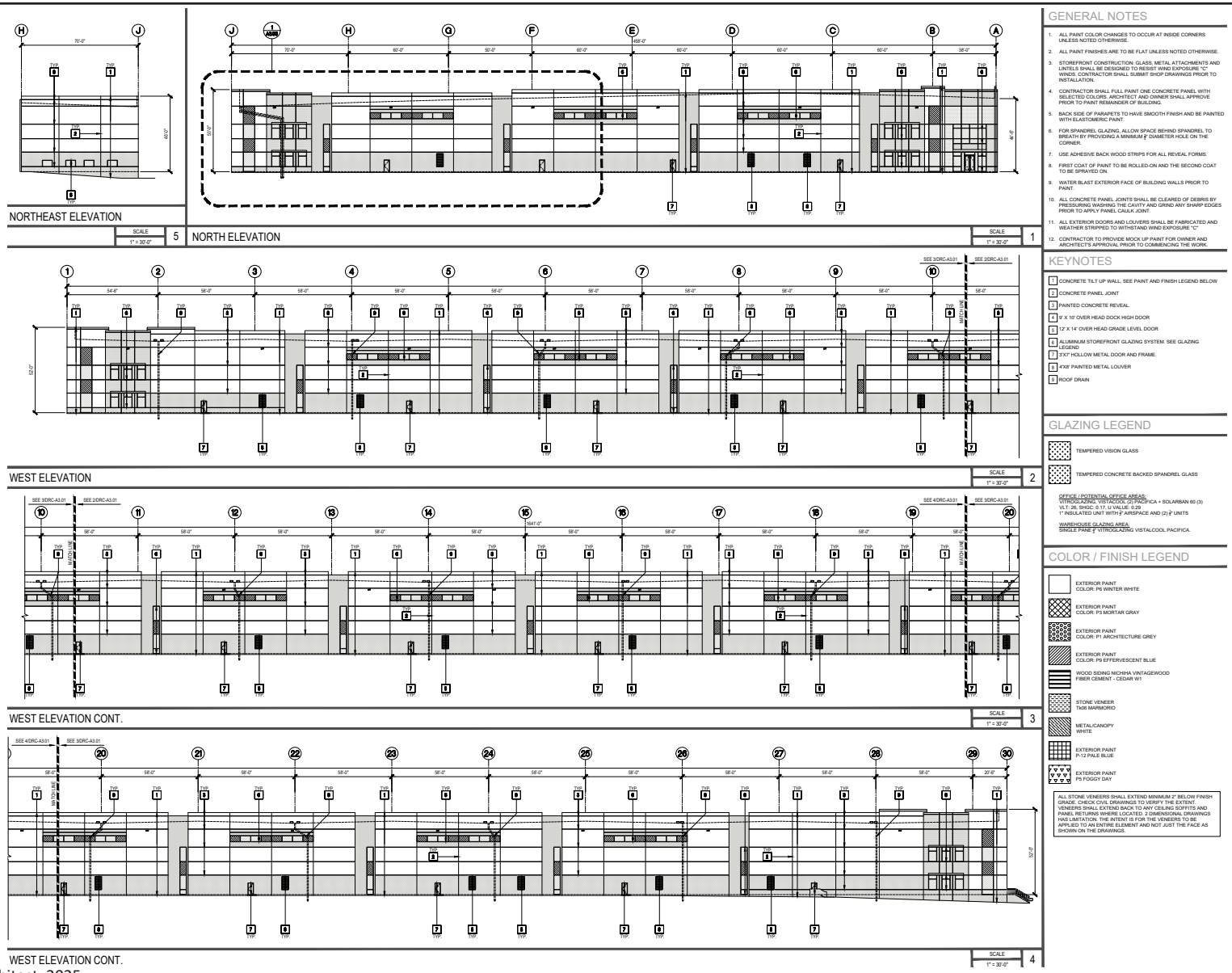
The conceptual design for the Project includes concrete tilt-up panels with architectural treatments, such as panel reveals to provide visual relief of the building facades. As shown in **Figure 3-6: Conceptual North and West Elevations**, **Figure 3-7: Conceptual South and East Elevations**, and **Figure 3-8: Conceptual Enlarged Elevations**, the exterior elevations would be white and grey with blue accents and blue window glazing. Rooftop mechanical equipment would be screened. To screen the truck docks and trailer parking from public views, a 14-foot-high decorative screen wall is proposed along the northern boundary of the project site facing Lowell Street, along the eastern boundary of the project site facing Locust Avenue, and along the northeastern portion of the project site's southern boundary facing the existing industrial uses to the south. Retaining walls and fencing would also be provided along the southern, eastern, and western property lines, see **Figure 3-9: Conceptual Fence and Wall Plan**.

The Project would be subject to compliance with the development standards in Municipal Code Sections 18.61.250 and 18.61.270, which include requirements for plants, landscape maintenance, and landscape buffers. The Rialto Airport Specific Plan landscape requirements are greater than the Municipal Code. Per the Rialto Airport Specific Plan, projects designated I-GM are required to provide a 20-foot average minimum width of landscaping from the property line along public roadways.

Figure 3-10: Conceptual Landscape Plan depicts the proposed landscape plan. Per the Rialto Airport Specific Plan, projects designated I-GM are required to provide a 20-foot average minimum width of landscaping from the property line along public roadways. The Project would provide 20-foot-wide landscape buffers along the project site frontage of Locust Avenue and Lowell Street. A smaller landscape buffer would be provided along the western project boundary, as Lake Padden Lane is not a public roadway. The Project would also provide landscaping near parking lot areas and driveway entries. As conceptually proposed, the landscape area would be approximately 3.7 acres (160,491 sf or 9.2%) of the site. A mix of accent trees including shademaster honey locust, bloodgood london plane tree, and coast live oaks are proposed along Lowell Street. Smaller understory landscaping including groundcover and accent shrubs would be layered beneath the trees and Locust Avenue. Landscaping along the public streets would screen truck trailer areas from the public right-of-way.

In addition, pursuant to Municipal Code Section 18.58.030, 75 trees would be planted throughout the parking areas. The landscaped areas would comply with the water efficient landscape requirements as set forth in Municipal Code Section 12.50.060, including the use of automatic irrigation systems and appropriate use and grouping of plants to foster long-term landscape water conservation.

Site lighting would be used to provide adequate lighting for circulation, safety, and security. Night lighting would be provided seven days a week. Outdoor lighting for the parking areas would be provided consistent with the requirements set forth in Municipal Code Section 18.61.140 - Lighting. All project site entries, exits, parking areas, loading areas, trash enclosures, outdoor areas, and pedestrian pathways would include dusk to dawn lighting for security purposes. Lighting levels would not exceed 1.0 candle/foot at the property line.

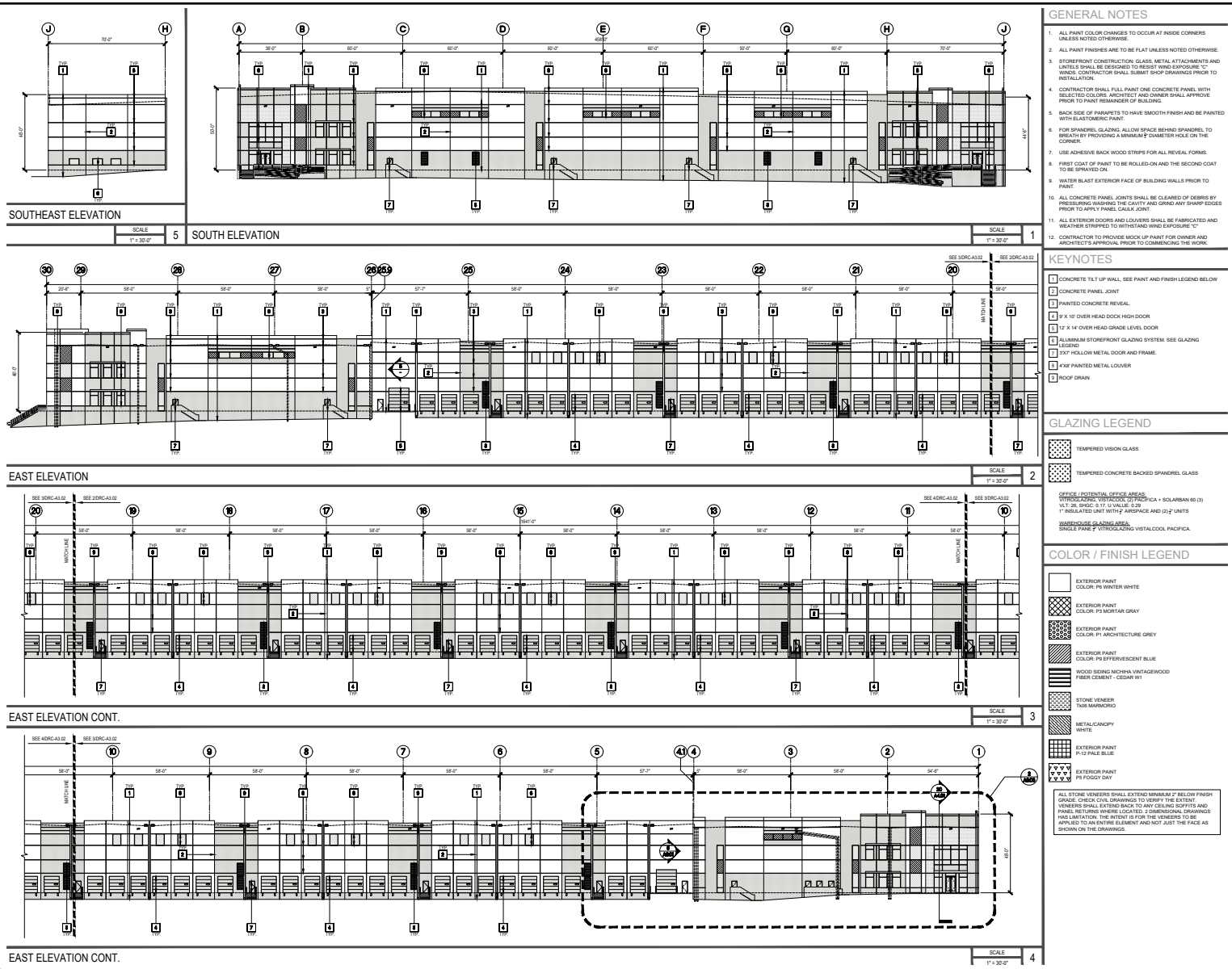


Source: SKH Architect, 2025.

Figure 3-6: Conceptual North and West Elevations

Locust Gateway Development Project

Not to scale



Source: SKH Architect, 2025.

Figure 3-7: Conceptual South and East Elevations

Locust Gateway Development Project

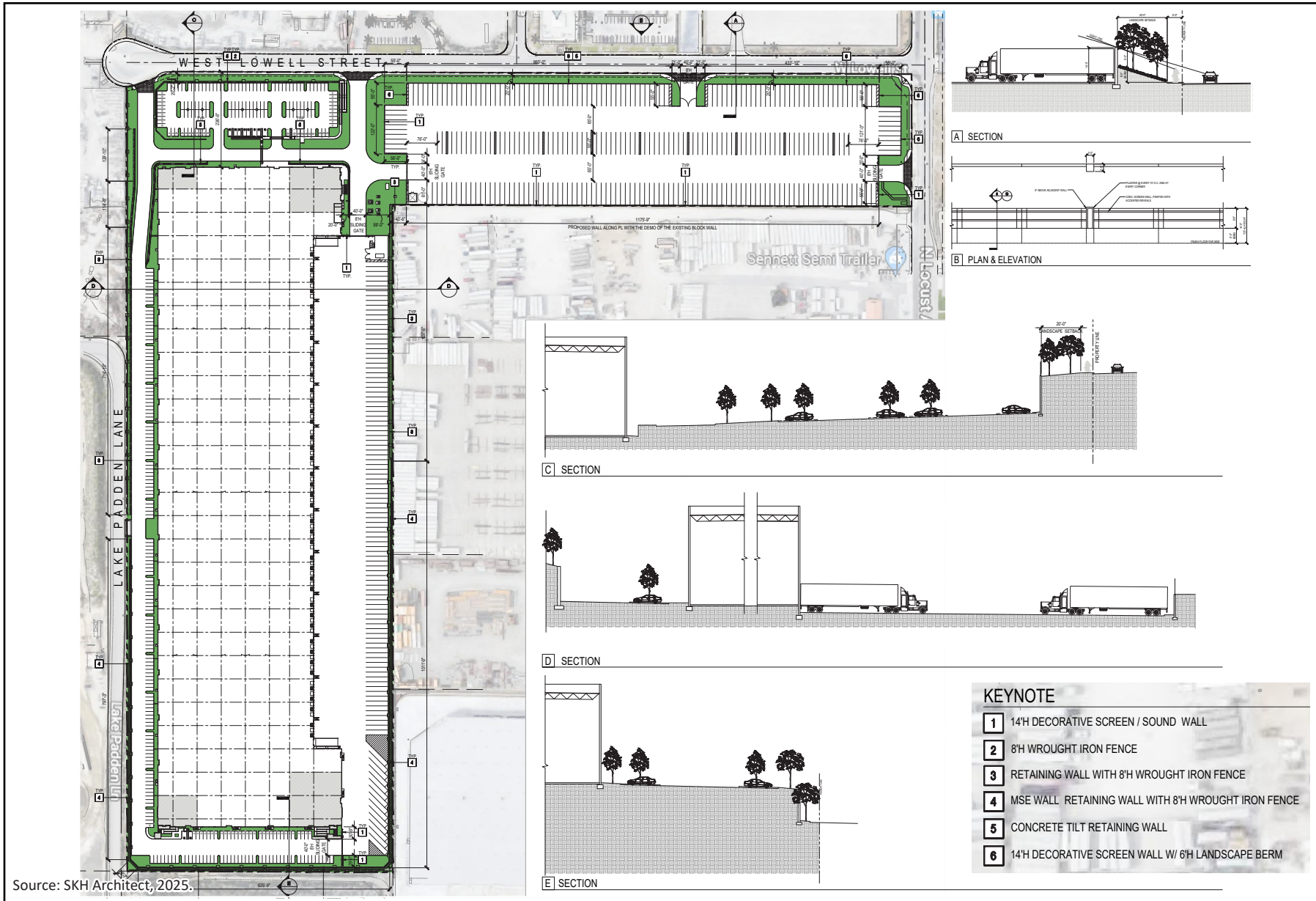
Not to scale

Source: SKH Architect, 2025.

Figure 3-8: Conceptual Enlarged Elevations

Locust Gateway Development Project

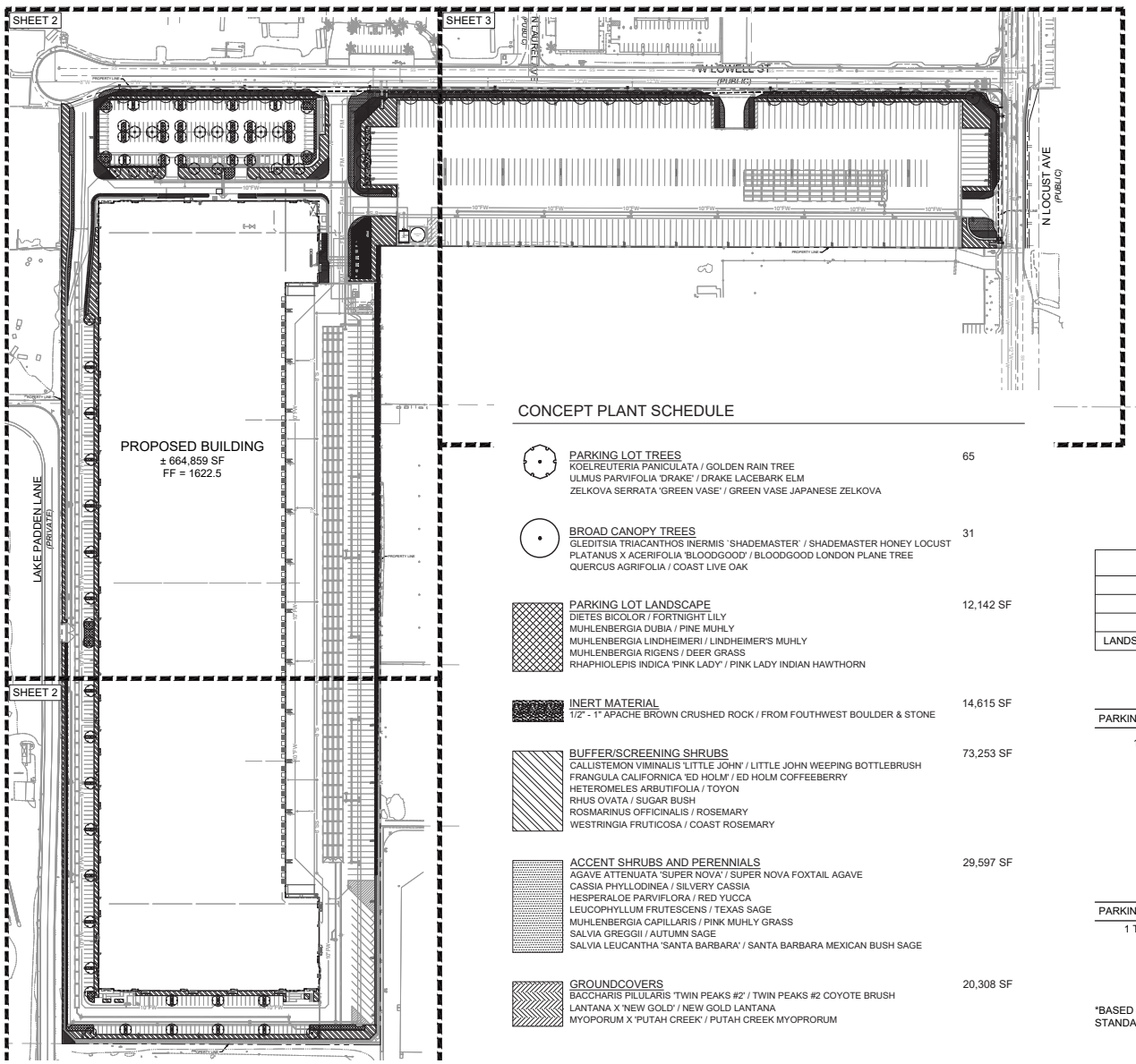
Not to scale



Source: SKH Architect, 2025.

Figure 3-9: Conceptual Fence and Wall Plan
Locust Gateway Development Project

Not to scale



CONCEPT PLANT SCHEDULE

PARKING LOT TREES	KOELREUTERIA PANICULATA / GOLDEN RAIN TREE ULMUS PARVIFOLIA 'DRAKE' / DRAKE LACEBARK ELM ZELKOVA SERRATA 'GREEN VASE' / GREEN VASE JAPANESE ZELKOVA	65
BROAD CANOPY TREES	GLEDITSIA TRIACANTHOS INERMIS `SHADEMASTER` / SHADEMASTER HONEY LOCUST PLATANUS X ACERIFOLIA 'BLOODGOOD' / BLOODGOOD LONDON PLANE TREE QUERCUS AGRIFOLIA / COAST LIVE OAK	31
PARKING LOT LANDSCAPE	DIETES BICOLOR / FORTNIGHT LILY MUHLENBERGIA DUBIA / PINE MUHLY MUHLENBERGIA LINDHEIMERI / LINDHEIMER'S MUHLY MUHLENBERGIA RIGENS / DEER GRASS RHAPHIOLEPIS INDICA 'PINK LADY' / PINK LADY INDIAN HAWTHORN	12,142 SF
INERT MATERIAL	1/2" - 1" APACHE BROWN CRUSHED ROCK / FROM FOUTHWEST BOULDER & STONE	14,615 SF
BUFFER/SCREENING SHRUBS	CALLISTEMON VIMINALIS 'LITTLE JOHN' / LITTLE JOHN WEEPING BOTTLEBRUSH FRANGULA CALIFORNICA 'ED HOLM' / ED HOLM COFFEEBERRY HETEROMELES ARBUTIFOLIA / TOYON RHUS OVATA / SUGAR BUSH ROSMARINUS OFFICINALIS / ROSEMARY WESTRINGIA FRUTICOSA / COAST ROSEMARY	73,253 SF
ACCENT SHRUBS AND PERENNIALS	AGAVE ATTENUATA 'SUPER NOVA' / SUPER NOVA FOXTAIL AGAVE CASSIA PHYLLODINEA / SILVERY CASSIA HESPERALOE PARVIFLORA / RED YUCCA LEUCOPHYLLUM FRUTESCENS / TEXAS SAGE MUHLENBERGIA CAPILLARIS / PINK MUHLY GRASS SALVIA GREGGII / AUTUMN SAGE SALVIA LEUCANTHA 'SANTA BARBARA' / SANTA BARBARA MEXICAN BUSH SAGE	29,597 SF
GROUNDCOVERS	BACCHARIS PILULARIS 'TWIN PEAKS #2' / TWIN PEAKS #2 COYOTE BRUSH LANTANA X 'NEW GOLD' / NEW GOLD LANTANA MYOPORUM X 'PUTAH CREEK' / PUTAH CREEK MYOPRORUM	20,308 SF

LANDSCAPE AREA	
SITE AREA	1,737,752.88 SF
SITE ACREAGE	39.89 ACRES
LANDSCAPE AREA	160,491 SF
LANDSCAPE AREA PERCENTAGE	9.20%

PARKING LOT LANDSCAPE

PARKING LOT LANDSCAPE REQUIREMENTS

10% PARKING AREA TO BE LANDSCAPED

PARKING AREA =	57,195 SF
PARKING LANDSCAPE AREA =	12,142 SF
PROVIDED LANDSCAPE AREA PERCENTAGE =	21.2%

PARKING LOT TREES

PARKING LOT TREE REQUIREMENTS

1 TREE PROPOSED FOR EVERY 5 PARKING SPACES

366 PARKING SPACES / 5 PER TREE =	74 TREES
PROVIDED =	74 TREES

*BASED ON RIALTO OFFICE, COMMERCIAL AND INDUSTRIAL DESIGN STANDARDS CHAPTER 18.58.030

Source: Kimley-Horn and Associates, Inc., 2025.

Figure 3-10: Conceptual Landscape Plan

Locust Gateway Development Project

Not to scale

3.6.3 Infrastructure and Off-Site Improvements

Roadway Improvements

Off-site improvements include street and sidewalk improvements to Lowell Street and Locust Avenue along the project site frontage and restriping. At the Locust Avenue and Lowell Street intersection, the eastbound approach on Lowell Street would be restriped with a dedicated left-turn lane and dedicated right turn lane; the northbound approach on Locust Avenue would be restriped with a northbound left-turn lane. Improvements to the west side of Locust Avenue along the project site frontage include a 6-foot-wide sidewalk, curb and gutter, and pavement replacement extending 14 feet onto the east side of the roadway. Improvements to the south side of Lowell Street include a 6-foot-wide sidewalk, curb and gutter, and full-width pavement replacement. There are no proposed roadway improvements associated with Lake Padden Lane.

Water Service

West Valley Water District would provide domestic water to the project site from an existing municipal water main that varies from 8 inches to 10 inches in Lowell Street. For the Project's proposed 12-inch water connection to the water main in Lowell Street, the Project would either connect to the existing municipal water main or replace of a portion of the existing water main from a 10-inch to a 12-inch municipal water main connection. West Valley Water District would determine if the existing water line requires replacement during final engineering. Reconstruction or replacement of the water line would occur within the same location both horizontally and vertically in Lowell Street. For the Project's second proposed 12-inch water connection, the 12-inch water main in Locust Avenue would be used. The Project proposes water connections for domestic water, fire protection, and landscape irrigation.

Drainage and Water Quality Treatment

The developer would be responsible for drainage and water quality treatment before discharging into the City's existing storm drainage infrastructure located in Locust Avenue. The Project proposes a network of underground piping and conveyance to three on-site underground infiltration basins. The proposed basins would serve as both a water quality best management practice as well as an underground storage facility to detain and mitigate the peak flow rate during storm events. Catch basins located throughout the project site would capture storm flows and route flows toward underground storm basins for treatment and infiltration. The largest underground storage facility would be located underneath the truck trailer parking lot. Overflows would be routed from the underground basin to southeast corner of the project site, near Locust Avenue.

Wastewater Collection and Disposal

The City has an existing sanitary sewer mainline located in Lowell Street. The Project proposes a sewer service connection to the existing sanitary sewer mainline. The Project would extend a point of connection from the existing sewer main in Lowell Street.

Dry Utilities and Services

Along the project site frontage on Lowell Street, there are existing utilities that contain electrical power, communications, and cable television lines. There is an existing underground transformer along Lowell Street. Any future dry utilities would be located underground. The Project also proposes, in coordination with Southern California Edison (SCE), to underground the existing overhead utilities located along the project site frontage on the west side of Locust Avenue.

3.7 CONSTRUCTION PHASING

For the purpose of this CEQA analysis, Project construction is expected to commence in 2025 with a construction duration of approximately 15 months and would be completed in one phase. Approximately 270,000 cubic yards (cy) of cut and 300,000 cy of fill are anticipated for a net fill (imported soil) of 30,000 cy.

3.8 REQUIRED PERMITS AND APPROVALS

Pursuant to CEQA Guidelines Section 15121, an EIR is primarily an informational document intended to inform the public agency decision-makers and the general public of the potentially significant environmental effects of a project. Prior to taking action on the proposed Project, the City must consider the information in this EIR and certify the Final EIR. This EIR is intended to provide decision-makers of the City, other public agencies, and members of the public with the relevant environmental information needed in considering the Project.

Anticipated project-related discretionary and ministerial approvals, and permits include, but are not limited to the following, to implement the Project addressed in this EIR:

- **Certification of the Locust Gateway Project Final Environmental Impact Report (Environmental Assessment Review No. 2023-0051):** Environmental review under the California Environmental Quality Act is required for the proposed Project.
- **Precise Plan of Design (PPD) (PPD 2023-0041):** Site development of one 664,859-sf warehouse building and associated improvements including loading area, truck parking, paving, screening, landscaping, lighting, stormwater retention on a single parcel (0239-19-223) of approximately 40 acres.
- **Conditional Development Permit (CDP 2023-0032):** Conditional Development Permit for the development of a warehouse, which is a conditionally permitted use in industrial zones within the City of Rialto.
- **Tentative Parcel Map (TPM) (TPM 2023-0006)**: To create one parcel and one lettered lot, and to depict the required City right-of-way dedication for Lowell Street, vacations, and easements. The proposed parcel reconfiguration is shown on **Figure 3-11: Tentative Parcel Map**.
- **Development Agreement (DA) (DA 2024-0002)**

In addition to the approvals identified above, the Project may be subject to other discretionary and ministerial permits and approvals that may be necessary, including, but not limited to, site development permits, grading permits, sign permits, and building permits.

3.9 RESPONSIBLE AND TRUSTEE AGENCIES

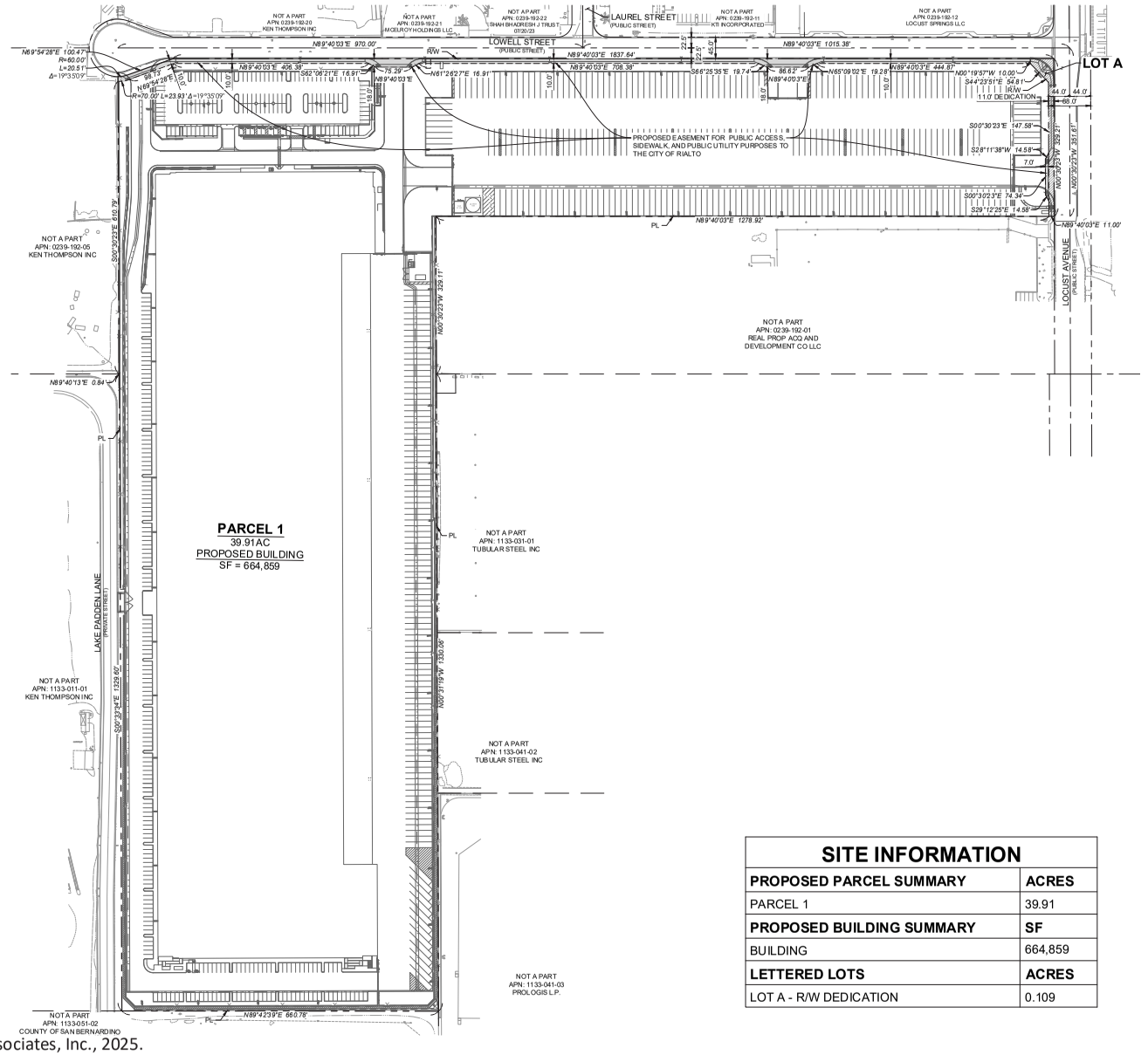
- **Santa Ana Regional Water Quality Control Board (RWQCB):** Issuance of a National Pollution Discharge Elimination System (NPDES) Permit and Construction General Permit.
- **California Department of Fish and Wildlife.** Issuance of an Incidental Take Permit for the Crotch's bumble bee.

3.10 REFERENCES

City of Rialto. (Sept 2023). *City of Rialto General Plan Managing Our Land Supply Element*. Retrieved from https://www.rialtoca.gov/DocumentCenter/View/4457/2023-Land-Use-Element?bidId=. Accessed Aug 19, 2024.

City of Rialto. (2013). *Official Zoning Map.* Retrieved from https://www.rialtoca.gov/DocumentCenter/View/1513/Zoning-Map ---July-2013. Accessed Aug 19, 2024.

City of Rialto. (1997). *Rialto Airport Specific Plan Land Use Map*. Retrieved from https://www.rialtoca.gov/DocumentCenter/View/568/Rialto-Airport-Specific-Plan---Zoning-Map-PDF. Accessed Aug 19, 2024.



SITE INFORMATION	
PROPOSED PARCEL SUMMARY	**ACRES**
PARCEL 1	39.91
PROPOSED BUILDING SUMMARY	**SF**
BUILDING	664,859
LETTERED LOTS	**ACRES**
LOT A - R/W DEDICATION	0.109

Source: Kimley-Horn and Associates, Inc., 2025.

Figure 3-11: Tentative Parcel Map
Locust Gateway Development Project

Not to scale

4.0 ENVIRONMENTAL IMPACT ANALYSIS

4.0.1 INTRODUCTION

Sections 4.1 through 4.17 of this EIR provide an impact analysis for those environmental impact categories where it was determined that the proposed Project could result in "potentially significant impacts." Each topical EIR section includes the following information: summary of applicable federal, State, and local regulations; description of the existing environmental setting; identification of thresholds of significance; analysis of potential Project effects; identification of mitigation to reduce the identified significant impacts; and identification of the level of significance of impacts after mitigation, including any unavoidable significant adverse impacts. The impact analysis is formatted to analyze the potential Project impacts related to each identified threshold of significance set forth in Sections 4.1 through 4.17.

4.0.2 ENVIRONMENTAL ASSESSMENT METHODOLOGY

This section discusses the potential environmental impacts that would result with implementation of the proposed Project. The following environmental topics are evaluated in Sections 4.1 through 4.17 of this EIR:

- Section 4.1: Aesthetics
- Section 4.2: Air Quality
- Section 4.3: Biological Resources
- Section 4.4: Cultural Resources
- Section 4.5: Energy
- Section 4.6: Geology and Soils
- Section 4.7: Greenhouse Gas Emissions
- Section 4.8: Hazards and Hazardous Materials
- Section 4.9: Hydrology and Water Quality
- Section 4.10: Land Use and Planning
- Section 4.11: Mineral Resources
- Section 4.12: Noise
- Section 4.13: Population and Housing
- Section 4.14: Public Services
- Section 4.15: Transportation
- Section 4.16: Tribal Cultural Resources
- Section 4.17: Utilities and Service Systems

Pursuant to CEQA Guidelines Section 15128, "An EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR." The City determined that the proposed Project would have no impact on the following CEQA environmental topics: Agriculture and Forestry Resources, Recreation, and Wildfires. As such, these topics are not addressed in the EIR.

4.0.3 ENVIRONMENTAL SETTING

This environmental setting provides a brief overview of relevant plans, policies, and regulations that compose the regulatory framework for the Project and describes the existing physical environmental conditions on the project site and in the surrounding area, as relevant. The existing conditions are the on-site physical environmental conditions at the time of publication of the Notice of Preparation (NOP), pursuant to CEQA Guidelines Section 15125(a)(1). For purposes of this analysis, the environmental setting constitutes the baseline physical conditions by which the City of Rialto, as Lead Agency, determines whether an impact is significant.

4.0.4 ENVIRONMENTAL ANALYSIS

As described in **Section 2: Introduction**, this EIR has been prepared as a Project EIR in accordance with Section 15161 of the CEQA Guidelines. This Project EIR is intended to serve as the primary environmental document for all future discretionary actions associated with implementation of the proposed Project. The analysis contained within this Project EIR provides environmental information to responsible agencies, trustee agencies, and other public agencies which may be required to grant approvals and permits or coordinate with the City of Rialto as part of the Project's implementation.

4.4.1 Thresholds of Significance

As set forth in the CEQA Guidelines Section 15064(b)(2), thresholds of significance assist a lead agency in determining whether a project may cause a significant impact. When using a threshold, the lead agency should briefly explain how compliance with the threshold means that a project's impacts are less than significant. The significance determinations are based on a number of factors as explained in each impact section. These thresholds are derived from Appendix G of the CEQA Guidelines, 2010 Rialto General Plan policies, ordinances, generally accepted professional standards, and quantified thresholds established by the City of Rialto or other agencies (such as pollutant emission thresholds adopted by the South Coast Air Quality Management District).

4.4.2 Environmental Impacts and Mitigation Measures

This subsection describes changes that could potentially result to the existing physical environment should the proposed Project be implemented. In evaluating the significance of the environmental effect of a project, the lead agency will consider direct physical changes in the environment which may be caused by a project and reasonably foreseeable indirect physical changes in the environment which may be caused by a project (CEQA Guidelines § 15064(d)). A significant impact on the environment means a substantial, or potentially substantial, adverse change in any of the physical conditions in the area affected by a proposed project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historical or aesthetic significance. An economic or social change by itself is not considered a significant impact on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.

The following is an explanation of the significance determinations used in this EIR:

- **No Impact**: This term is used when the Project would have no adverse effect on an environmental resource. Due to the nature of the Project or location of the project site, the proposed Project would not have any measurable impact on the environment. For example, underground facilities do not have the potential for long-term visual impacts.
- **Less Than Significant**: An impact that is adverse but that does not exceed the defined thresholds of significance. Although an impact may occur, it will not be at a significant level based on applicable standards and thresholds. For example, construction-related air emissions that fall below the standards are less than significant and do not require mitigation.
- **Less Than Significant With Mitigation**: An impact that exceeds the defined thresholds of significance and would or could cause a substantial adverse change in the environment. Standard Conditions and Requirements, and Mitigation Measures are recommended to prevent the impact, eliminate the impact, or reduce it to a level that is considered less than significant. For example,

potentially significant impacts to unknown resources can be mitigated to less than significant with monitoring during ground disturbing construction activities.

- **Significant and Unavoidable**: This determination is made for a potentially significant impact where there is no feasible mitigation available or the recommended mitigation measures are not sufficient enough to reduce the impact to a less than significant level. For example, all feasible mitigation would be required but the significance criteria would still be exceeded or the lead agency does not have the authority to mandate the implementation of the measure. To approve a project with unavoidable significant impacts, the lead agency must adopt a Statement of Overriding Considerations. In adopting such a statement, the lead agency is required to balance the benefits of a project against its unavoidable environmental impacts in determining whether to approve the project. If a project's benefits are found to outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable" (CEQA Guidelines § 15093(a)).

4.4.3 Mitigation

Pursuant to CEQA Guidelines Sections 15002, 15021, and 15126.4, mitigation measures are required (as feasible) when significant impacts are identified. If a mitigation measure itself would cause a significant impact, in addition to the impact caused by a project, that impact is also discussed, although at a lesser level of detail than a project impact (pursuant to CEQA Guidelines § 15126.4 (a)(1)(D)). "Mitigation measures must be fully enforceable through permit conditions, agreements, or other legally-binding instruments" (pursuant to CEQA Guidelines § 15126.4(a)(2)), and "mitigation measures must be consistent with all applicable constitutional requirements" (pursuant to CEQA Guidelines § 15126.4(a)(4)).

4.0.5 CUMULATIVE IMPACTS

4.5.1 CEQA Requirements

Under the CEQA Guidelines, "a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts" (CEQA Guidelines § 15130(a)(1)). Therefore, an EIR must discuss cumulative impacts if the incremental effect of a project, combined with the effects of other projects is "cumulatively considerable" (CEQA Guidelines § 15130(a)). Such incremental effects are to be "viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (CEQA Guidelines § 15064(h)(1)). Together, these projects compose the cumulative scenario which forms the basis of the cumulative impact analysis.

Cumulative impact analysis should highlight actions that are closely related either in time or location to the project being considered. Both the severity of impacts and the likelihood of their occurrence are to be reflected in the discussion, "…but the discussion need not provide as great a level of detail as is provided for the effects attributable to the project alone. The discussion of cumulative impacts shall be guided by standards of practicality and reasonableness and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact" (CEQA Guidelines § 15130(b)).

The cumulative analysis must be in sufficient detail to be useful in deciding whether, or how, to alter the Project to lessen cumulative impacts.

There are two commonly used approaches for establishing the cumulative impact setting or scenario. One approach is to use a "list of past, present, and probable future projects producing related or cumulative impacts" (CEQA Guidelines § 15130(b)(1)(A)). The other is to use a "summary of projections contained in an adopted local, regional, or statewide plan or related planning document, that describes or evaluates conditions contributing to the cumulative effect" (CEQA Guidelines § 15130(b)(1)(B)). This Draft EIR uses the summary approach of projections based on the buildout assumptions contained in the 2010 General Plan Update and Related Zoning Ordinance Amendments EIR (SCH No. 2008071100).

4.5.2 Cumulative Impact Analysis Methodology

The area within which a cumulative effect can occur varies by resource. For example, air quality impacts generally affect a large area (such as the regional Air Basin), while traffic impacts are typically more localized. The analysis of cumulative effects considers a number of variables, including geographic (spatial) limits, time (temporal) limits, and the characteristics of the resource being evaluated. The geographic scope of each analysis is based on the topography surrounding the project site and the natural boundaries of the resource affected, rather than jurisdictional boundaries. The geographic scope of cumulative effects will often extend beyond the scope of the direct effects, but not beyond the scope of the direct and indirect effects of the proposed Project. For this reason, the geographic scope for the analysis of cumulative impacts is identified for each resource area in the respective environmental topical sections of this EIR.

4.1 AESTHETICS

4.1.1 Introduction

This section of the EIR identifies and analyzes the scenic vistas, visual resources, and aesthetic qualities present on and near the project site while assessing the potential impact the proposed Project could have on those resources. The pre-development conditions of the project site and surrounding area were used as the baseline to compare potential impacts associated with the Project. Applicable regulations provide further context regarding the area's visual character.

4.1.2 Visual Resource Terminology and Concepts

When viewing the same landscape, people may have different responses to that landscape and any proposed visual changes, based upon their values, familiarity, concerns, or expectations for that landscape and its scenic quality. Because each person's attachment to and value for a landscape is unique, visual changes to that landscape affect viewers differently. However, generalizations can be made about viewer sensitivity to scenic quality and visual changes. Recreational users (e.g., hikers, equestrians, tourists, and people driving for pleasure) are expected to have a high concern for scenery and landscape character. People commuting daily through the same landscape generally have a moderate concern for scenery, while people working at industrial sites generally have a lower concern for scenic quality or changes to existing landscape character. The visual sensitivity of a landscape is affected by the viewing distances at which it is seen, such as close-up or far away. The visual sensitivity of a landscape is also affected by the travel speed at which a person is viewing the landscape (e.g., high speeds on a highway, low speeds on a hiking trail, or stationary at a residence). Visual resources, as they relate to tribal cultural resources, include tribal cultural landscapes that may be defined temporally (with regard to time) or geographically (such as by natural features such as a stream, boulder, or outcrop) and through oral traditions and cultural practices. For more information on tribal cultural resources, see **Section 4.16: Tribal Cultural Resources**, of this EIR.

The same project feature can be perceived differently by people depending on the distance between the observer and the viewed object. When a viewer is closer to an object in the landscape, greater detail is visible, and there is a greater potential influence of the object on visual quality because of its form or scale (relative size of the object in relation to the viewer). When the same object is viewed at background distances, details may be imperceptible but overall forms of terrain and vegetation are evident, and the horizon and skyline are dominant. In the middle ground, some detail is evident (e.g., the foreground), and landscape elements are seen in context with landforms and vegetation patterns (e.g., the background).

The following terms and concepts are used in the discussion below to describe and assess the aesthetic setting and potential Project impacts.

Scenic Vista. As described in the General Plan, scenic vistas can generally be defined as natural landscapes that form views of unique flora, geologic, or other natural features that are generally free from urban intrusions. Typical scenic vistas include views of mountains and hills, large, uninterrupted open spaces, and waterbodies.[1] Scenic vistas are often designated, signed, and accessible to the public for the express purposes of viewing and sightseeing. This includes any such areas designated by a federal, State, or local agency.

[1] City of Rialto, *General Plan,* page 39, 2010.

Scenic Resources. Typical examples of natural scenic resources include rock outcroppings, trees, and prominent ridgelines, but scenic resources can occur naturally or be man-made, such as historic or architecturally distinctive buildings.

Scenic Highway. Refers to any highway designated as a scenic highway by an agency of the city, county, or State.

Sensitive Receptors. Viewer responses to visual settings are inferred from a variety of factors, including distance and viewing angle, types of viewers, number of viewers, duration of view, and viewer activities. The viewer type and associated viewer sensitivity are distinguished among project viewers in recreational, residential, commercial, military, and industrial areas. Viewer activities can range from a circumstance that encourages a viewer to observe the surroundings more closely (such as recreational activities) to one that discourages close observation (such as commuting in heavy traffic). Viewers in recreational areas are considered to have high sensitivity to visual resources. Residential viewers generally have moderate sensitivity but extended viewing periods. Viewers in commercial, military, and industrial areas are considered to have low sensitivity.

Viewshed. A project's viewshed is the surrounding geographic area from which the project is likely to be seen, based on topography, atmospheric conditions, land use patterns, and roadway orientations. "Project viewshed" is used to describe the area surrounding a project site where a person standing on the ground or driving a vehicle can view a project site.

Visual Character. Visual character typically consists of the landforms, vegetation, water features, and cultural modifications that impart an overall visual impression of an area's landscape. Scenic areas typically include open space, landscaped corridors, and viewsheds. Visual character is influenced by many different landscape attributes including color contrasts, landform prominence, repetition of geometric forms, and uniqueness of textures among other characteristics.

Light and Glare. Sources of artificial light that operate during evening and nighttime hours may include streetlights, illuminated signage, vehicle headlights, and other point sources. Uses, such as residences and hotels, are considered light-sensitive since they are typically occupied by persons who have an expectation of darkness and privacy during evening hours and who can be disturbed by bright light sources.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass or reflective materials, and, to a lesser degree, from broad expanses of light-colored surfaces. Glare can also be produced during evening and nighttime hours by artificial light directed toward a light-sensitive land use. Activities, such as driving, and land uses, such as parks and residences, are considered glare sensitive as the presence of glare could interfere with vision and/or result in an irritant to these activities/uses.

4.1.3 Regulatory Setting

State Regulations

California Scenic Highway Program

The California Department of Transportation (Caltrans) Scenic Highway Program protects and enhances the natural scenic beauty of California's highways and corridors through special conservation treatment. Caltrans defines a scenic highway as any freeway, highway, road, or other public right-of-way that traverses an area of exceptional scenic quality. Caltrans designates a scenic highway by evaluating how

much of the natural landscape a traveler sees and the extent to which visual intrusions degrade the scenic corridor.

California Building Standards Code

The 2022 California Building Code (CBC), Title 24 of the California Code of Regulations (CCR), is administered by the California Building Standards Commission. The CBC, as amended and adopted by each local jurisdiction, regulates the design of all new buildings within the State of California. Part 6 of Title 24 contains standards for outdoor lighting that are intended to improve energy efficiency and reduce light pollution and glare by regulating light power and brightness, shielding, and sensor controls. The 2022 CBC went into effect on January 1, 2023.

Regional and Local Regulations

Rialto General Plan

General Plan Chapter 2, *Managing Our Land Supply*, provides guidance to promote the City's goals for current and future development related to Land Use, Community Design, Open Space and Conservation. The following list includes relevant General Plan goals and policies that have been adopted by the City for the purpose of avoiding or mitigating an environmental effect and are applicable to the proposed Project.

Goal 2-15	**Protect scenic vistas and scenic resources.**
Policy 2-15.1	Protect views of the San Gabriel and San Bernardino Mountains by ensuring that building heights are consistent with the scale of surrounding, existing development.
Policy 2-15.2	Protect views of the La Loma Hills, Jurupa Hills, Box Spring Mountains, Moreno Valley, and Riverside by ensuring that building heights are consistent with the scale of surrounding, existing development.
Policy 2-15.3	Ensure use of building materials that do not produce glare, such as polished metals or reflective windows.
Goal 2-17	**Improve the architectural and design quality of development in Rialto.**
Policy 2-17.1	Require new development and construction to exhibit a high level of quality architectural design to emphasize community uniqueness, individuality, and historical references.
Policy 2-17.5	Require developers to vary building and parking setbacks along the streetscape to create visual interest.
Policy 2-17.6	Require architectural treatments on all façades facing rights-of-way, public streets, and alleys, including windows, doors, architectural details, and landscape treatment.
Goal 2-23	**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.**
Policy 2-23.2	Encourage architecture that disaggregates massive buildings into smaller parts with greater human scale.
Policy 2-23.8	Insist that full architectural treatments and details be provided on all facades visible to the street of development projects.
Goal 2-24	**Minimize the visual impact of parking lots.**

Policy 2-24.1 Require mature trees and landscaping in off-street parking areas to make them more inviting and aesthetically appealing, and to provide sufficient shading to reduce heat.

Policy 2-24.2 Encourage the inclusion of textured paving along pedestrian walkways and under building canopies.

Rialto Airport Specific Plan

The Rialto Airport Specific Plan was adopted by the City in November 1997. The Rialto Municipal Airport ceased operations in 2014 and the former airport property and many of the properties adjacent to the Rialto Municipal Airport that were suited to accommodate development were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010.

Although the Rialto Municipal Airport is no longer operational, the Rialto Airport Specific Plan serves as the zoning ordinance for parcels that were not removed; these parcels are primarily northwest, west, and east of the former Rialto Municipal Airport. The Rialto Airport Specific Plan also provides a framework to guide future land use and development decisions in this area. Although the Rialto Airport Specific Plan does not contain specific policies related to aesthetics, its Development and Design Guidelines identify standards for site design elements that aim to enhance the visual quality of the Rialto Airport Specific Plan area's streetscapes and consistency in signage, lighting, and design. For projects within the Rialto Airport Specific Plan area, the policies and standards in the Rialto Airport Specific Plan take precedence over Rialto Municipal Code (Municipal Code) Title 18 - Zoning. The project site is zoned General Manufacturing (I-GM) in the Rialto Airport Specific Plan.

City of Rialto Municipal Code

Rialto Municipal Code Title 18: Zoning. Title 18 of the Municipal Code functions as the City's Zoning Ordinance, which identifies the permitted land uses on all parcels in the City through assigned land use designations and associated land use regulations and development standards. The purpose of Title 18 is also to promote the consistent aesthetic character of the City and balance that character with continued development. Title 18 also contains provisions to manage light and glare levels in the City. In coordination with the General Plan and the Specific Plan, Title 18 presents the following guidelines to promote appropriate land use and City design:

- lessen congestion in the streets;
- secure safety from fire, panic, and other dangers;
- promote health and the general welfare;
- provide adequate light and air; to prevent the overcrowding of land;
- avoid undue concentration of population; and
- facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements.

Rialto Municipal Code Section 18.61.140: Lighting. This section of the Municipal Code regulates lighting as part of the overall site and building design and requires all exterior lighting to be designed to avoid spillover glare beyond the site boundaries.

4.1.4 Existing Conditions

The City of Rialto is largely urbanized and bordered by other developed areas; the setting surrounding the project site is comprised of primarily industrial uses, with an adjacent vacant parcel east of Locust Avenue, and residential land uses approximately 700 feet east of Locust Avenue. The approximately 40-acre project site is primarily vacant with remnants of a World War II-era bunker structure and rail spurs in the southern portion of the project site. The majority of the site is covered with non-native grassland. On-site elevations range from approximately 1,612 to 1,649 feet above mean sea level and generally slopes from northwest to southeast on an approximately 2 to 9 percent grade. There are no sidewalks or pedestrian facilities along the project site frontage.

Scenic Vistas

The General Plan identifies the San Gabriel and San Bernardino Mountains as scenic vistas, views of which are visible from certain parts of the City. The San Gabriel Mountains are approximately 3.5 miles northwest of the project site and the San Bernardino Mountains are approximately 8 miles east of the project site. The San Gabriel Mountains and San Bernardino Mountains are both visible from the project site in the distance. The Initial Study for the Rialto Airport Specific Plan EIR noted that there were no scenic vistas or scenic highways within the Specific Plan area.

Scenic Resources

The General Plan identifies examples of scenic resources including rock outcroppings, trees, and prominent ridgelines as well as architecturally distinctive or historic buildings. The General Plan identifies Box Spring Mountains, La Loma and Jurupa Hills, Lytle Creek, and the Santa Ana River as scenic resources. Lytle Creek is approximately 1.4 miles northeast of the project site and the Santa Ana River is approximately 8 miles southeast of the project site. Neither resource is visible from the project site given the relatively flat topography. Box Spring Mountains are approximately 14 miles southeast of the project site and views of these mountains are obscured by intervening development. The La Loma Hills are approximately 9 miles southeast of the project site and the Jurupa Hills are approximately 8 miles southwest of the project site. Distant partially obscured views are provided from the project site due to intervening development. While the project site is primarily vacant, it has been heavily disturbed from past use, and no natural scenic resources such as rock outcroppings are present on, or immediately near, the project site.

Scenic Corridors

The project site is not located along a State Scenic Highway. The nearest officially designated State Scenic Highway segment is State Route 38 (Rim of the World Scenic Byway), located approximately 33 miles east of the project site.[2] The designated scenic and eligible State Scenic Highway segments are not visible from the project site, and the project site is not visible from the designated scenic and eligible State Scenic Highway segments.

Light and Glare

Light and glare in the project site area are typical of that found in urban environments. Sources of light and potential glare in the area include adjacent industrial uses as well as lighting along Locust Avenue and Lowell Street. Stationary source lighting in the area is generated from building interiors and exterior

[2] California Department of Transportation. *List of eligible and officially designated State Scenic Highways*. Retrieved from: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed October 9, 2024.

sources (e.g., building illumination, security lighting, parking lot lighting, and landscape lighting) associated with industrial uses adjacent to the project site. The area is also influenced by light and glare from vehicle headlights, streetlights, and other sources that are present throughout the City. The project site is currently vacant and undeveloped and does not contain any lighting or sources of potential glare.

4.1.5 Methodology

The analysis of visual quality of the proposed Project is based on the land use plan and conceptual landscape plan, as described in **Section 3.0: Project Description**. The assessment of aesthetic/visual changes is based on field reconnaissance; the evaluation of the Rialto Airport Specific Plan Design Guidelines (Chapter IV), and other regulatory requirements; and the evaluation of the proposed site development in comparison to existing conditions. Aesthetics may be defined as visual qualities within a given field of view and may include such considerations as size, shape, color, contextual and general composition, and the relationships between these elements; the potential aesthetic impacts of a project can be evaluated by considering such factors as scale and mass, landscaping, and setbacks.

The Project is evaluated against the significance criteria/thresholds below, as the basis for determining the impact's level of significance concerning aesthetics. In addition to the design characteristics of future development, this analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, where warranted, to avoid or reduce the Project's potentially significant environmental impacts.

This analysis of impacts on aesthetic resources examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects-based significance criteria/threshold's application. For each criterion, the analyses address both temporary (construction) and operational impacts, as applicable. Each criterion is discussed in the context of Project components that share similar characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

4.1.6 Thresholds of Significance

The following significance criteria for aesthetic impacts were derived from the Environmental Checklist in CEQA Guidelines Appendix G. The proposed Project would result in a significant impact related to aesthetics if it would:

- Have a substantial adverse effect on a scenic vista;
- In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, the project has a significant environmental impact if it would conflict with applicable zoning and other regulations governing scenic quality; or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

As addressed in **Section 5.1: Effects Found Not to be Significant**, the City has determined that the Project would not have a significant impact on the following threshold for the reasons stated below and that no further analysis was required:

- Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?

The project site is not adjacent to, nor can it be viewed from a designated State scenic highway. The nearest officially designated scenic highway is State Route 38 (Rim of the World Scenic Byway), located approximately 33 miles east of the project site.[3]

4.1.7 Project Impacts and Mitigation

Threshold 4.1-1:	**Would the Project have a substantial effect on a scenic vista?**
	Level of Significance: Less than Significant Impact

The project site is located on vacant land with a General Plan land use designation of General Industrial and zoning of Rialto Airport Specific Plan. The project site has a Rialto Airport Specific Plan Designation of General Manufacturing (I-GM). The project site is located adjacent to properties with I-GM and Planned Industrial Development (I-PID) designations and are developed with industrial, warehouse, and office uses. The project site is not located within an area designated by the City as a scenic vista. The Initial Study for the Rialto Airport Specific Plan EIR noted that there were no scenic vistas or scenic highways within the Specific Plan area.

Scenic vistas can be defined as views or vistas generally panoramic in nature and identified as viewpoints or vistas (e.g., formal turn-outs along roadways) or as identified in planning documents. A substantial adverse effect on a scenic vista or view would occur where the majority of an existing public view would be blocked or substantially interrupted.

As previously identified, from the project site, there are distant views of scenic vistas and resources designated by the City, including the San Gabriel and San Bernardino Mountains, as well as the La Loma Hills, Jurupa Hills, and Box Spring Mountains. However, views of these resources from the project site are already limited and obstructed due to intervening development including warehouses, office, and industrial uses. Views of these resources from the area surrounding the project site are already limited and interrupted. Therefore, project development would not substantially alter existing views of scenic resources from the project site.

General Plan Policy 2-15.1 and Policy 2-15.2 encourage the protection of scenic resources and views of the San Gabriel and San Bernardino Mountains, and the La Loma Hills, Jurupa Hills, and Box Spring Mountains by limiting building heights. The proposed Project would have a maximum building height of 55 feet from finished grade. This is below the 75-foot maximum height allowed within the I-GM designation. The Applicant also proposes a setback of approximately 237 feet from the existing property line along Lowell Street to the warehouse, which is substantially more than the required minimum 25-foot setback from the front property line as identified in Table 9 of the Rialto Airport Specific Plan. In compliance with the Rialto General Plan and the Rialto Airport Specific Plan, the Project would minimize the potential for implementation to substantially block views by proposing a larger front setback and lower building height. Additionally, as described above, existing public views of scenic vistas and resources from the project site are distant and partially obstructed. Therefore, upon compliance with the City's

[3] California Department of Transportation. *List of eligible and officially designated State Scenic Highways*. Retrieved from: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed October 9, 2024.

design standards and compared to existing conditions, the Project would not have a substantial adverse effect on a scenic vista. Impacts would be less than significant and no mitigation is required.

Threshold 4.1-2:	**Would the Project, in nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). In an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?**
	Level of Significance: Less than Significant Impact

The Project would be constructed in a predominately urban area of the City which is planned for development as set forth in the General Plan and the Rialto Airport Specific Plan. The project site has a Specific Plan land use designation of I-GM. Therefore, this discussion evaluates whether the Project would conflict with applicable zoning, land use designations, and other regulations governing scenic quality.

The Project would be subject to the development regulations in Section V of the Rialto Airport Specific Plan, which serve as the controlling mechanism for development within the Specific Plan. Per the Rialto Airport Specific Plan, projects designated I-GM are required to provide a 20-foot average minimum width of landscaping from the property line along public roadways. **Figure 3-10: Conceptual Landscape Plan** depicts the proposed landscape plan (see **Section 3.0: Project Description**). The Project would provide 20-foot-wide landscape buffers along the project site frontage of Locust Avenue and Lowell Street. A smaller landscape buffer would be provided along the western project boundary along Lake Padden Lane, which is not a public roadway. The Project would also provide landscaping in parking lot areas and near the driveway entries. The Project would also be subject to compliance with the development standards in Municipal Code Sections 18.61.250 and 18.61.270, which include requirements for plants, landscape maintenance, and landscape buffers. The Rialto Airport Specific Plan landscape requirements are greater than the Municipal Code requirements.

Table 4.1-1: Development Standards Consistency Summary identifies the development regulations applicable to the Project and identifies the Project's consistency with development on sites zoned I-GM.

Table 4.1-1: Development Standards Consistency Summary

Development Standard	I-GM Zone[1]	Proposed Project
Maximum Height	35-75 feet	55 feet
Floor Area Ratio	1.0[2]	0.38
Front Setbacks	25 feet	236.67 feet
Side Setbacks	0 to 15 feet	25.75 feet on the east[3] 197 feet on the east[4] 76 feet on the west
Rear Setbacks	0 to 15 feet	110.33 feet

1. Standards are from the Rialto Airport Specific Plan unless otherwise noted.
2. Per Rialto General Plan, page 2-10.
3. Setback is the distance from the parcel boundary to the secured truck trailer parking lot.
4. Setback is the distance from parcel boundary to the warehouse dock doors.

Section 6.2.5 of the Rialto Airport Specific Plan identifies design guidelines for development on sites proposed for industrial uses, including those with the I-GM designation. Guidelines applicable to the Project are as follows:

- The architectural design shall be compatible throughout the buildings on a parcel with no mixing of strong architectural styles.
- Single structures and satellite buildings within a complex should be made compatible through the use of common colors, building materials, lighting, sign treatment and landscape architecture.
- Ancillary structures, such as trash and outdoor storage facilities, should be enclosed or screened from view, and should be architecturally integrated with the development which they serve.
- Buildings should be designed in a manner which is harmonious with surrounding neighborhoods.
- Building masses, height, and bulk should be comparable to that of nearby surrounding uses and shall be in conformance with applicable height restrictions associated with the Airport.
- Metal buildings are allowed, provided that they are architecturally compatible with the surrounding land use and architecture, and are treated in such a manner that they do not appear to be metal.

The proposed Project is consistent with this guidance. The exterior elevations would be white and grey with blue accents and blue window glazing providing consistency within the project site. Please see **Figure 3-8: Conceptual Enlarged Elevations** in **Section 3.0: Project Description**. With respect to compatibility with surrounding land uses, the project site is in an area of the City comprised primarily of industrial, warehouse, manufacturing and office uses with single-family residences approximately 700 feet east of Locust Avenue (a designated truck route) and the Mid-Valley Landfill to the west. Adjacent to the project site, east of Locust Avenue is an undeveloped parcel, and adjacent to the project site west of Lake Padden Lane is Robertson's Ready Mix. The Project would have a maximum building height of up to 55 feet from finished grade; the Airport Specific Plan allows for up to 75 feet in height. Structures proximate to the project site are one- and two-story office, industrial, and manufacturing uses.

To screen the truck docks and trailer parking from public views, the Project would include a 14-foot-high decorative screen wall along the northern boundary of the project site facing Lowell Street; along the eastern boundary of the project site facing Locust Avenue; and along the northeastern portion of the project site's southern boundary facing the existing industrial uses to the south. As mentioned above, a 20-foot-wide landscape buffer would be provided along the project site frontage of Locust Avenue and Lowell Street, which would also screen views from the public rights-of-way. Additional information regarding site design, necessary permits, and land use regulations are provided in **Section 3.0: Project Description** and **Section 4.10: Land Use and Planning**, of this EIR.

As part of the City's Precise Plan of Design review process outlined in Section 7.3 of the Rialto Airport Specific Plan, the Project would be reviewed and only approved by the City after finding that the proposed development, including the uses and the physical design of the development is consistent with the Specific Plan. Although the Rialto Airport Specific Plan does not identify specific regulations governing scenic quality, the City's review process would ensure the physical design of the Project is consistent and compatible with the site and surrounding area. Therefore, the Project would not conflict with applicable zoning and other regulations governing scenic quality and changes associated with Project implementation would be less than significant and no mitigation is required.

Threshold 4.1-3	**Would the Project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?**
	Level of Significance: Less than Significant Impact

Light pollution, also known as "sky glow," is an adverse effect of man-made light. It is often used to denote urban sky glow (brightening of the night sky due to man-made lighting) but also includes glare (intense and blinding light) and light trespass (light falling where it is not wanted or needed; spill light). In many cases, sky glow is visible from great distances, particularly in evenings when there is moisture in the air. Minute water droplets in the evening air reflect and scatter light into the atmosphere.

Glare is created by the reflection of sunlight and electric lights from windows and building surfaces. Daytime glare is generally caused by the reflection of sunlight from highly reflective surfaces at or above eye level. Reflective surfaces are typically associated with buildings constructed with broad expanses of highly polished surfaces or broad, light-colored areas of paving. Daytime glare is usually present during early morning and late afternoon hours when the sun is at a low angle and the potential exists for intense reflected light to interfere with vision and driving conditions. Daytime glare may also hinder outdoor activities performed within surrounding land uses. Nighttime glare includes direct, intense, focused light, along with reflected light. Glare generated by direct light typically comes from mobile sources (e.g., automobiles). Glare is also less frequently caused by intense stationary sources, such as floodlights or cargo crane lights. As with daytime sun glare, intense nighttime light may cause undesirable interference with driving or other activities.

The project site is in an urban area of the City with existing light sources including nighttime lighting associated with adjacent industrial businesses including parking lot and security lighting, street lighting on Locust Avenue and Lowell Street, and vehicle headlights traveling at night on roadways. The nearest light-sensitive receptor to the project site is a single-family residential neighborhood located approximately 700 feet east of Locust Avenue.

Construction activities associated with the pouring of concrete for the warehouse foundation may occur during early and/or nighttime hours, necessitating safety and security lighting. This would include the use of lighting fixtures typical of construction sites such as light towers, night lights, and balloon lights. In general, lighting exposure from construction activities would be associated with the use of artificial light during the evening and nighttime hours from construction equipment, lighting fixtures, and security lighting, as well as car/truck headlights. Although the use of lighting for construction activities would create new sources of nighttime lighting, the duration would be expected to occur over a limited number of days, likely ten days or less. Because of the short duration of construction activities requiring the use of additional lighting and because there are no immediately adjacent land uses to the project site, impacts are considered less than significant.

With respect to light and glare, the Project would introduce additional sources of lighting to illuminate the outside of the warehouse building, building entrance areas, signage, and the parking areas. Project lighting would be consistent with existing sources of nighttime lighting in the area associated with the existing industrial and office uses bordering and near the project site, as well as street lighting along Locust Avenue and Lowell Street.

The Project would be required to comply with CCR Title 24 standards which would require all glass used in the building design to have minimal reflectivity to reduce glare to surrounding neighbors. Buildings with large facades constructed of reflective surfaces (e.g., brightly colored building facades, metal surfaces, and reflective glass) could increase existing levels of daytime glare. The Project's proposed design does not include such surfaces or components.

Project lighting would also be designed in accordance with the Municipal Code and would comply with all applicable development standards in Rialto Airport Specific Plan Section 6.2.5, Design Guidelines Industrial (I-AR, I-PID, and I-GM). For instance, new sources of lighting would be oriented to avoid impacts on surrounding properties, freestanding lights would not exceed 25 feet in height, and no light spillage would occur beyond property lines. Additionally, General Plan Policy 2-15.3 requires the use of building materials that do not produce glare, such as polished metals or reflective windows. The Project would comply with General Plan Policy 2-15.3 as well as the development lighting guidelines identified in Section 6.2 of the Rialto Airport Specific Plan Design Guidelines and therefore would preclude significant impacts from the project site related to light and glare. Incorporation of these design features would ensure that the introduction of the new sources of light associated with the Project would be less than significant.

As discussed above, the project area includes existing nighttime lighting from surrounding sources including vehicle headlights, streetlights on Locust Avenue and Lowell Street, and surrounding uses parking lot and security lighting. The Project would introduce additional nighttime lighting on the site; however, this would be consistent with the existing sources of nighttime lighting in the area. Therefore, compliance with the City's established regulatory framework (i.e., Rialto Airport Specific Plan and CCR Title 24), which would be verified through the City's plan review process, would ensure the Project does not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Impacts would be less than significant and no mitigation is required.

4.1.8 Cumulative Impacts

When evaluating cumulative aesthetic impacts, a number of factors are considered. The cumulative study area for aesthetic impacts is the viewshed that includes the project site and surrounding areas. The context in which a project is being viewed will also influence the significance of the aesthetic impact. The contrast a project has with its surrounding environment may actually be reduced by the presence of other cumulative projects. For example, if most of an area becomes urbanized, the contrast of a project with the natural surroundings may be less since it would not stand out in contrast as much. For a cumulative aesthetic impact to occur, the aesthetic impacts from cumulative projects would need to occur within the same geographic area to substantially alter the existing view shed or existing scenic character of an area. The cumulative projects would need to be visible together or near each other so a viewer could perceive them in the same view.

As identified in the Rialto Airport Specific Plan EIR, implementation of the Rialto Airport Specific Plan was considered a beneficial impact to the visual quality of the area. With respect to lighting, existing City requirements ensure compliance with applicable regulations and standards which were developed to prevent significant lighting impacts from new development, including the proposed Project. With respect to nighttime illumination, nighttime lighting effects may be considered in a regional context because of the potential for night glow that can extend beyond the boundaries of a site. Therefore, with respect to night lighting, the Project is considered in context to the forecasted growth for the area and with cumulative projects in the area that may contribute to the increased nighttime lighting. Since the Project would be required to comply with lighting requirements to preclude glare and light spillage, the Project's contribution to nighttime lighting would not be cumulatively considerable. As discussed above, the Project would not cause or cumulatively contribute to a significant adverse aesthetic impact. Because the Project would not result in an impact to scenic vistas or be inconsistent with zoning/other regulations governing scenic quality, the Project would not contribute to a cumulatively considerable impact and no mitigation is required.

4.1.9 Mitigation Program

Standard Conditions

No standard conditions are applicable.

Mitigation Measures

No mitigation is required.

4.1.10 Level of Significance After Mitigation

No significant aesthetic resource impacts have been identified, and no mitigation is required.

4.1.11 References

California Department of Transportation. ND. *List of eligible and officially designated State Scenic Highways.* Retrieved from: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed October 9, 2024.

City of Rialto. 2010, as amended. *2010 City of Rialto General Plan*. Accessed October 9, 2024.

4.2 AIR QUALITY

4.2.1 Introduction

This section of the EIR identifies potential air quality impacts associated with development and implementation of the Project. The current conditions were observed as the baseline for the analysis and were compared to the potential effects anticipated for the Project. The ambient air quality of the local and regional area is described, along with relevant federal, State, regional, and local air pollutant regulations. This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (SCAQMD). Criteria air pollutant emissions modeling for the proposed Project is included in **Appendix B: Air Quality, Energy, and Greenhouse Gas Modeling Data** of this EIR. The Health Risk Assessment (HRA) for the proposed Project is included in **Appendix C: Health Risk Assessment**.

4.2.2 Regulatory Setting

Federal Regulations

Federal Clean Air Act

Air quality is federally protected by the Federal Clean Air Act (FCAA) and its amendments. Under the FCAA, the United States Environmental Protection Agency (U.S. EPA) developed the primary and secondary National Ambient Air Quality Standards (NAAQS) for the criteria air pollutants including ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter less than or equal to 10 microns in diameter (PM_{10}), particulate matter less than or equal to 2.5 microns in diameter ($PM_{2.5}$), and lead. Proposed projects in or near nonattainment areas could be subject to more stringent air-permitting requirements. The FCAA requires each state to prepare a State Implementation Plan (SIP) to demonstrate how it will attain the NAAQS within the federally imposed deadlines.

The U.S. EPA can withhold certain transportation funds from states that fail to comply with the planning requirements of the FCAA. If a state fails to correct these planning deficiencies within two years of Federal notification, the U.S. EPA is required to develop a Federal implementation plan for the identified nonattainment area or areas. The provisions of 40 Code of Federal Regulations Parts 51 and 93 apply in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan. The U.S. EPA has designated enforcement of air pollution control regulations to the individual states. Applicable federal standards are summarized in **Table 4.2-1: State and Federal Ambient Air Quality Standards**.

Federal Emissions Standards for On-Road Trucks

To reduce emissions from on-road, heavy-duty diesel trucks, the U.S. EPA established a series of increasingly strict emission standards for new engines, starting in 1988. The U.S. EPA promulgated the final and cleanest standards with the 2007 Heavy-Duty Highway Rule. The PM emission standard of 0.01 gram per horsepower-hour (g/hp-hr) is required for new vehicles beginning with model year 2007. Also, the NO_X and nonmethane hydrocarbon (NMHC) standards of 0.20 g/hp-hr and 0.14 g/hp-hr, respectively, were phased in together between 2007 and 2010 on a percent of sales basis: 50 percent from 2007 to 2009 and 100 percent in 2010.

Emission Standards for Off-Road Diesel Engines

To reduce emissions from off-road diesel equipment, the U.S. EPA established a series of cleaner emission standards for new off-road diesel engines. Tier 1 standards were phased in from 1996 to 2000 (year of manufacture), depending on the engine horsepower category. Tier 2 standards were phased in from 2001

to 2006. Tier 3 standards were phased in from 2006 to 2008. Tier 4 standards, which generally require add-on emission control equipment to attain them, were phased in from 2008 to 2015.

State Regulations

California Air Resources Board

The California Air Resources Board (CARB) administers the air quality policy in California. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the NAAQS in **Table 4.2-1: State and Federal Ambient Air Quality Standards**, are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility reducing particulates, hydrogen sulfide, and sulfates.

The California Clean Air Act (CCAA), which was approved in 1988, requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with CAAQS. These AQMPs also serve as the basis for the preparation of the State Implementation Plan for meeting federal clean air standards for the State of California. Like the U.S. EPA, CARB also designates areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a State standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events such as wildfires, volcanoes, etc. are not considered violations of a State standard, and are not used as a basis for designating areas as nonattainment.

Table 4.2-1: State and Federal Ambient Air Quality Standards

Pollutant	Averaging Time	State Standards[1]	Federal Standards[2]
Ozone (O_3) [2, 5, 7]	8 Hour	0.070 ppm (137 µg/m^3)	0.070 ppm
	1 Hour	0.09 ppm (180 µg/m^3)	NA
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)
	1 Hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)
Nitrogen Dioxide (NO_2)	1 Hour	0.18 ppm (339 µg/m^3)	0.10 ppm[11]
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)
Sulfur Dioxide (SO_2) [8]	24 Hour	0.04 ppm (105 µg/m^3)	0.14 ppm (365 µg/m^3)
	1 Hour	0.25 ppm (655 µg/m^3)	0.075 ppm (196 µg/m^3)
	Annual Arithmetic Mean	NA	0.03 ppm (80 µg/m^3)
Particulate Matter (PM_{10}) [1, 3, 6]	24-Hour	50 µg/m^3	150 µg/m^3
	Annual Arithmetic Mean	20 µg/m^3	NA
Fine Particulate Matter ($PM_{2.5}$) [3, 4, 6, 9]	24-Hour	NA	35 µg/m^3
	Annual Arithmetic Mean	12 µg/m^3	9 µg/m^3
Sulfates (SO_{4-2})	24 Hour	25 µg/m^3	NA
Lead (Pb) [10, 11]	30-Day Average	1.5 µg/m^3	NA
	Calendar Quarter	NA	1.5 µg/m^3
	Rolling 3-Month Average	NA	0.15 µg/m^3
Hydrogen Sulfide (H_2S)	1 Hour	0.03 ppm (42 µg/m^3)	NA
Vinyl Chloride (C_2H_3Cl) [10]	24 Hour	0.01 ppm (26 µg/m^3)	NA

ppm = parts per million; µg/m3 = micrograms per cubic meter; mg/m3 = milligrams per cubic meter; – = no information available.

Table 4.2-1: State and Federal Ambient Air Quality Standards

1. California standards for O_3, carbon monoxide (except Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter - PM_{10}, and visibility reducing particles are values that are not to be exceeded. The standards for sulfates, Lake Tahoe carbon monoxide, lead, hydrogen sulfide, and vinyl chloride are not to be equaled or exceeded. If the standard is for a 1-hour, 8-hour or 24-hour average (i.e., all standards except for lead and the PM_{10} annual standard), then some measurements may be excluded. Measurements are excluded that CARB determines would occur less than once per year on the average. The Lake Tahoe carbon monoxide standard is 6.0 ppm, a level one-half the national standard and two-thirds the State standard.
2. National standards shown are the "primary standards" designed to protect public health. National standards other than for O_3, particulates and those based on annual averages are not to be exceeded more than once a year. The 1-hour O_3 standard is attained if, during the most recent three-year period, the average number of days per year with maximum hourly concentrations above the standard is equal to or less than one. The 8-hour O3 standard is attained when the 3-year average of the 4th highest daily concentrations is 0.070 ppm or less. The 24-hour PM_{10} standard is attained when the 3-year average of the 99th percentile of monitored concentrations is less than 150 µg/m^3. The 24-hour $PM_{2.5}$ standard is attained when the 3-year average of 98th percentiles is less than 35 µg/m^3.
3. Except for the national particulate standards, annual standards are met if the annual average falls below the standard at every site. The national annual particulate standard for PM_{10} is met if the 3-year average falls below the standard at every site. The annual $PM_{2.5}$ standard is met if the 3-year average of annual averages spatially-averaged across officially designed clusters of sites falls below the standard. NAAQS are set by the U.S. EPA at levels determined to be protective of public health with an adequate margin of safety.
4. On October 1, 2015, the national 8-hour O_3 primary and secondary standards were lowered from 0.075 to 0.070 ppm. An area will meet the standard if the fourth-highest maximum daily 8-hour O_3 concentration per year, averaged over three years, is equal to or less than 0.070 ppm. U.S. EPA will make recommendations on attainment designations by October 1, 2016, and issue final designations October 1, 2017. Nonattainment areas will have until 2020 to late 2037 to meet the health standard, with attainment dates varying based on the O3 level in the area.
5. The national 1-hour O_3 standard was revoked by the U.S. EPA on June 15, 2005.
6. In June 2002, CARB established new annual standards for $PM_{2.5}$ and PM_{10}.
7. The 8-hour California O_3 standard was approved by the CARB on April 28, 2005, and became effective on May 17, 2006.
8. On June 2, 2010, the U.S. EPA established a new 1-hour SO_2 standard, effective August 23, 2010, which is based on the 3-year average of the annual 99th percentile of 1-hour daily maximum concentrations. The existing 0.030 ppm annual and 0.14 ppm 24-hour SO_2 NAAQS however must continue to be used until one year following U.S. EPA initial designations of the new 1-hour SO_2 NAAQS.
9. In February 2024, U.S. EPA strengthened the annual $PM_{2.5}$ NAAQS from 12.0 to 9.0 µg/m3. Areas designated "unclassifiable/attainment" must continue to take steps to prevent their air quality from deteriorating to unhealthy levels.
10. CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure below which there are no adverse health effects determined.
11. National lead standards, rolling 3-month average: final rule signed October 15, 2008. Final designations effective December 31, 2011.

Source: South Coast Air Quality Management District, *2022 Air Quality Management Plan*, 2022; California Air Resources Board, *Ambient Air Quality Standards*, May 2016; United States Environmental Protection Agency, *National Ambient Air Quality Standards (NAAQS) for PM*, https://www.epa.gov/pm-pollution/national-ambient-air-quality-standards-naaqs-pm. Accessed August 12, 2024.

Diesel Risk Reduction Plan

The identification of diesel particulate matter (DPM) as a toxic air contaminant (TAC) in 1998 led CARB to adopt the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles (DRRP) in October 2000. The DRRP's goals include an 85 percent reduction in DPM by 2020 from the 2000 baseline.[1] CARB estimates that emissions of DPM in 2035 will be less than half those in 2010, further reducing statewide cancer risk and non-cancer health effects.[2] The DRRP includes regulations to establish cleaner new diesel engines, cleaner in-use diesel engines (retrofits), and cleaner diesel fuel.

Truck and Bus Regulation Reducing Emissions from Existing Diesel Vehicles

On December 12, 2008, CARB approved the Truck and Bus Regulation to significantly reduce particulate matter (PM) and oxides of nitrogen (NO_X) emissions from existing diesel vehicles operating in California. The regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Heavier trucks must be retrofitted with PM filters beginning January 1, 2012, and older trucks must be replaced starting January 1, 2015. Beginning January 1, 2023, nearly all trucks and buses are required to have 2010 model year engines or equivalent.

[1] California Air Resources Board, *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles*, October 2000.

[2] California Air Resources Board, *Overview: Diesel Exhaust & Health.* Retrieved from: https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health. Accessed July 11, 2024.

The regulation applies to most privately and federally-owned diesel fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds. Small fleets with three or fewer diesel trucks can delay compliance for heavier trucks and there are several extensions for low-mileage construction trucks, early PM filter retrofits, adding cleaner vehicles, and other situations. Privately and publicly owned school buses have different requirements.

Heavy-Duty Vehicle Idling Emission Reduction Program

The purpose of the CARB Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling is to reduce public exposure to diesel particulate matter and criteria pollutants by limiting the idling of diesel-fueled commercial vehicles. The driver of any vehicle subject to this Airborne Toxic Control Measure is prohibited from idling the vehicle's primary diesel engine for greater than five minutes at any location and is prohibited from idling a diesel-fueled auxiliary power system for more than five minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle if it has a sleeper berth and the truck is located within 100 feet of a restricted area (homes and schools).

CARB's Final Regulation Order, Requirements to Reduce Idling Emissions from New and In-Use Trucks, beginning in 2008, requires that new 2008 and subsequent model-year heavy-duty diesel engines be equipped with an engine shutdown system that automatically shuts down the engine after 300 seconds of continuous idling operation once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged.

Section 2485 and Section 2449 of Title 13 of the California Code of Regulations limits diesel-fueled motor vehicle idling to no more than five minutes. Section 2485 limits idling for diesel-fueled commercial motor vehicles with gross vehicle weight ratings of greater than 10,000 pounds that are or must be licensed to operate on publicly maintained highways and streets within California. Section 2449 limits idling for off-road diesel-fueled fleets.

CARB Advanced Clean Truck Regulation

CARB adopted the Advanced Clean Truck Regulation in June 2020 requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. This rule directly addresses disproportionate risks and health and pollution burdens and puts California on the path for an all zero-emission short-haul drayage fleet in ports and railyards by 2035, and zero-emission "last-mile" delivery trucks and vans by 2040. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8. The regulation has two components including a manufacturer sales requirement, and a reporting requirement:

- Zero-Emission Truck Sales: Manufacturers who certify Class 2b through 8 chassis or complete vehicles with combustion engines are required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/ chassis sales need to be 55 percent of Class 2b – 3 truck sales, 75 percent of Class 4 – 8 straight truck sales, and 40 percent of truck tractor sales.
- Company and Fleet Reporting: Large employers including retailers, manufacturers, brokers and others would be required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, would be required to report about their existing fleet operations. This information would help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

On January 13, 2025, CARB withdrew its requests for CAA waivers from the U.S. EPA needed to support four adopted vehicle emissions regulations: (1) the Advanced Clean Fleets Regulations; 2) the In-Use Locomotive Regulations; 3) part of the Commercial Harbor Craft and Ocean-Going Vessels At-Berth Regulations; and 4) part of the Transport Refrigeration Unit Engine Standards Regulations. Implementation of these regulations is currently unknown.

CARB Advanced Clean Fleets Regulation

CARB approved Advanced Clean Fleets Regulation (ACF) on April 28, 2023, which includes requirements for drayage trucks transporting cargo to and from California's intermodal seaports and railyards. Drayage trucks will be required to start transitioning to zero-emission technology beginning in 2024, with full implementation by 2035. As noted above, on January 13, 2025, CARB withdrew its requests for CAA waivers from the U.S. EPA needed to support four adopted vehicle emissions regulations including the Advanced Clean Fleets Regulations. Implementation of these regulations is currently unknown.

Executive Order N-79-20

Signed in September 2020, Executive Order N-79-20 establishes as a goal that where feasible, all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035. The executive order sets a similar goal requiring that all medium and heavy-duty vehicles will be zero-emission by 2045 where feasible. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment "requiring increasing volumes" of new zero emission vehicles (ZEVs) "towards the target of 100 percent." The Executive Order directs the California Environmental Protection Agency, the California Geologic Energy Management Division (CalGEM), and the California Natural Resources Agency to transition and repurpose oil production facilities with a goal toward meeting carbon neutrality by 2045. Executive Order N-79-20 builds upon the CARB Advanced Clean Trucks regulation, which was adopted by CARB in July 2020.

Regional and Local Regulations

Southern California Association of Governments

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial counties, and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. With respect to air quality planning, SCAG has prepared the Regional Comprehensive Plan and Guide for the region, which includes Growth Management and Regional Mobility chapters that form the basis for the land use and transportation control portions of the 2022 South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan. SCAG is responsible under the CCAA for determining transportation conformity of projects, plans, and programs with the SCAQMD.

South Coast Air Quality Management District

The SCAQMD is the air pollution control agency for Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino counties. The agency's primary responsibility is ensuring that State and federal ambient air quality standards are attained and maintained in the SCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to

reduce motor vehicle emissions, conducting public education campaigns, and many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

The SCAQMD is also the lead agency in charge of developing the Air Quality Management Plan (AQMP), with input from the Southern California Association of Governments (SCAG) and CARB. The AQMP is a comprehensive plan that includes control strategies for stationary and area sources, as well as for on-road and off-road mobile sources. SCAG has the primary responsibility for providing future growth projections and the development and implementation of transportation control measures. CARB, in coordination with federal agencies, provides the control element for mobile sources.

The 2016 AQMP was adopted by the SCAQMD Governing Board on March 3, 2017. The purpose of the AQMP is to set forth a comprehensive and integrated program that would lead the SCAB into compliance with the federal 24-hour $PM_{2.5}$ air quality standard, and to provide an update to the SCAQMD's commitments towards meeting the federal 8-hour O_3 standards. The AQMP incorporates the latest scientific and technological information and planning assumptions, including the Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal) and updated emission inventory methodologies for various source categories.

On October 1, 2015, the U.S. EPA strengthened the NAAQS for ground-level O_3. The 2022 AQMP, adopted by the SCAQMD Governing Board on December 2, 2022, was developed to address the requirements for meeting the 2015 8-hour O_3 standard. The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low NO_X technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other FCAA measures to achieve the 2015 8-hour ozone standard. The 2022 AQMP incorporates the latest scientific and technological information and planning assumptions, including the 2020 Connect SoCal and updated emission inventory methodologies for various source categories.

The SCAQMD has published the CEQA Air Quality Handbook (approved by the SCAQMD Governing Board in 1993 and augmented with guidance for Local Significance Thresholds [LST] in 2008). The SCAQMD guidance helps local government agencies and consultants to develop environmental documents required by CEQA and provides identification of suggested thresholds of significance for criteria pollutants for both construction and operation (see discussion of thresholds below). With the help of the CEQA Air Quality Handbook and associated guidance, local land use planners and consultants are able to analyze and document how proposed and existing projects affect air quality in order to meet the requirements of the CEQA review process. The SCAQMD periodically provides supplemental guidance and updates to the handbook on its website.

The State and federal attainment status designations for the SCAB are summarized in **Table 4.2-2: South Coast Air Basin Attainment Status**. The SCAB is currently designated as a nonattainment area with respect to the State O_3, PM_{10}, and $PM_{2.5}$ standards, as well as the national 8-hour O_3 and $PM_{2.5}$ standards. The SCAB is designated as attainment or unclassified for the remaining State and federal standards.

Table 4.2-2: South Coast Air Basin Attainment Status		
Pollutant	**State**	**Federal**
Ozone (O_3) (1 Hour Standard)	Nonattainment	Nonattainment (Extreme)
Ozone (O_3) (8 Hour Standard)	Nonattainment	Nonattainment (Extreme)
Particulate Matter ($PM_{2.5}$) (24 Hour Standard)	-	Nonattainment (Serious)
Particulate Matter ($PM_{2.5}$) (Annual Standard)	Nonattainment	TBD
Particulate Matter (PM_{10}) (24 Hour Standard)	Nonattainment	Attainment (Maintenance)
Particulate Matter (PM_{10}) (Annual Standard)	Nonattainment	–
Carbon Monoxide (CO) (1 Hour Standard)	Attainment	Attainment (Maintenance)
Carbon Monoxide (CO) (8 Hour Standard)	Attainment	Attainment (Maintenance)
Nitrogen Dioxide (NO_2) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Nitrogen Dioxide (NO_2) (Annual Standard)	Attainment	Attainment (Maintenance)
Sulfur Dioxide (SO_2) (1 Hour Standard)	-	Unclassifiable/Attainment
Sulfur Dioxide (SO_2) (24 Hour Standard)	-	Unclassifiable/Attainment
Lead (Pb) (30 Day Standard)	-	-
Lead (Pb) (3 Month Standard)	-	Nonattainment (Partial)
Sulfates (SO_{4-2}) (24 Hour Standard)	Attainment	–
Hydrogen Sulfide (H_2S) (1 Hour Standard)	Attainment	–

Source: South Coast Air Quality Management District, *National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) Attainment Status for South Coast Air Basin*, https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf?sfvrsn=23. Accessed August 26, 2024.

The following is a list of SCAQMD rules that are required of construction activities associated with the Project:

- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from

crossing any property line. This rule is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM_{10} suppression techniques are summarized below.

a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.

b) All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.

c) All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.

d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.

e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.

- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.
- **Rule 2305 (Warehouse Indirect Source Rule)** - Rule 2305 was adopted by the SCAQMD Governing Board on May 7, 2021, to reduce NO_X and particulate matter emissions associated with warehouses and mobile sources attracted to warehouses. This rule applies to all existing and proposed warehouses over 100,000 sf located in the SCAQMD. Rule 2305 requires warehouse operators to track annual vehicle miles traveled associated with truck trips to and from the warehouse. These trip miles are used to calculate the warehouses WAIRE (Warehouse Actions and Investments to Reduce Emissions) Points Compliance Obligation. WAIRE Points are earned based on emission reduction measures and warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. Reduction strategies listed in the WAIRE menu include acquire zero emission (ZE) or near zero emission (NZE) trucks; require ZE/NZE truck visits; require ZE yard trucks; install on-site ZE charging/fueling infrastructure; install on-site energy systems; and install filtration systems in residences, schools, and other buildings in the adjacent community. Warehouse operators that do not earn a sufficient number of WAIRE points to satisfy the WAIRE Points Compliance Obligation would be required to pay a mitigation fee. Funds from the mitigation fee will be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby.

Rialto General Plan

The General Plan *Managing Our Land Supply Element* identifies goals that will improve air quality within the City. The following list includes General Plan goals and policies that have been adopted by the City for the purpose of avoiding or mitigating an environmental effect and are applicable to the proposed Project:[3]

[3] City of Rialto. 2010, as amended. *The City of Rialto General Plan.* https://www.rialtoca.gov/DocumentCenter/View/4457/2023-Land-Use-Element?bidId=. Accessed July 15, 2024.

Goal 2-9	**Protect residential, schools, parks, and other sensitive land uses from the impacts associated with industrial and trucking-related land uses, as well as commercial and retail areas.**
Policy 2-9.1	Require mitigation and utilize other techniques to protect residential development and other sensitive land uses near industrial land uses or within identified health risk areas from excessive noise, hazardous materials and waste releases, toxic air pollutant concentrations, and other impacts.
Policy 2-9.2	Require all industrial development to front on an improved street with appropriate front yard setbacks, landscaping, and façade and entrance treatments.
Goal 2-18	**Provide high-quality and environmentally sustainable landscaping.**
Policy 2-18.1	Require the planting of street trees along public streets and inclusion of trees and landscaping for private developments to improve airshed, minimize urban heat island effect, and lessen impacts of high winds.
Goal 2-31	**Incorporate green building and other sustainable building practices into development projects.**
Policy 2-31.1	Explore and adopt the use of green building standards and Leadership in Energy and Environmental Design (LEED) or similar in both private and public projects.
Policy 2-31.2	Promote sustainable building practices that go beyond the requirements of Title 24 of the California Administrative Code, and encourage energy-efficient design elements, as appropriate.
Policy 2-31.3	Support sustainable building practices that integrate building materials and methods that promote environmental quality, economic vitality, and social benefit through the design, construction, and operation of the built environment.
Goal 2-32	**Conserve energy resources.**
Policy 2-31.1	Require the incorporation of energy conservation features into the design of all new construction and site development activities.
Goal 2-36	**Reduce air pollution emissions from both mobile and stationary sources in the City.**
Policy 2-36.2	Require that new development projects incorporate design features that encourage ridesharing, transit use, park and ride facilities, and bicycle and pedestrian circulation.
Policy 2-36.3	Establish a balanced land use pattern and facilitate developments that provide jobs for City residents in order to reduce vehicle trips citywide.
Policy 2-36.4	Require new development and significant redevelopment proposals to incorporate sufficient design and operational controls to prevent release of noxious odors beyond the limits of the development site.
Goal 2-37	**Reduce the amount of fugitive dust released into the atmosphere.**
Policy 2–37.2	Support programs and policies of the South Coast Air Quality Management District regarding restrictions on grading operations at construction projects.

Rialto Airport Specific Plan

The Rialto Airport Specific Plan was adopted by the City in November 1997. The Rialto Municipal Airport ceased operations in 2014 and the former airport property and many of the properties adjacent to the Rialto Municipal Airport that were suited to accommodate development were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. Although the Rialto Municipal Airport is no longer operational, the Rialto Airport Specific Plan serves as the zoning ordinance for parcels that were not removed; these parcels are primarily northwest, west, and east of the former Rialto Municipal Airport. The Rialto Airport Specific Plan also provides a framework to guide future land use and development decisions in this area. The Rialto Airport Specific Plan does not contain specific policies related to air quality.

4.2.3 Existing Conditions

Climate and Meteorology

The CARB divides the State into 15 air basins that share similar meteorological and topographical features. The Project is located within the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, as well as all of Orange County. The SCAB is on a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean on the southwest and high mountains forming the remainder of the perimeter.[4] Air quality in this area is determined by such natural factors as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions.

The SCAB is part of a semi-permanent high-pressure zone in the eastern Pacific. As a result, the climate is mild and tempered by cool sea breezes. This usually mild weather pattern is occasionally interrupted by periods of extreme heat, winter storms, and Santa Ana winds. The annual average temperature throughout the 6,645-square-mile SCAB ranges from low 60 to high 80 degrees Fahrenheit with little variance. With more oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. Contrasting the steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all annual rainfall occurs between the months of November and April. Summer rainfall is reduced to widely scattered thundershowers near the coast, with slightly heavier activity in the east and over the mountains.

Although the SCAB has a semiarid climate, the air closer to the Earth's surface is typically moist because of the presence of a shallow marine layer. Except for occasional periods when dry, continental air is brought into the SCAB by offshore winds, the "ocean effect" is dominant. Periods of heavy fog are frequent and low clouds known as high fog are characteristic climatic features, especially along the coast. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SCAB.

Wind patterns across the SCAB are characterized by westerly or southwesterly on-shore winds during the day and easterly or northeasterly breezes at night. Wind speed is typically higher during the dry summer months than during the rainy winter. Between periods of wind, air stagnation may occur in both the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During winter and fall, surface high-pressure systems over the SCAB, combined with other meteorological conditions, result in very strong, downslope Santa Ana winds. These winds normally continue for a few days before predominant meteorological conditions are reestablished.

[4] South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 1993.

The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

In addition to the characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two distinct types of temperature inversions control the vertical depth through which air pollutants are mixed. These inversions are the marine inversion and the radiation inversion. The height of the base of the inversion at any given time is called the "mixing height." The combination of winds and inversions is a critical determinant leading to highly degraded air quality for the SCAB in the summer and generally good air quality in the winter.

Air Pollutants of Concern

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by State and federal laws. These regulated air pollutants are known as "criteria air pollutants" and are categorized into primary and secondary pollutants. Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO_X), sulfur dioxide (SO_2), coarse particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead are primary air pollutants; of these, CO, NO_X, SO_2, PM_{10}, and $PM_{2.5}$ are criteria pollutants. ROG and NO_X are criteria pollutant precursors and form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. For example, O_3 is formed by a chemical reaction between ROG and NO_X in the presence of sunlight; O_3 and NO_2 are the principal secondary pollutants. Sources and health effects commonly associated with criteria pollutants are summarized in **Table 4.2-3: Air Contaminants and Associated Public Health Concerns**.

Toxic Air Contaminants

Toxic air contaminants (TACs) are airborne substances that can cause short-term (acute) or long-term (i.e., chronic, carcinogenic or cancer causing) adverse human health effects (i.e., injury or illness). TACs include both organic and inorganic chemical substances. They may be emitted from a variety of common sources including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. The current California list of TACs includes more than 200 compounds, including particulate emissions from diesel-fueled engines.

CARB identified DPM as a TAC. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

Table 4.2-3: Air Contaminants and Associated Public Health Concerns

Pollutant[1]	Major Man-Made Sources	Human Health Effects
Particulate Matter (PM_{10} and $PM_{2.5}$)	Power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; asthma; chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility.
Ozone (O_3)	Formed by a chemical reaction between reactive organic gases/volatile organic compounds (ROG or VOC) and nitrogen oxides (NO_X) in the presence of sunlight. Motor vehicles exhaust industrial emissions, gasoline storage and transport, solvents, paints and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield.
Sulfur Dioxide (SO_2)	A colorless gas formed when fuel containing sulfur is burned and when gasoline is extracted from oil. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO_2)	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel.	Respiratory irritant; aggravates lung and heart problems. Precursor to O_3. Contributes to global warming and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.
Lead (Pb)	Lead is a metal found naturally in the environment as well as in manufactured products. The major sources of lead emissions have historically been motor vehicles (such as cars and trucks) and industrial sources. Due to the phase out of leaded gasoline, metals processing is the major source of lead emissions to the air today. The highest levels of lead in air are generally found near lead smelters. Other stationary sources are waste incinerators, utilities, and lead-acid battery manufacturers.	Exposure to lead occurs mainly through inhalation of air and ingestion of lead in food, water, soil, or dust. It accumulates in the blood, bones, and soft tissues and can adversely affect the kidneys, liver, nervous system, and other organs. Excessive exposure to lead may cause neurological impairments such as seizures, mental retardation, and behavioral disorders. Even at low doses, lead exposure is associated with damage to the nervous systems of fetuses and young children, resulting in learning deficits and lowered IQ.

Note: Volatile Organic Compounds (VOCs or Reactive Organic Gases [ROG]) are hydrocarbons/organic gases that are formed solely of hydrogen and carbon. There are several subsets of organic gases including ROGs and VOCs. Both ROGs and VOCs are emitted from the incomplete combustion of hydrocarbons or other carbon-based fuels. The major sources of hydrocarbons are combustion engine exhaust, oil refineries, and oil-fueled power plants; other common sources are petroleum fuels, solvents, dry cleaning solutions, and paint (via evaporation).

Source: California Air Resources Board, *Common Air Pollutants*, Retrieved from: https://ww2.arb.ca.gov/resources/common-air-pollutants. Accessed July 11, 2024.

Ambient Air Quality

CARB monitors ambient air quality at approximately 250 air monitoring stations across the State. These stations usually measure pollutant concentrations ten feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. Existing levels of ambient air quality, historical trends, and projections near the project site are documented by measurements made by the SCAQMD,

the air pollution regulatory agency in the SCAB that maintains air quality monitoring stations which process ambient air quality measurements.

Pollutants of concern in the SCAB include O_3, PM_{10}, and $PM_{2.5}$. The closest air monitoring station to the project site that monitors ambient concentrations of these pollutants is the Fontana-Arrow Monitoring Station (located approximately 5.6 miles to the southeast). Local air quality data from 2021 to 2023 are provided in **Table 4.2-4: Ambient Air Quality Data**, which lists the monitored maximum concentrations and number of exceedances of State or federal air quality standards for each year.

Table 4.2-4: Ambient Air Quality Data

Criteria Pollutant	2021	2022	2023
Ozone (O_3)[1]			
1-hour Maximum Concentration (ppm)	0.125	0.144	0.131
8-hour Maximum Concentration (ppm)	0.104	0.108	0.111
Number of Days Standard Exceeded			
CAAQS 1-hour (>0.09 ppm)	—	—	—
NAAQS 8-hour (>0.070 ppm)	81	68	74
Carbon Monoxide (CO)			
1-hour Maximum Concentration (ppm)	1.931	1.566	1.470
Number of Days Standard Exceeded			
NAAQS 1-hour (>35 ppm)	0	0	0
CAAQS 1-hour (>20 ppm)	0	0	0
Nitrogen Dioxide (NO_2)[2]			
1-hour Maximum Concentration (ppm)	67.2	68.7	63.2
Number of Days Standard Exceeded			
NAAQS 1-hour (>0.100 ppm)	0	0	0
CAAQS 1-hour (>0.18 ppm)	0	0	0
Particulate Matter Less Than 10 Microns (PM_{10})[1]			
National 24-hour Maximum Concentration	73.8	62.4	132.2
State 24-hour Maximum Concentration	70.7	59.8	126.7
State Annual Average Concentration (CAAQS=20 µg/m3)	—	30.6	32.1
Number of Days Standard Exceeded			
NAAQS 24-hour (>150 µg/m^3)	—	—	—
CAAQS 24-hour (>50 µg/m^3)	—	—	—
Particulate Matter Less Than 2.5 Microns ($PM_{2.5}$)[2]			
National 24-hour Maximum Concentration	55.1	38.1	101.1
State 24-hour Maximum Concentration	55.1	38.1	103.5
Number of Days Standard Exceeded			
NAAQS 24-hour (>35 µg/m^3)	—	—	—

NAAQS = National Ambient Air Quality Standards; CAAQS = California Ambient Air Quality Standards; ppm = parts per million. µg/m3 = micrograms per cubic meter; – = not measured

Notes: Measurements taken at the Fontana-Arrow Monitoring Station at 14360 Arrow Highway, Fontana CA 92335 (CARB# 36197).

Source: All pollutant measurements are from the CARB Aerometric Data Analysis and Management system database (https://www.arb.ca.gov/adam) except for CO, which were retrieved from the CARB Air Quality and Meteorological Information System (https://www.arb.ca.gov/aqmis2/aqdselect.php).

Sensitive Receptors

Sensitive populations are more susceptible to the effects of air pollution than the general population. Sensitive receptors that are in proximity to localized sources of toxics are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The nearest sensitive receptors to the project site are residential uses to the east and southeast. Sensitive land uses nearest to the Project are shown in **Table 4.2-5: Sensitive Receptors**.

Table 4.2-5: Sensitive Receptors

Receptor Description	Distance and Direction from the Project Site[1]	Description
Single-Family Residences	700 feet to the east	Along Carpenter Street
Single-Family Residences	700 feet to the southeast	Along Persimmon Avenue
Wilmer Amina Carter High School	1,745 feet to the southeast	Along Maple Avenue
Alec Ferguson Park	2,240 feet to the northwest	Along Casa Grande Drive
Kucera Middle School	3,340 feet to the north	Along Buena Vista Drive
Single-Family Residences	2,060 feet to the north	Along Casa Grande Drive

1. Distance measured from the project site boundary line to the property line of the sensitive receptor.

Source: Google Earth, 2024.

4.2.4 Methodology

This analysis considers construction and operational impacts associated with the Project. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model version 2022.1 (CalEEMod). CalEEMod is a Statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Air quality impacts were assessed according to methodologies recommended by CARB and the SCAQMD.

Construction equipment, trucks, worker vehicles, and ground-disturbing activities associated with Project construction would generate emissions of criteria air pollutants and precursors. Daily regional construction emissions are estimated by assuming construction occurs at the earliest feasible date (i.e., a conservative estimate of construction activities) and applying off-road, fugitive dust, and on-road emissions factors in CalEEMod.

Project operations would result in emissions of area sources (consumer products, architectural coating, and landscape equipment), mobile sources (motor vehicles from Project generated vehicle trips), and off-road equipment. Project-generated increases in operational emissions would be predominantly associated with motor vehicle use. Emissions from each of these categories are discussed below.

- **Area Source Emissions.** Area source emissions would be generated due to consumer products, on-site equipment, architectural coating, and landscaping that were previously not present on the site. Consumer products are various solvents used in non-industrial applications, which emit VOCs during product use. These typically include cleaning supplies, kitchen aerosols, cosmetics, and toiletries. It should be noted that the default area source VOC emission factor developed for CalEEMod is based on a statewide factor and is not applicable to the Project. The entire Project would not use consumer products as specified by the CalEEMod user guide. The warehouse would include office space and may have small kitchen areas and bathrooms that would use cleaning

products, however the majority of the square footage for the Project would be used for warehousing/distribution. Negligible quantities of personal care products, home, lawn, and garden products, disinfectants, sanitizers, polishes, cosmetics, and floor finishes would be used. As the CalEEMod consumer product rates are based on a statewide average, ROG emissions are likely overestimated for the proposed warehouse Project and therefore is considered a conservative assumption for purposes of this EIR.

- **Energy Source Emissions.** Energy source emissions are typically generated due to electricity and natural gas consumption associated with the use of miscellaneous warehouse equipment, space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. Energy source emissions were calculated in CalEEMod.

- **Mobile Source Emissions.** Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern. NO_X and ROG react with sunlight to form O_3, known as photochemical smog. Additionally, wind currents readily transport PM_{10} and $PM_{2.5}$. However, CO tends to be a localized pollutant, dispersing rapidly at the source.

  Project-generated vehicle emissions are based on the trip generation and have been incorporated into CalEEMod, as recommended by the SCAQMD. Using the Warehousing trip generation rate (Institute of Transportation Engineers [ITE] code 150), the Project would generate 1,138 daily vehicle trips, which includes 455 truck trips.

  CalEEMod was adjusted to account for the warehouse truck trip length and fleet mix. Warehouse truck trip lengths were increased to 33.2 miles based on CARB estimates.[5] Warehouse truck mix percentages are based on the SCAQMD Truck Trip Generation Study applied to ITE truck percentages. Mobile source emissions rates in CalEEMod utilize EMFAC2021 emissions rates consistent with the methodology described in the CalEEMod User's Guide. It should be noted that EMFAC2021 emissions rates include CARB SAFE Rule adjustment factors.

- **Off-Road Equipment.** Operational off-road emissions would be generated by off-road cargo handling equipment used during operational activities. For the Project, it was assumed that the warehouse would include approximately 14 diesel forklifts and one diesel yard truck for loading and unloading goods per the SCAQMD High Cube Warehouse Truck Trip Study White Paper. It should be noted that the Project does not include cold storage. Therefore, this analysis models the proposed warehouse building as unrefrigerated, and the Project would not include emissions from transport refrigeration units (TRUs).

- **Emergency Backup Generators.** As the Project warehouse is speculative, it is unknown whether emergency backup generators would be used. Backup generators would only be used in the event of a power failure and would not be part of the Project's normal daily operations. Nonetheless, emissions associated with this equipment were included to be conservative. Emissions from an emergency backup generator for the proposed warehouse building were calculated separately from CalEEMod; refer to **Appendix B**. However, CalEEMod default emissions rates were used. If backup generators are required, the end user would be required to obtain a permit from the

[5] California Air Resources Board, *Appendix B: Emissions Estimation Methodology for On-Road Diesel-Fueled Heavy-Duty Drayage Trucks at California Ports and Intermodal Rail Yards*, Retrieved from: https://ww2.arb.ca.gov/sites/default/files/2023-08/appbf.pdf. Accessed April 11, 2025.

SCAQMD prior to installation. Emergency backup generators must meet SCAQMD's Best Available Control Technology (BACT) requirements and comply with SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines), which would minimize emissions.

The SCAQMD provides significance thresholds for emissions associated with Project construction and operations. The proposed Project's construction and operational emissions are compared to the daily criteria pollutant emissions significance thresholds in order to determine the significance of a Project's impact on regional air quality.

The localized effects from the Project's on-site emissions were evaluated in accordance with SCAQMD's LST methodology, which uses on-site mass emissions rate look-up tables and project-specific modeling. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards and are developed based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor.

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a project only if it includes area sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). However, the CalEEMod model outputs do not separate on-site and off-site emissions for mobile sources. On-site mobile emissions equate to approximately three and one-half percent of the project-related new mobile sources. The on-site one-way trip length is conservatively anticipated to be 1 mile, which is approximately 3 percent of the 33.2-mile truck trip length modeled in CalEEMod.

Health Risk Assessment

The Health Risk Assessment (HRA) conducted for this Project evaluated potential health risks associated with the emission of DPM resulting from Project implementation. Construction equipment and associated heavy-duty truck traffic generate diesel exhaust, which is a known TAC. Diesel exhaust from construction equipment operating at the site poses a health risk to nearby sensitive receptors. Operational activities would also include the use of heavy-duty diesel trucks.

HRA: Construction Sources

Construction would generate DPM emissions from the use of off-road diesel equipment required for demolition, grading and excavation, paving, and other construction activities. For construction activity, DPM is the primary TAC of concern because it is the most potent TAC emitted from construction and includes hundreds of chemicals. Although DPM is a subset of PM_{10} exhaust, the analysis conservatively assumes all PM_{10} exhaust emissions are DPM. On-road diesel-powered haul trucks traveling to and from the construction site to deliver materials and equipment were included in the analysis, although they are typically less of a concern because they would not stay on the site for long durations.

Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer. The use of diesel-powered construction equipment would be episodic and would occur throughout the project site. In compliance with State law (§ 2485 and § 2449 of Title 13 of the California Code of Regulations), construction activities would limit diesel construction truck/equipment idling to no more than five minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Furthermore, even during the most intense period of construction, DPM emissions would be generated from different locations on the project

site rather than in a single location because different types of construction activities (e.g., site preparation and building construction) would not occur at the same place at the same time. Construction emission rates for PM_{10} (DPM) were calculated using CalEEMod; refer to **Appendix B**. Project construction is proposed to occur in 2025 over approximately 15 months.

HRA: Operational Sources

Mobile Sources. Due to the increased truck traffic from the Project, the resulting emissions could result in pollutant concentrations at existing sensitive receptors near the project site. An emission rate for PM_{10} (DPM) was calculated using trip generation data and a EMFAC2021 model run for San Bernardino County; refer to **Appendix B**. EMFAC2021 generates emission factors in terms of grams of pollutant emitted per vehicle activity and can calculate a matrix of emission factors at specific values of vehicle speed and type. The model was run for heavy-duty diesel vehicles traveling along off-site roads, circulating the project site, and idling at proposed loading docks.

Off-Road Equipment. This analysis assumes the Project would include 14 forklifts and 1 yard truck for loading and unloading goods per the SCAQMD High Cube Warehouse Truck Trip Study White Paper. This analysis assumes the Project would use diesel off-road cargo handling equipment. Off-road equipment emissions were calculated based on CARB's Carl Moyer Program Guidelines.[6]

Emergency Backup Generators. As the Project warehouse is speculative, it is unknown whether emergency backup generators would be used. Backup generators would only be used in the event of a power failure and would not be part of the Project's normal daily operations. Nonetheless, emissions associated with one backup generator for the proposed warehouse building was included to be conservative. If a backup generator is required, the end user would be required to obtain a permit from the SCAQMD prior to installation. Emergency backup generators must meet SCAQMD's Best Available Control Technology (BACT) requirements and comply with SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines), which would minimize emissions.

4.2.5 Thresholds of Significance

The following significance criteria for air quality impacts were derived from the Environmental Checklist in CEQA Guidelines Appendix G. The proposed Project would result in a significant impact related to air quality if it would:

- Conflict with or obstruct implementation of the applicable air quality plan.
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable State or federal ambient air quality standard.
- Expose sensitive receptors to substantial pollutant concentrations.
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

SCAQMD Thresholds

The significance criteria established by SCAQMD may be relied upon to make the above determinations. According to the SCAQMD, an air quality impact is considered significant if a project would violate any

[6] California Air Resources Board (CARB), *The Carl Moyer Program Guidelines*, approved April 27, 2017, https://ww2.arb.ca.gov/sites/default/files/classic/msprog/moyer/guidelines/2017/2017_cmpgl.pdf. Accessed August 26, 2024.

ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for air quality during construction and operational activities of land use development projects, as shown in **Table 4.2-6: South Coast Air Quality Management District Emissions Thresholds**.

Table 4.2-6: South Coast Air Quality Management District Emissions Thresholds

Criteria Air Pollutants and Precursors	Maximum Pounds Per Day	
	Construction-Related	Operational-Related
Reactive Organic Gases (ROG)	75	55
Carbon Monoxide (CO)	550	550
Nitrogen Oxides (NO_X)	100	55
Sulfur Oxides (SO_X)	150	150
Coarse Particulates (PM_{10})	150	150
Fine Particulates ($PM_{2.5}$)	55	55

Source: South Coast Air Quality Management District, *South Coast AQMD Air Quality Significance Thresholds*, 2023.

Localized Significance Thresholds

In addition to the CO hotspot analysis, the SCAQMD developed Local Significance Thresholds (LSTs) for emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ generated at new development sites (off-site mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions that can be generated at a project without expecting to cause or substantially contribute to an exceedance of the most stringent State or federal ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within a project site's source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. LST analysis for construction is applicable for all projects that disturb 5 acres or less on a single day. The project site is located within SCAQMD SRA 34 (Central San Bernardino Valley). The nearest sensitive receptors are located approximately 700 feet to the east and southeast from the project site (approximately 213 meters). **Table 4.2-7: Local Significance Thresholds for Construction/Operations** shows the 1-acre, 2-acre, and 5-acre LSTs in SRA 34.

Table 4.2-7: Local Significance Thresholds for Construction/Operations

Project Size	Maximum Pounds Per Day (Construction/Operation)[1]			
	NO_x	CO	PM_{10}	$PM_{2.5}$
1 Acre	348/348	6,065/6,065	79/19	26/7
2 Acres	391/391	7,081/7,081	88/21	29/8
5 Acres	499/499	9,362/9,362	111/27	39/10

NO_X = Nitrogen Oxides; CO = Carbon Monoxide; PM_{10} = Particulate Matter 10 microns in diameter or less; $PM_{2.5}$ = Particulate Matter 2.5 microns in diameter or less
1. LST represented in this chart is based on the closest receptor distance of 213 meters.

Source: South Coast Air Quality Management District, *Localized Significance Threshold Methodology*, July 2008.

LSTs associated with all acreage categories are provided in the table for informational purposes, which shows that the LSTs increase as acreages increase. It should be noted that LSTs are screening thresholds and are therefore conservative. The construction LST acreage is determined based on daily acreage

disturbed. The operational LST acreage is based on the total area of the project site. Although the project site is greater than five acres, the 5-acre operational LSTs are conservatively used to evaluate the Project.

Health Risk Assessment Thresholds

Project health risks are determined by examining the types and levels of air toxics generated and the associated impacts on factors that affect air quality. While the final determination of significance thresholds is within the Lead Agency's purview pursuant to the CEQA Guidelines, the SCAQMD recommends that lead agencies use the following air pollution thresholds in determining whether a project's impacts are significant. If the lead agency finds that the project has the potential to exceed the air pollution thresholds, a project's impacts should be considered significant. The TAC emissions thresholds are as follows.

- **Cancer Risk (Individual):** Emit contaminants that result in a maximum individual incremental cancer risk equal to or greater than 10 in one million.
- **Non-Cancer Risk:** Emit contaminants that result in a chronic or acute hazard index equal to or greater than 1.0 (project increment).

Cancer risk is expressed in terms of expected incremental incidence per million population. The SCAQMD has established an incidence rate of 10 persons per million as the maximum acceptable incremental cancer risk due to TAC exposure. This threshold is an upper-bound incremental probability to determine whether or not a given project has a potentially significant development-specific and cumulative impact and to ensure an individual new source does not contribute a cumulatively significant impact. The 10 in one million standard is a health-protective significance threshold. A risk level of 10 in one million implies a likelihood that up to 10 persons, out of one million equally exposed persons, would contract cancer if exposed continuously (24 hours per day) to the TAC levels over a specified duration of time. This risk would be an excess cancer that is in addition to any cancer risk borne by a person not exposed to these TACs.

The SCAQMD has also established non-carcinogenic risk parameters for use in HRAs. Noncarcinogenic risks are quantified by calculating a "hazard index," expressed as the ratio between the ambient pollutant concentration and its toxicity or Reference Exposure Level. A Reference Exposure Level is a concentration at or below which health effects are not likely to occur. A hazard index of less than 1.0 means that adverse health effects are not expected. Within this analysis, non-carcinogenic exposures of less than 1.0 are considered less than significant.

4.2.6 Project Impacts and Mitigation

Threshold 4.2-1:	**Would the Project conflict with or obstruct implementation of the applicable air quality plan?** ***Level of Significance:*** Less than Significant with mitigation incorporated. Construction and operational emissions have been reduced to less than significant with the incorporation of MM AQ-1 through MM AQ-5.

As part of its enforcement responsibilities, the U.S. EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan that demonstrates the means to attain the federal standards. The State Implementation Plan must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under State law, the CCAA requires an

air quality attainment plan to be prepared for areas designated as nonattainment regarding the State and federal ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

As previously discussed, the project site is located within the SCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the FCAA, to reduce emissions of criteria pollutants for which the SCAB is in nonattainment. To reduce such emissions, the SCAQMD drafted the 2016 and 2022 AQMPs. The AQMPs establish a program of rules and regulations directed at reducing air pollutant emissions and achieving State (California) and national air quality standards. The AQMPs are a regional and multi-agency effort including the SCAQMD, the CARB, the SCAG, and the U.S. EPA. The pollutant control strategies in the AQMPs are based on the latest scientific and technical information and planning assumptions, including SCAG's 2020 Connect SoCal, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project is subject to the SCAQMD's AQMPs.

Criteria for determining consistency with the AQMPs are defined by the following indicators:

- **Consistency Criterion No. 1**: The 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 AQMPs.
- **Consistency Criterion No. 2**: The Project will not exceed the assumptions in the AQMPs or increments based on the years of the Project build-out phase.

According to the SCAQMD's CEQA Air Quality Handbook, the purpose of the consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus if it would interfere with the region's ability to comply with CAAQS and NAAQS.

The violations to which Consistency Criterion No. 1 refers are CAAQS and NAAQS. As identified in **Table 4.2-8: Construction-Related Emissions,** the proposed Project would not exceed construction emission standards with implementation of Mitigation Measure (MM) AQ-1. Further, the Project would not exceed operational emission standards with implementation of MM AQ-2 through MM AQ-5; see **Table 4.2-9: Operational Emissions**. Therefore, the Project is consistent with the first criterion.

Concerning Consistency Criterion No. 2, the AQMPs contain air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project would not result in a change of land use designations reflected in the AQMP and is assumed to be consistent with the AQMPs regional emissions inventory for the SCAB. Therefore, the Project is consistent with the second criterion.

The City's population estimate, as of January 2023, is 102,985 persons.[7] While the Project does not involve residential development, the Project is anticipated to generate approximately 558 employees[8] and could indirectly induce population growth if future employees move into the City to work at the proposed warehouse. However, the Project would consist of a source of employment within a City with substantial housing stock. Therefore, it is likely that the Project would employ current residents of the

[7] State of California, Department of Finance. *E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2021-2023*. Retrieved from: Demographics | Department of Finance. Accessed April 12, 2024.

[8] Natelson Company, Inc, 2001, *Employment Density Study Summary Report Prepared for SCAG, Table 8A*.

City. In the event that the operator of the proposed facility draws employees that are not from the local community, the Project would not directly result in the development of new housing.

As the Project would not directly result in the development of new housing, the Project would not cause the City's General Plan buildout population forecast to be exceeded. The population and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the City. Additionally, as the SCAQMD has incorporated these same projections into the AQMPs, it can be concluded that the proposed Project would be consistent with the projections. Thus, no impact would occur, as the Project is also consistent with the second criterion.

It is also noted that future tenant(s) of the Project would also be required to comply SCAQMD Rule 2305, which would directly reduce NO_X and particulate matter emissions (refer to South Coast Air Quality Management District under **Section 4.2.2: Regulatory Setting**). As discussed above, the Project would not conflict with or obstruct implementation of the AQMPs or any applicable air quality plan. Impacts would be less than significant with the incorporation of MMs AQ-1 through AQ-5.

Threshold 4.2-2:	**Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?**
	Level of Significance: Less than Significant with mitigation incorporated. Construction and operational emissions have been reduced to less than significant with the incorporation of MM AQ-1 through MM AQ-5.

Construction Emissions

Construction associated with the Project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern in the area include O_3-precursor pollutants (i.e., ROG and NO_X) and PM_{10} and $PM_{2.5}$. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Construction results in the temporary generation of emissions resulting from site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

Construction of the Project is anticipated to begin in 2025 and is estimated to be completed within approximately 15 months. Construction-generated emissions associated with the Project were calculated using the CARB-approved CalEEMod computer program; see **Appendix B** for more information regarding the construction assumptions used in this analysis. Predicted maximum daily construction-generated emissions for the Project are summarized in **Table 4.2-8: Construction-Related Emissions**. It is noted that due to technology improvements for construction equipment, emissions from Project construction activities would likely be lower than those shown in the table if construction were to occur in later years.

Table 4.2-8: Construction-Related Emissions

	Emissions (Maximum Pounds Per Day)[1]					
Construction Year	**ROG**	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Unmitigated Emissions						

Year 1 (2025)	4.22	41.80	39.99	0.10	21.25	11.41
Year 2 (2026)	77.84	38.51	40.23	0.10	12.92	5.41
Maximum Emissions	***77.84***	***41.80***	***40.23***	***0.10***	***21.25***	***11.41***
SCAQMD Threshold	75	100	550	150	150	55
Exceed SCAQMD Threshold?	**Yes**	**No**	**No**	**No**	**No**	**No**
Mitigated Emissions[2]						
Year 1 (2025)	4.22	41.80	39.99	0.10	21.25	11.41
Year 2 (2026)	11.31	38.51	40.23	0.10	12.92	5.41
Maximum Emissions	***11.31***	***41.80***	***40.23***	***0.10***	***21.25***	***11.41***
SCAQMD Threshold	75	100	550	150	150	55
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

ROG = Reactive Organic Gases; NO_X = Nitrogen Oxides; CO = Carbon Monoxide; SO_2 = Sulfur Dioxide; PM_{10} = Particulate Matter 10 microns in diameter or less; $PM_{2.5}$ = Particulate Matter 2.5 microns in diameter or less

1. SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment.
2. Mitigation includes the incorporation of MM AQ-1. MM AQ-1 requires the use of low VOC paints.

Source: CalEEMod version 2022.1. Refer to **Appendix B** for model outputs.

Fugitive dust emissions may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the area. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. SCAQMD Rules 402 and 403 (prohibition of nuisances, watering of inactive and perimeter areas, track out requirements, etc.), are applicable to the Project and were applied in CalEEMod to minimize fugitive dust emissions. Rule 1113 provides specifications on painting practices and regulates the ROG content of paint. The Project would be required to comply with SCAQMD rules and regulations, including SCAQMD Rules 402, 403, and 1113.

Table 4.2-8 shows that unmitigated total construction emissions would exceed the SCAQMD threshold for ROG (VOC). Most ROG emissions are generated during the architectural coating phase of construction. Therefore, MM AQ-1 requires the Project to use low VOC paints. With implementation of MM AQ-1, total construction ROG emissions would be below SCAQMD thresholds; impacts would be less than significant.

Operational Emissions

Project-generated emissions would be primarily associated with motor vehicle use and area sources, such as the use of landscape maintenance equipment and architectural coatings. Long-term operational emissions attributable to the Project are summarized in **Table 4.2-9: Operational Emissions**. The table shows that unmitigated emissions would not exceed SCAQMD thresholds with the exception of NO_X. Therefore, regional unmitigated operational emissions would result in a potentially significant long-term regional air quality impact.

The majority of NO_X emissions are from mobile sources and on-site cargo handling equipment (i.e., forklifts and yard trucks). Mitigation measures would be required to reduce emissions to the maximum extent feasible; however, motor vehicle engine emissions are controlled by State and federal standards and the Project has no control over these standards. Nonetheless, through implementation of MM AQ-2 through MM AQ-5, the Project's operational emissions would be reduced to a less than significant level. MM AQ-2 requires the Project to use all-electric appliances and end uses instead of natural gas, as well as prohibits installation of natural gas utility lines or connections. MM AQ-3 requires landscaping equipment to be 100 percent electric. MM AQ-4 requires the implementation of a Transportation Demand

Management (TDM) program to reduce single-occupant vehicle trips and encourage public transit. It should be noted that mitigated emissions shown in **Table 4.2-9** do not account for emissions reductions associated with MM AQ-4. MM AQ-5 requires outdoor cargo handling equipment to be zero emissions or alternatively fueled. **Table 4.2-9** shows that with implementation of MM AQ-2, MM AQ-3, and MM AQ-5, all criteria pollutant emissions would be below SCAQMD thresholds. Therefore, impacts would be less than significant with implementation of MM AQ-2, MM AQ-3, MM AQ-4, and MM AQ-5.

In addition, pursuant to SCAQMD Rule 2305, all warehouses over 100,000 sf are required to implement various emission reduction measures related to warehouse operations and mobile sources. Compliance with SCAQMD Rule 2305 would further reduce criteria pollutants, specifically NO_X and particulate matter emissions.

Table 4.2-9: Operational Emissions

Source	Emissions (Maximum Pounds Per Day)[1]					
	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Unmitigated Emissions						
Area Source Emissions	20.85	0.24	28.98	<0.01	0.05	0.04
Energy Emissions	0.19	3.40	2.86	0.02	0.26	0.26
Mobile – Trucks	0.72	47.83	24.13	0.42	14.01	4.21
Mobile – Passenger Cars	2.94	3.75	34.42	0.09	7.95	2.06
Off-Road – Forklifts	0.20	1.05	14.98	0.02	0.04	0.04
Off-Road – Yard Trucks	0.06	0.33	3.31	0.01	0.01	0.01
Back-up Generators	0.67	1.86	1.70	<0.01	0.10	0.10
Total Emissions	**25.63**	**58.47**	**110.38**	**0.56**	**22.42**	**6.71**
SCAQMD Threshold	***55***	***55***	***550***	***150***	***150***	***55***
Exceed SCAQMD Threshold?	**No**	**Yes**	**No**	**No**	**No**	**No**
Mitigated Emissions						
Area Source Emissions[2]	16.09	0.00	0.00	0.00	0.00	0.00
Energy Emissions[2]	0.00	0.00	0.00	0.00	0.00	0.00
Mobile – Trucks	0.72	47.83	24.13	0.42	14.01	4.21
Mobile – Passenger Cars	2.94	3.75	34.42	0.09	7.95	2.06
Off-Road – Forklifts[2]	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road – Yard Trucks[2]	0.00	0.00	0.00	0.00	0.00	0.00
Back-up Generators	0.67	1.86	1.70	<0.01	0.10	0.10
Total Emissions	**20.42**	**53.44**	**60.25**	**0.51**	**22.05**	**6.36**
SCAQMD Threshold	***55***	***55***	***550***	***150***	***150***	***55***
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

ROG = Reactive Organic Gases; NO_x = Nitrogen Oxides; CO = Carbon Monoxide; SO_2 = Sulfur Dioxide; PM_{10} = Particulate Matter 10 microns in diameter or less; $PM_{2.5}$ = Particulate Matter 2.5 microns in diameter or less

1. SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment.
2. Mitigation includes the incorporation of MM AQ-2, MM AQ-3, and MM AQ-5. MM AQ-2 requires the use of all-electric appliances and end uses instead of natural gas. MM AQ-3 requires landscaping equipment to be 100 percent electrically powered. MM AQ-5 requires charging stations for cargo handling equipment.

Source: CalEEMod version 2022.1. Refer to **Appendix B** for model outputs.

Threshold 4.2-3:	**Would the Project expose sensitive receptors to substantial pollutant concentrations?** ***Level of Significance:*** Less than Significant with mitigation incorporated. Construction and operational emissions have been reduced to less than significant with the incorporation of MM AQ-1 through MM AQ-5.

Localized Construction Significance Analysis

To identify impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the Final Localized Significance Threshold Methodology (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific emissions.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, **Table 4.2-10: Equipment-Specific Grading Rates** is used to determine the maximum daily disturbed acreage for comparison to LSTs. The appropriate SRA for the localized significance thresholds is the Central San Bernardino Valley (SRA 34) since this area includes the Project. LSTs apply to NO_2, CO, PM_{10}, and $PM_{2.5}$. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5 acres in size. Project construction is anticipated to disturb a maximum of 4 acres in a single day during the grading phase. As the LST guidance provides thresholds for projects disturbing 1-, 2-, 4-, and 5-acres in size and the thresholds increase with size of the site, the LSTs for a 4-acre threshold were interpolated and used for this analysis.

Table 4.2-10: Equipment-Specific Grading Rates

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Grading	Crawler Tractors	0	0.5	8	0
	Graders	1	0.5	8	0.5
	Dozers	1	0.5	8	0.5
	Scrapers	3	1	8	3
				Total Acres Graded per Day[1]	**4.0**

1. Total acres graded each day is based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, not the total acreage of the project site.

Source: CalEEMod version 2022.1. Refer to **Appendix B** for model outputs.

The nearest sensitive receptors are single-family residences located approximately 700 feet (213 meters) to the east of Locust Avenue. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, LSTs for receptors located at the interpolated distance of 213 meters were used in this analysis consistent with SCAQMD methodology. **Table 4.2-11: Localized Significance of Construction Emissions** presents the results of localized emissions during each construction phase. The table shows that emissions of these pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors.

Table 4.2-11: Localized Significance of Construction Emissions				
	Emissions (Maximum Pounds Per Day)			
Construction Activity	NO_X	CO	PM_{10}	$PM_{2.5}$
Demolition 2025	22.20	19.92	1.16	0.88
Site Preparation 2025	31.64	30.18	21.02	11.36
Grading 2025	37.62	35.86	11.83	5.19
Grading 2026	34.49	34.99	11.69	5.06
Building Construction 2026	9.85	12.97	0.38	0.35
Paving 2026	7.12	9.94	0.32	0.29
Architectural Coating 2026	0.86	1.13	0.02	0.02
Infrastructure Improvements 2026	11.56	11.12	0.51	0.47
Maximum Emissions	*37.62*	*35.86*	*21.02*	*11.36*
SCAQMD Localized Screening Threshold (adjusted for 4 acres at 213 meters)	*463*	*8,601*	*104*	*36*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**
NO_X = Nitrogen Oxides; CO = Carbon Monoxide; PM_{10} = Particulate Matter 10 microns in diameter or less; $PM_{2.5}$ = Particulate Matter 2.5 microns in diameter or less				
Source: CalEEMod version 2022.1. Refer to **Appendix B** for model outputs.				

Localized Operational Significance Analysis

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a project only if it includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). Since the Project includes a warehouse, the operational phase LST protocol is conservatively applied to both the area source and a portion of the mobile source emissions for operations.

LSTs thresholds for receptors located at 213 meters in SRA 34 were used in this analysis because the closest receptors to the project site are located approximately 700 feet (213 meters) to the east of Locust Avenue. Although the project site is approximately 40 acres, the 5.0-acre LST threshold was conservatively used for the Project, as the LSTs increase with the size of the site.

For a worst-case scenario assessment, the emissions shown in **Table 4.2-12: Localized Significance of Operational Emissions** conservatively include all on-site Project-related stationary source and three percent of mobile sources.[9] The table shows that the unmitigated maximum daily emissions of these pollutants for Project operations would not result in significant concentrations of pollutants at nearby sensitive receptors.

[9] The on-site one-way trip length is conservatively anticipated to be up to one mile, which is approximately three percent of the 33.2-mile truck trip length modeled in CalEEMod.

Table 4.2-12: Localized Significance of Operational Emissions				
	Emissions (Maximum Pounds Per Day)			
Activity	NO_X	CO	PM_{10}	$PM_{2.5}$
On-Site, Generators, and Mobile Source Emissions[1]	8.32	52.55	0.88	0.57
SCAQMD Localized Screening Threshold (5.0 acres at 213 meters)	*499*	*9,362*	*27*	*10*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**
NO_X = Nitrogen Oxides; CO = Carbon Monoxide; PM_{10} = Particulate Matter 10 microns in diameter or less; $PM_{2.5}$ = Particulate Matter 2.5 microns in diameter or less. 1. Includes all on-site and three percent of truck emissions.				
Source: CalEEMod version 2022.1. Refer to **Appendix B** for model outputs.				

Criteria Pollutant Health Impacts

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's air emissions to health impacts or explain why such information could not be ascertained (*Sierra Club v. County of Fresno* [Friant Ranch, L.P.] [2018] Cal.5th, Case No. S219783).

The SCAQMD has set its CEQA significance thresholds based on the FCAA, which defines a major stationary source (in extreme ozone nonattainment areas such as the SCAB) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review Program and SCAQMD Rule 1303 for new or modified sources. The New Source Review Program[10] was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with the attainment of health-based federal ambient air quality standards. The federal ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, Projects that do not exceed the SCAQMD's LSTs and mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts.

As previously discussed, localized effects of on-site Project emissions on nearby receptors were found to be less than significant (refer to **Table 4.2-11** and **Table 4.2-12**). The LSTs represent the maximum emissions from a Project that are not expected to cause or contribute to an exceedance of the most stringent applicable State or federal ambient air quality standard. The LSTs were developed by the SCAQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations. Information on health impacts related to exposure to ozone and particulate matter emissions published by the U.S. EPA and CARB have been summarized and discussed in the Regulatory Section; refer to **Table 4.2-3**. As shown above, Project-related emissions would not exceed the regional thresholds or the LSTs with implementation of MM AQ-1 through MM AQ-5 and therefore would not exceed the ambient air quality standards or cause an increase in the frequency or severity of existing violations of air quality standards. Therefore, sensitive receptors would not be exposed to criteria pollutant levels in excess of the health-based ambient air quality standards.

[10] Code of Federal Regulation (CFR) [i.e., PSD (40 CFR 52.21, 40 CFR 51.166, 40 CFR 51.165 (b)), Non-attainment New Source Review (40 CFR 52.24, 40 CFR 51.165, 40 CFR part 51, Appendix S).

Carbon Monoxide Hotspots

An analysis of CO "hot spots" is needed to determine whether the change in the level of service of an intersection resulting from the Project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard.

The SCAB was re-designated as attainment in 2007 and is no longer addressed in the SCAQMD's AQMP. The 2003 AQMP is the most recent version that addresses CO concentrations. As part of the SCAQMD CO Hotspot Analysis, the Wilshire Boulevard and Veteran Avenue intersection, one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is well below the 35-ppm federal standard. The Project considered herein would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's CO Hotspot Analysis. As the CO hotspots were not experienced at the Wilshire Boulevard and Veteran Avenue intersection even as it accommodates 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any intersections in the vicinity of the project site resulting from 1,138 daily vehicle trips attributable to the Project. Therefore, impacts would be less than significant.

Health Risk Assessment

CARB identified DPM as a TAC in 1998. Mobile sources (including trucks, buses, automobiles, trains, ships, and farm equipment) are by far the largest diesel emissions source. Diesel exhaust is emitted from a broad range of on- and off-road diesel engines. As the project site is near existing sensitive receptors (i.e., single-family residential uses located approximately 700 feet to the east and southeast of the project site), an analysis of DPM was performed using the U.S. EPA-approved AERMOD model.

The SCAQMD conducted an in-depth analysis of TACs and their resulting health risks for all of Southern California. The Multiple Air Toxics Exposure Study in the SCAB (MATES V) (August 2021) shows that carcinogenic risk from air toxics in the SCAB, based on the average concentrations at the 10 monitoring sites, is approximately 40 percent lower than the monitored average in MATES IV and 84 percent lower than the average in MATES II.

MATES V also evaluated the population-weighted cancer risk within Environmental Justice (EJ) communities using the SB 535 definition of disadvantaged communities. Between MATES IV and MATES V, air toxic cancer risk decreased by 57 percent in EJ communities overall compared to a 53 percent reduction in non-EJ communities.

MATES V is the most comprehensive dataset documenting the ambient air toxic levels and health risks associated with SCAB emissions. Therefore, the MATES V study represents the baseline health risk for a cumulative analysis. MATES V estimates the average excess cancer risk level from exposure to TACs is 424 in one million basin-wide. In comparison, the MATES IV basin's average risk was 897 per million. This steady downward trend in health risk is due in larger part due to stricter regulatory requirements and cleaner fuels and engines, which have resulted in improved regional air quality.

These model estimates were based on monitoring data collected at ten fixed sites within the SCAB. None of the fixed monitoring sites are near the project site. However, MATES V has extrapolated the excess cancer risk levels throughout the SCAB by modeling the specific grids. MATES V modeling predicted an excess cancer risk of 455 in one million for the project site area.[11]

Carcinogenic Risk

Table 4.2-13: Carcinogenic Risk Assessment shows the unmitigated health risk for Project construction and operations. Based on the State of California Office of Environmental Health Hazard Assessment (OEHHA) Risk Assessment Guidelines, the exposure duration for a resident is 30 years, beginning with the third trimester, and the exposure duration for workers is 25 years. Warehouse-related operations would commence following construction. As such, construction would not overlap with operations. The analysis calculates risk based on exposure to construction concentrations during the initial 15 months of the exposure duration and operational concentrations for the remainder of the exposure duration. The Project (construction and operations combined scenario) would result in a maximum cancer risk of 1.41 in one million at the nearest residential receptors, 0.05 in one million at the nearest student receptors, and 1.21 in one million at the nearest worker receptors. Therefore, the SCAQMD threshold of 10 in one million would not be exceeded at the nearest receptors and impacts would be less than significant.

Table 4.2-13: Carcinogenic Risk Assessment

Exposure Scenario	Cancer Risk (per Million)[1,2]	Significance Threshold (per Million)	Risk Exceeds Threshold?
Construction			
Residential Receptor (single-family residential use at 1782 Lowell Street)	0.43	10	No
Student Receptor (Wilmer Amina Carter High School)	0.01	10	No
Worker Receptor (Team 101 Restoration at 2824 Locust Avenue)	0.13	10	No
Operations			
Residential Receptor (single-family residential use at 1835 Persimmon Avenue)	1.25	10	No
Student Receptor (Wilmer Amina Carter High School)	0.05	10	No
Worker Receptor (Tubular Steel Inc. at 2750 Locust Avenue)	1.19	10	No
Construction and Operations Combined			
Residential Receptor (single-family residential use at 1782 Lowell Street)	1.41	10	No
Residential Receptor (single-family residential use at 1835 Persimmon Avenue)	1.35	10	No
Student Receptor	0.05	10	No

[11] South Coast Air Quality Management District. Nd. *MATES V Estimated Risk. R*etrieved from: https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/Main-Page/?views=Click-tabs-for-other-data%2CCancer-Risk#data_s=id%3AdataSource_105-a5ba9580e3aa43508a793fac819a5a4d%3A253. Accessed August 26, 2024.

Table 4.2-13: Carcinogenic Risk Assessment			
Exposure Scenario	**Cancer Risk (per Million)[1,2]**	**Significance Threshold (per Million)**	**Risk Exceeds Threshold?**
(Wilmer Amina Carter High School)			
Worker Receptor (Team 101 Restoration at 2824 Locust Avenue)	0.99	10	No
Worker Receptor (Tubular Steel Inc. at 2750 Locust Avenue)	1.21	10	No
NA = Not Applicable 1. The reported annual pollutant concentration is at the closest maximally exposed individual resident (MEIR) to the project site. 2. The cancer risk conservatively assumes that cargo handling equipment (i.e., yard trucks and forklifts) would be diesel powered.			
Source: Refer to **Appendix B** for modeling data.			

Non-Carcinogenic Risk

The SCAQMD also requires an evaluation of non-cancer risk from TAC exposure stated in terms of a hazard index. As discussed above, construction-related and operational-related activities would result in project-generated DPM emissions, which is the primary TAC of concern. **Table 4.2-14: Chronic Hazard Assessment** shows the chronic non-cancer risk hazard index from Project construction and operational emissions. A chronic non-cancer risk hazard index of 1.0 or greater is considered individually significant. The highest maximum chronic hazard index associated with DPM emissions from Project construction would be 0.0007 at the residential receptors, 0.0002 at the student receptors, and 0.0082 at the worker receptors. Additionally, the highest maximum chronic hazard index associated with DPM emissions from Project operations would be 0.0003 at the residential receptors, 0.0001 at the student receptors, and 0.0039 at the worker receptors. It is noted that there is no acute REL for DPM and acute health risk cannot be calculated. Therefore, non-carcinogenic hazards are calculated to be within acceptable limits and a less than significant impact would occur.

As concluded above, the Project's cancer and non-cancer risks from construction emissions would be less than significant, as both would be below the SCAQMD's thresholds of significance. It is noted that this analysis assesses the Project's incremental contribution to health risk impacts, consistent with the SCAQMD guidance and methodology. The SCAQMD has not established separate cumulative thresholds and does not require combining impacts from cumulative projects. The SCAQMD considers projects that do not exceed the project-specific individual incremental thresholds to not be cumulatively significant. Therefore, because the Project's health risks (i.e., cancer and non-cancer) would not exceed the Project-specific incremental thresholds, the Project would not result in a cumulatively significant impact and the Project's contribution would be less than cumulatively considerable.

Table 4.2-14: Chronic Hazard Assessment		
Emissions Sources	**Concentration (µg/m^3) [1]**	**Chronic Hazard**
Construction		
Residential Receptor (single-family residential use at 1782 Lowell Street)	0.0034	0.0007
Student Receptor (Wilmer Amina Carter High School)	0.0008	0.0002
Worker Receptor (Team 101 Restoration at 2824 Locust Avenue)	0.0411	0.0082
Operations		
Residential Receptor (single-family residential use at 1835 Persimmon Avenue)	0.0016	0.0003
Student Receptor (Wilmer Amina Carter High School)	0.0007	0.0001
Worker Receptor (Tubular Steel Inc. at 2750 Locust Avenue)	0.0193	0.0039
SCAQMD Threshold	*N/A*	*1.0*
Threshold Exceeded?	**N/A**	**No**
1. The reported pollutant concentration (annual period) is at the closest receptor (maximally exposed individual receptor).		
Source: Refer to **Appendix B**.		

Threshold 4.2-4	**Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?** ***Level of Significance:*** Less than Significant Impact

Construction

Odors that could be generated by construction activities are required to follow SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. SCAQMD Rule 402, Nuisance, states:

> *A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.*

During construction, emissions from construction equipment, such as diesel exhaust, and VOCs from architectural coatings and paving activities may generate odors. However, these standard construction-related odors would be temporary, are not expected to affect a substantial number of people and would disperse rapidly. Therefore, the Project would comply with SCAQMD Rule 402, and impacts related to odors associated with the Project's construction-related activities would be less than significant and no mitigation is required.

Operations

The SCAQMD *CEQA Air Quality Handbook* identifies certain land uses as potentially significant sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project would not include any of the land uses that have been identified by the SCAQMD as odor sources. Therefore, the Project would not create objectionable odors. Therefore, the Project would comply with SCAQMD Rule 402 and operational odor impacts would be less than significant and no mitigation is required.

4.2.7 Cumulative Impacts

Cumulative Short-Term Emissions

The SCAB is designated nonattainment for O_3, PM_{10}, and $PM_{2.5}$ for State standards and nonattainment for O_3 and $PM_{2.5}$ for Federal standards. Appendix D of the SCAQMD White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (2003) notes that projects that result in emissions that do not exceed the project-specific SCAQMD regional thresholds of significance should result in a less than significant impact on a cumulative basis unless there is other pertinent information to the contrary. Therefore, if a project is estimated to result in emissions that do not exceed the thresholds, the project's contribution to the cumulative impact on air quality in the SCAB would not be cumulatively considerable. Project construction-related emissions would not exceed the SCAQMD significance thresholds for criteria pollutants with the incorporation of MM AQ-1 (see **Table 4.2-8**). Therefore, the proposed Project would not generate a cumulatively considerable contribution to air pollutant emissions during construction.

The SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the FCAA mandates. The analysis assumed fugitive dust controls would be used during construction, including frequent water applications. SCAQMD rules, mandates, and compliance with adopted AQMP emissions control measures would also be imposed on construction projects throughout SCAB, which would include related cumulative projects. As concluded above, the Project's construction-related impacts would be less than significant. Compliance with SCAQMD rules and regulations would further minimize the proposed Project's construction-related emissions. Therefore, Project-related construction emissions, in combination with those from other projects in the area, would not substantially deteriorate the local air quality. The Project's construction-related emissions would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Cumulative Long-Term Impacts

The SCAQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the operational thresholds of significance based on the level above which individual project emissions would result in a cumulatively considerable contribution to the SCAB's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact.

Project operational emissions would not exceed the SCAQMD thresholds with the incorporation of MM AQ-2 through MM AQ-5 (see **Table 4.2-9**). As a result, operational emissions associated with the Project

would not represent a cumulatively considerable contribution to significant cumulative air quality impacts. Therefore, operational emissions associated with the Project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

4.2.8 Mitigation Program

Standard Conditions

No standard conditions are applicable.

Laws, Ordinances, and Regulations

Laws, Ordinances, and Regulations (LORs) are existing requirements that are based on local, State, or federal regulations or laws that are frequently required independently of CEQA review. Typical LORs include compliance with the provisions of the Building Code, SCAQMD Rules, etc. The City may impose additional conditions during the approval process, as appropriate. Because LORs are neither Project specific nor a result of development of the Project, they are not considered to be either Project Design Features or Mitigation Measures. However, they are included in the Mitigation Program to comprehensively identify Project requirements.

LOR AQ-1 Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to comply with South Coast Air Quality Management District's (SCAQMD) Rules 402 and 403 to minimize construction emissions of dust and particulates. The measures include, but are not limited to, the following:

- Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
- All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- All material transported off site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
- Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.

LOR AQ-2 Require diesel powered construction equipment to turn off when not in use per Title 13 of the California Code of Regulations, Section 2449.

LOR AQ-3 Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the City's Water Efficient Landscape requirements (Chapter 12.50 of the City's Municipal Code).

LOR AQ-4 In accordance with California Title 24 Standards, buildings will be designed to have 15 percent of the roof area "solar ready" that will structurally accommodate later installation of rooftop solar panels. If future building operators pursue providing rooftop solar panels, they will submit plans for solar panels prior to occupancy.

LOR AQ-5 The Project shall be designed in accordance with the applicable California Green Building Standards (CALGreen) Code (24 CCR, Part 11). The Building Official, or designee shall ensure compliance prior to the issuance of each building permit. These requirements include, but are not limited to:

- Design buildings to be water efficient. Install water-efficient fixtures in accordance with Section 5.303 of the California Green Building Standards Code Part 11.
- Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1 of the California Green Building Standards Code Part 11.
- Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 5.410 of the California Green Building Standards Code Part 11.
- To facilitate future installation of electric vehicle supply equipment (EVSE), nonresidential construction shall comply with Section 5.106.5.3 (nonresidential electric vehicle charging) of the California Green Building Standards Code Part 11.

Mitigation Measures

MM AQ-1 **Low VOC Paints.** The Project shall use "Super-Compliant" low VOC paints which have been reformulated to exceed the regulatory VOC limits (i.e., have a lower VOC content than what is required) put forth by SCAQMD's Rule 1113 for all architectural coatings. Super-Compliant low VOC paints shall be no more than 10 g/L of VOC. Prior to issuance of a building permit, the City shall confirm that plans include the following specifications:

- All architectural coatings will be super-compliant low VOC paints.
- Recycle leftover paint. Take any leftover paint to a household hazardous waste center; do not mix leftover water-based and oil-based paints.
- Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors.
- For water-based paints, clean up with water only. Whenever possible, do not rinse the cleanup water down the drain or pour it directly into the ground or the storm drain. Set aside the can of cleanup water and take it to the hazardous waste center (www.cleanup.org).
- Use compliant low-VOC cleaning solvents to clean paint application equipment.
- Keep all paint- and solvent-laden rags in sealed containers to prevent VOC emissions.
- Contractors shall construct/build with materials that do not require painting and use pre-painted construction materials to the extent practicable.
- Use high-pressure/low-volume paint applicators with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.

MM AQ-2 **Require All-Electric Development.** Prior to the issuance of building permits, the Building Department shall confirm that building plans require the Project to use all-electric

appliances and end uses instead of natural gas. The project shall not include natural gas utility lines or connections. The purpose of this mitigation measure is to reduce air quality emissions from natural gas.

MM AQ-3 **Electric Landscape Equipment**. Prior to the issuance of occupancy permits, the Planning Division shall confirm that the Project's Codes Covenants and Restrictions (CC&Rs) and/or tenant lease agreements include contractual language that all handheld landscaping equipment used on site shall be 100 percent electrically powered. The logistics warehouse and parking lots shall be equipped with exterior electrical outlets to accommodate this requirement. This requirement shall be included in the third-party vendor agreements for landscape services for the building owner and tenants, as applicable. This mitigation measure applies only to tenant improvements and not the building shell approvals.

MM AQ-4 **Transportation Demand Management**. Prior to the issuance of tenant occupancy permits, the tenant/facility operator shall prepare and submit a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The TDM shall include measures such as, but not limited to the following:

- Provide a transportation information center and on-site TDM coordinator to educate residents, employers, employees, and visitors of surrounding transportation options.
- Promote bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the project site.
- Each building shall provide secure bicycle storage space equivalent to two percent of the automobile parking spaces provided.
- Each building shall provide a minimum of two shower and changing facilities as part of the tenant improvements.
- Provide on-site car share amenities for employees who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day.
- Promote and support carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service.
- Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users.
- Provide meal options on site or shuttles between the facility and nearby meal destinations.
- Each building shall provide preferred parking for electric, low-emitting and fuel-efficient vehicles equivalent to at least eight percent of the required number of parking spaces.

This mitigation measure applies only to tenant occupancy and not the building shell approvals.

MM AQ-5 **Non-Diesel Cargo Handling Equipment.** The warehouse building shall include the necessary charging stations for cargo handling equipment. Prior to the issuance of a tenant occupancy permit, the Planning Division shall confirm that the Project plans and specifications show that all outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) are zero emission or alternatively fueled (i.e., powered by electricity or non-diesel fuels). The building manager or their designee shall be responsible for enforcing these requirements. Note that SCAQMD Rule 2305 (Warehouse Indirect Source Rule) Warehouse Actions and Investments to Reduce Emissions (WAIRE) points may be earned for electric/zero emission yard truck/hostler usage. This mitigation measure applies only to tenant improvements and not the building shell approvals.

4.2.9 Level of Significance After Mitigation

Impacts can be mitigated to a less than significant level.

4.2.10 References

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4.3 BIOLOGICAL RESOURCES

4.3.1 Introduction

This section of the EIR identifies and evaluates potential impacts related to biological resources associated with implementation of the proposed Project. The analysis in this section is based in part on the *Biological Technical Report* prepared by Rocks Biological Consulting (August 2025) which is included as **Appendix D: Biological Technical Report** of this EIR.

4.3.2 Regulatory Setting

Federal Regulations

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) provides for the listing of endangered and threatened species of plants and animals and the designation of critical habitat for these listed species. The FESA regulates the "taking" of any endangered fish or wildlife species, per Section 9 of the FESA. As development is proposed, the responsible agency or individual landowner is required to consult with the U.S. Fish and Wildlife Service (USFWS) to assess potential impacts on listed species (including plants) or the critical habitat of a listed species, pursuant to Section 7 and Section 10 of the FESA. The USFWS is required to determine the extent a project would impact a particular species. If USFWS determines that a project is likely to potentially impact a species, measures to avoid or reduce such impacts must be identified.

Following consultation and the issuance of a Biological Opinion, the USFWS may issue an incidental take statement which allows for the take of a species if it is incidental to another authorized activity and will not adversely affect the existence of the species. Section 10 of the FESA provides for issuance of incidental take permits to non-federal parties in conjunction with the development of a habitat conservation plan. Section 7 of the FESA provides for the permitting of projects where interagency cooperation is necessary to ensure that a federal action/decision does not jeopardize the existence of a listed species.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA; 16 USC §§ 703-711) is the domestic law that affirms and implements a commitment by the U.S. to four international conventions (with Canada, Mexico, Japan, and Russia) for the protection of a shared migratory bird resource. Unless and except as permitted by regulations, the MBTA prohibits the intentional pursuit, hunting, taking, capture, or killing of migratory birds anywhere in the United States. The law also applies to the disturbance and removal of nests occupied by migratory birds or their eggs during the breeding season, whether intentional or incidental.

Clean Water Act

Pursuant to Section 404 of the Clean Water Act (CWA), the U.S. Army Corps of Engineers (USACE) is authorized to regulate any activity that would result in the discharge of dredged or fill material into waters of the U.S. (including wetlands), which includes those waters listed in 33 CFR 328.3 (as amended at 80 Federal Register [FR] 37104, June 29, 2015). The USACE, with oversight from the U.S. Environmental Protection Agency (U.S. EPA), has the principal authority to issue CWA Section 404 permits. The USACE would require a Standard Individual Permit for more than minimal impacts to waters of the U.S. as determined by the USACE. Projects with minimal individual and cumulative adverse effects on the environment may meet the conditions of an existing Nationwide Permit or Regional General Permit.

A water quality certification or waiver pursuant to Section 401 of the CWA is required for all Section 404 permitted actions. The Regional Water Quality Control Board (RWQCB), divisions of the State Water Resources Control Board (SWRCB), provides oversight of the Section 401 certification process in California. The RWQCB is required to provide "certification that there is reasonable assurance that an activity that may result in the discharge to waters of the United States will not violate water quality standards." Water Quality Certification must be based on the finding that a proposed discharge will comply with applicable water quality standards.

The National Pollutant Discharge Elimination System (NPDES) is the permitting program for the discharge of pollutants into surface waters of the U.S. under Section 402 of the CWA.

State Regulations

California Endangered Species Act

The California Endangered Species Act (CESA), in combination with the California Native Plant Protection Act of 1977 (NPPA; Fish and Game Code § 1900 et seq.), regulates the listing and take of plant and animal species designated as endangered, threatened, or rare within the State. California also lists Species Of Special Concern (SSC) based on limited distribution, declining populations, diminishing habitat, or unusual scientific, recreational, or educational value. CESA defines an endangered species as "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant which is in serious danger of becoming extinct throughout all, or a significant portion, of its range due to one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, or disease." CESA defines a threatened species as "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that, although not presently threatened with extinction, is likely to become an endangered species in the foreseeable future in the absence of the special protection and management efforts required by this chapter. Any animal determined by the California Fish and Game Commission (CFGC) as rare on or before January 1, 1985, is a threatened species." Candidate species are defined as "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that the commission has formally noticed as being under review by the department for addition to either the list of endangered species or the list of threatened species, or a species for which the CFGC has published a notice of proposed regulation to add the species to either list." Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the CFGC. Unlike FESA, CESA does not list invertebrate species.

Sections 2080 through 2085 of CESA address the take of threatened, endangered, or candidate species by stating "no person shall import into this state, export out of this state, or take, possess, purchase, or sell within this state, any species, or any part or product thereof, that the commission determines to be an endangered species or a threatened species, or attempt any of those acts, except as otherwise provided." Under CESA, "take" is defined as to "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." Exceptions authorized by the State to allow "take" require permits or memoranda of understanding and can be authorized for endangered species, threatened species, or candidate species for scientific, educational, or management purposes and for take incidental to otherwise lawful activities. California Fish and Game Code Sections 1901 and 1913 provide that notification is required prior to disturbance. The California Department of Fish and Wildlife (CDFW) is responsible for assessing development projects for their potential to impact listed species and their habitats. State-listed species are addressed through the issuance of a 2081 Permit (Memorandum of Understanding).

California Fish and Game Code Sections 1600-1602

Pursuant to Division 2, Chapter 6, Section 1602 of the California Fish and Game Code, CDFW regulates all diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. A Notification of Lake or Streambed Alteration must be submitted to CDFW for "any activity that may substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake." CDFW has jurisdiction over riparian habitats associated with watercourses and wetland habitats supported by a river, lake, or stream. Jurisdictional waters are delineated by the outer edge of riparian vegetation (i.e., drip line) or at the top of the bank of streams or lakes, whichever is wider. CDFW jurisdiction does not extend to tidal areas or isolated resources. CDFW reviews the proposed actions and, if necessary, submits (to an applicant) a proposal that includes measures to protect affected fish and wildlife resources. The final proposal that is mutually agreed upon by CDFW and an applicant is the Lake or Streambed Alteration Agreement.

California Fish and Game Code Sections 3503, 3511, 3513, 3800, 4700, 5050, and 5515

Within California, fish, wildlife, and native plant resources are protected and managed by CDFW. The California Fish and Game Commission and/or CDFW are responsible for issuing permits for the take or possession of protected species. The following sections of the California Fish and Game Code address protected species: Section 3511 (birds), Section 4700 (mammals), Section 5050 (reptiles and amphibians), and Section 5515 (fish). In addition, the protection of birds of prey is provided for in Sections 3503, 3513, and 3800 of the California Fish and Game Code.

California Native Plant Protection Act (California Fish and Game Code Sections 1900–1913)

The California Native Plant Protection Act requires all State agencies to use their authority to carry out programs to conserve endangered and rare native plants. The California Native Plant Protection Act prohibits the take of such plants, with certain exceptions.

California Desert Native Plant Act (California Food and Agriculture Code Sections 80001–80201)

The California Desert Native Plants Act prohibits the removal of certain species of California desert native plants on public and privately owned lands without a valid permit from the sheriff or commissioner of the county where collecting would occur. This act applies within the boundaries of San Bernardino, Imperial, Inyo, Kern, Los Angeles, Mono, Riverside, and San Diego counties.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Act provides for statewide coordination of water quality regulations. The SWRCB was established as the statewide authority and nine separate RWQCBs were developed to oversee water quality on a day-to-day basis. The SWRCB is the primary agency responsible for protecting water quality in California. As discussed above, the RWQCBs regulate discharges to surface waters under the CWA. In addition, the RWQCBs are responsible for administering the Porter-Cologne Act.

Pursuant to the Porter-Cologne Act, the State is given authority to regulate waters of the State, which are defined as any surface water or groundwater, including saline waters. As such, any person proposing to discharge waste into a water body that could affect its water quality must first file a Report of Waste Discharge if Section 404 of the CWA is not required for the activity. "Waste" is partially defined as any waste substance associated with human habitation, including fill material discharged into water bodies.

Regional and Local Regulations

County of San Bernardino

The Planning Division of the County's Land Use Services has developed Biotic Resources Overlay Maps to identify sensitive biotic resources that may occur within specific areas of the County. All discretionary permit applications must disclose potential impacts on these identified resources and propose mitigation measures to eliminate or reduce significant impacts.

According to the County's Biotic Resources Overlay Map, the project site is located within the Burrowing Owl Overlay Zone[1]; the burrowing owl (*Athene cunicularia*) is a candidate species for listing under CESA. Therefore, land development permit applications must include an analysis of potential impacts on burrowing owl and provide proposed mitigation measures, if necessary, to reduce or eliminate such impacts. Though the site does not occur in unincorporated county land, the mapping provides a useful guide for identifying potential habitat for this species. The County's owl requirements fall within the State requirements and are followed herein.

Rialto General Plan

The primary role of Chapter 2, Managing Our Land Supply of the Rialto General Plan is to direct the use of the City's land resources in the most equitable and productive manner possible, to provide a high quality of life for residents and the overall community. The Rialto General Plan notes that Rialto is predominantly developed but some areas remain substantially undisturbed. Most undisturbed areas are in the northern portion of the City. The Managing Our Land Supply Element indicates that the City will continue to protect local biological resources through careful land designation of resource areas, and by requiring development projects proximate to wildlife corridors to incorporate mitigation measures to minimize impacts to such biological resources.

The following Rialto General Plan goal and policy have been adopted by the City for the purpose of avoiding or mitigating an environmental effect and are applicable to the proposed Project:

Policy 2-39.3 Continue to work with the United States Fish and Wildlife Service to adopt a habitat conservation plan to protect viability of the Delhi Sands Flower-loving Fly. Until a habitat conservation plan is established, continue to support the implementation of the existing Delhi Sands Flower-loving Fly Recovery Plan.

Goal 2-40 **Conserve and enhance Rialto's biological resources.**

Policy 2-40.1 Protect endangered, threatened, rare, and other special status habitat and wildlife species within and along Lytle Creek by working with the United States Wildlife Service and the California Department of Fish and Game to establish Natural Community Conservation Plans, Habitat Conservation Plans (HCP), or other established biological resource protection mechanisms within this sensitive area.

Rialto Airport Specific Plan

The Rialto Airport Specific Plan serves as the zoning ordinance for properties within the Specific Plan area. The Rialto Airport Specific Plan land use designation for the project site is General Manufacturing (I-GM), which permits wholesale and warehousing operations. The Rialto Municipal Airport ceased operations in

[1] County of San Bernardino. 2012. *Biotic Resources Map.* Retrieved from: https://lus.sbcounty.gov/wp-content/uploads/sites/48/GeneralPlan/cnty-all-biotic-resources-map-final.pdf. Accessed September 4, 2024.

2014 and the former airport property and much of the properties adjacent to the Rialto Municipal Airport were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. The project site remains within the Rialto Airport Specific Plan. The Rialto Airport Specific Plan provides a framework to guide future land use and development decisions in the Specific Plan area. For projects within the Rialto Airport Specific Plan area, policies and standards in the Specific Plan take precedence over more general policies and standards applied throughout the rest of the City.

The Rialto Airport Specific Plan states that there were no sensitive plant species observed during the field surveys conducted for the Specific Plan area in June 1995 and May 1996. Also, the only sensitive wildlife species observed during a field survey conducted for the Specific Plan area in June 1995 was a coast horned lizard (*P.blainvillii*).

City of Rialto Municipal Code

Rialto Municipal Code Title 18 (Zoning) functions as the City's Zoning Ordinance, which identifies the permitted land uses on all parcels in the City through assigned land use designations and associated land use regulations and development standards. As noted above, the project site has a Specific Plan land use designation of I-GM. The development guidelines for the I-GM designation are identified in the Rialto Airport Specific Plan.

4.3.3 Existing Conditions

The project site is composed of disturbed and undisturbed Riversidean sage scrub, as well as chaparral, disturbed land, and developed land. Disturbed land is dominant in the northern portion of the site and is characterized by non-native grasses. Portions of the project site are partially fenced, and lands immediately surrounding the project site contain human impacts, such as scrap metal and rock piles, a detention basin, berms, and heavy machinery operations. Overhead electric utilities are located along the northwestern project boundary along North Locust Avenue. The project site is bounded by developed land, composed of commercial and industrial properties, paved roads and lots, and disturbed land.

Topography and Soils

The project site is relatively flat with moderate topographic relief occurring along the southern boundary. On-site elevation ranges from approximately 1,590 to 1,650 feet above mean sea level and generally slopes from northwest to southeast. Soils mapped on site include Soboba stony loamy sand, 2 to 9 percent slopes, and Soboba gravelly loamy sand, 0 to 9 percent slopes (**Appendix D**). On-site soils have been mechanically disturbed and heavily compacted from human disturbance.

Vegetation and Land Cover

The project site is primarily vacant, but areas within the site boundaries have historically been used for concrete asphalt production and associated stockpiling and storage activities. The project parcel is 39.9 acres, with off-site improvements planned on an additional 4.3 acres adjacent to the site. The project site and off-site improvement areas support several land cover types including developed land, disturbed land, Riversidean sage scrub, and chaparral **Appendix D**.

Developed. Developed land is typically classified as lands regularly utilized by humans that are devoid of natural habitat. Developed land within the project site consists of World War II-era bunker structure remnants and rail spurs in the southern portion of the project site. In total, developed land occurs on 8.4

acres of the project site and offsite improvement areas. Developed habitat is not recognized by CDFW; therefore, it is not considered a sensitive natural community under CEQA.

Disturbed. Disturbed land is typically classified as land on which the native vegetation has been significantly altered by agriculture, construction, or other land-clearing activities, and the species composition and site conditions are not characteristic of the disturbed phase of a plant association (e.g., disturbed Riversidean sage scrub). Non-native annual species and perennial broadleaf species typically dominate the habitat. Disturbed land on site is primarily vegetated by short-pod mustard (*Hirschfeldia incana*) and other non-native species, such as tocalote (*Centaurea melitensis*), Russian thistle (*Salsola sp.*), and slender wild oat (*Avena barbata*). There are a few scattered native species throughout the disturbed land, such as common sunflower (*Helianthus annuus*), California croton (*Croton californicus*), and mule fat (*Baccharis salicifolia*); however, they are isolated occurrences and do not function as separate vegetation communities or land cover types. Disturbed land occurs on 7.2 acres of the project site and offsite improvement areas. Disturbed land is not recognized by CDFW; therefore, it is not considered a sensitive natural community under CEQA.

Riversidean Sage Scrub. Riversidean sage scrub is a coastal scrub community typically occupying xeric sites with steep slopes and well-draining soils. Vegetation cover usually stands fairly open and is dominated by coastal sagebrush (*Artemisia californica*), California buckwheat (*Eriogonum fasciculatum*), and brittlebush (*Encelia farinosa).* Riversidean sage scrub occurs within 5.4 acres of the project site in the northeast portion and is primarily composed of California buckwheat, coastal sagebrush, California matchweed (*Gutierrezia californica*), and black sage (Salvia mellifera). Riversidean scrub is ranked as G5/S5, meaning it is "demonstrably secure because of its worldwide/statewide abundance" (CDFW, 2024); therefore, it is not considered a sensitive natural community under CEQA.

Disturbed Riversidean Sage Scrub. Disturbed Riversidean sage scrub is Riversidean sage scrub that has a marked disturbance resulting in an atypical vegetation community. The disturbed Riversidean sage scrub primarily occurs in two distinct areas within the project site, one in the north and one in the south, totaling 12.9 acres. The northern area is dominated by short-pod mustard, tocalote, Spanish-clover (*Acmispon glaber*), coastal sagebrush, and tree tabacco (*Nicotiana glauca*). The southern area is denser and is dominated by California buckwheat, holly-leaf cherry (*Prunus ilicifolia*), and spiny redberry (*Rhamnus crocea*). Small patches of disturbed Riversidean sage scrub also occur within the developed areas in the southernmost portion of the site. Riversidean sage scrub is ranked as G5/S5, meaning it is "demonstrably secure because of its worldwide/statewide abundance"; therefore, it is not considered a sensitive natural community under CEQA.

Chamise Chaparral. Chamise chaparral is a one- to three-meters tall chapparal vegetation community overwhelmingly dominated by chamise (*Adenostoma fasciculatum*) with little to no herbaceous understory. The on-site chaparral habitat is dominated by chamise, holly-leaf cherry, Vasey's prickly pear (*Opuntia vaseyi*), California matchweed, and valley cholla (*Cylindropuntia bernardina*). Some disturbances were observed within this vegetation community, including disturbed bare earth, trash, and an encampment. Chamise chaparral occurs densely in a south-central portion of the project site on 10.4 acres. Chamise chaparral is ranked as G5/S5, meaning it is "demonstrably secure because of its worldwide/statewide abundance"; therefore, it is not considered a sensitive natural community under CEQA.

Special-Status Biological Resources

A literature review and records search was conducted for special-status biological resources potentially occurring on or proximate to the project site. Previously recorded occurrences of special-status plant and wildlife species and their proximity to the project site were determined through a review of pertinent literature and databases, including but not limited to the following (**Appendix D**).

- CDFW California Natural Diversity Database
- California Native Plant Society (CNPS)
- USFWS Special-Status Species Database
- USFWS Information for Planning and Consulting (IPaC) Database
- USFWS National Wetlands Inventory (NWI) Database
- USGS National Hydrography Dataset (NHD) Database
- Natural Resources Conservation Service (NRCS) Soils Survey Database

Special-status wildlife and plant species and their potential to occur within the project site is presented in **Table 4.3-1: Special-Status Species Potential to Occur within the Project Site**. The table includes federally and state-listed species, candidate species, and other state-designated special-status species that have been reported within three miles of the project site (CNDDB and USFWS Special-Status Species Database) and determined to be potentially present in the IPaC Database, as well as California Rare Plant Rank (CRPR) 1 and 2 species that occur within the "Nine Quads" search within an elevational range of approximately 1,590 to 1,650 feet above mean sea level. The CNPS "Nine Quads" search queries the USGS quadrangle in which the Project site is located and the surrounding eight quadrangles, which includes Devore, Silverwood Lake, San Bernardino South, San Bernardino North, Telegraph Peak, Cajon, Guasti, Fontana, and Cucamonga Peak. The potential for special-status species to occur on the project site was refined by considering the habitat affinities of each species, field habitat assessments, vegetation mapping, and knowledge of local biological resources. Please note the special-status species with low potential to occur or that are not expected to occur are not addressed further in this EIR as no impacts are anticipated to these species; see **Appendix D** for the full list of species.

Special-Status Plants

One special-status plant species, Parry's spineflower (*Chorizanthe parryi var. parryi*), was observed on the site. No additional special-status plant species were observed or have a high probability for occurrence based on the lack of suitable habitat on site. The project site has been subject to varying degrees of human disturbances from on-site materials-extraction operations, off-road vehicular access, and surrounding development. These disturbances have reduced the suitability of the habitat to support special-status plant species known to occur in the general vicinity of the project site. Although special-status plant species were not observed during the general biological field survey, Parry's spineflower was assessed to have a moderate potential to occur within the project site based on the presence of suitable habitat. Focused rare plant surveys were conducted during appropriate blooming period for this target species, and surveys were positive for Parry's spineflower. All other special-status plant species with low potential to occur or not expected to occur are presumed absent from the project site, due to a high degree of habitat fragmentation and routine on-site disturbances. Additionally, CRPR 3 and 4 species were omitted from the potential to occur analysis below due to their relatively low threat status, consistent with standard practice.

Table 4.3-1: Special-Status Species Potential to Occur within the Project Site

Scientific Name **Common Name**	**Status**	**Habitat**	**Potential to Occur**
PLANT SPECIES			
California satintail (*Imperata brevifolia*)	CRPR 2B.1	Perennial rhizomatous herb. Blooms September-May. Chaparral, coastal scrub, meadows and seeps, Mojavean desert scrub, and riparian scrub. Elevation 0-3,985 feet.	**Low.** Sage scrub and chaparral habitats are present on site, however, suitable aquatic habitat such as wet springs, meadows, streambanks, and floodplains are not present, and species has not been documented within the project vicinity since 1907.
Chaparral ragwort (*Senecio aphanactis*)	CRPR 2B.2	Annual herb. Blooms January-April. Chaparral, cismontane woodland, and coastal scrub. Elevation 50-2,625 feet.	**Low.** Native scrub habitat on site is isolated and disturbed, and woodland habitat is not present in the project site or surrounding landscape. Chaparral is present on site; however, no recent occurrences of this species are documented within vicinity of project site.
Mesa horkelia (*Horkelia cuneata* var. *puberula*)	CRPR 1B.1	Perennial herb. Blooms February-September. Maritime chaparral, cismontane woodland, and coastal scrub. Elevation 230-2,657 feet.	**Low.** Chaparral habitat and dry loamy sands present on site. Species prefers foothill habitat, which is not found on site. No contemporary occurrences recorded within the vicinity of the project site.
Nevin's barberry (*Berberis nevinii*)	FE; SE; CNPR 1B.1	Perennial evergreen shrub. Blooms (February) March-June. Chaparral, cismontane woodland, coastal scrub, and Riparian scrub. Elevation 230-2,705 feet.	**Low.** Occurs in riparian habitat and/or washes that are not present on site; however, chaparral is found on site. Species is a conspicuous perennial that would have been observed if present.
Parry's spineflower (*Chorizanthe parryi* var. *parryi*)	CRPR 1B.1	Annual herb. Blooms April-June. Chaparral, cismontane woodland, coastal scrub, and valley and foothill grassland. Elevation 900-4,000 feet.	**Present.** Suitable chaparral habitat with sandy soil present on site. Species observed in 2012 less than one-half mile south of the project site in loamy sand conditions similar to those found on site. Observed during 2025 focused rare plant surveys.
Slender-horned spineflower (*Dodecahema leptoceras*)	FE; SE; CRPR 1B.1	Annual herb. Blooms April-June. Chaparral, cismontane woodland, alluvial fan coastal scrub. Elevation 655-2,490 feet.	**Low.** Chaparral with sand and gravel substrate habitat is present on site, however, local occurrences are restricted to alluvial benches in Lytle Creek Wash and Cajon Wash, which are the preferred habitat for this species. Not observed during 2025 focused rare plant surveys.
Smooth tarplant (*Centromadia pungens* ssp. *laevis*)	CRPR 1B.1	Annual herb. Blooms April-September. Chenopod scrub, meadows and seeps, playa, riparian woodland, valley and foothill grassland. Elevation 0-2,100 feet.	**Low.** Species prefers open, poorly drained flats and waterway banks/beds. Contemporary observations of this species from the project vicinity are restricted to the floodplain, which does not overlap with the project site. Not observed during 2025 focused rare plant surveys.
White rabbit-tobacco (*Pseudognaphalium leucocephalum)*	CRPR 2B.2	Perennial herb. Blooms (July) August-November (December). Chaparral, cismontane woodland, coastal scrub, riparian woodland. Elevation 0-6,890 feet.	**Low.** Chaparral and disturbed sage scrub habitats are present on site. However, this species is most commonly associated with washes, streams, and canyon bottoms, which are not found on site, and this species is not known to occur within project vicinity.

Table 4.3-1: Special-Status Species Potential to Occur within the Project Site

Scientific Name **Common Name**	**Status**	**Habitat**	**Potential to Occur**
White-bracted spineflower (*Chorizanthe xanti* var. *leucotheca*)	CRPR 1B.2	Annual herb. Blooms April-June. Coastal scrub, Mojavean desert scrub, pinyon and juniper woodland. Elevation 985-3,935 feet.	**Low.** Although sage scrub habitat with sandy to gravelly soils are present on site, this species prefers alluvial fans which are not present on site. Species was documented in 2012 less than two miles northeast of project site at lower Lytle Creek in sand-gravel substrate. Not observed during 2025 focused rare plant surveys.
WILDLIFE SPECIES			
Crotch's bumble bee (*Bombus crotchii*)	CSE	Arid shrublands and grasslands in coastal and foothill areas of southern California. Nectar plants include milkweeds, buckwheat, and lupines.	**Present.** Crotch's bumble bee was observed on site during 2025 focused surveys. This species can persist in semi-natural habitats surrounded by intensely modified landscapes, such as the sparse disturbed scrub habitat within the project site. Suitable potential nectar sources and small mammal burrows are present on the site. Species have been reported approximately 1.3 miles northwest of the site in 2024.
Delhi Sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*)	FE	Found in sandy areas composed of Delhi fine sands, stabilized by sparse native vegetation.	**Low.** Delhi fine sands are present in the region; however, on-site soils are Soboba gravelly and stony loamy sands, which are not suitable for this species.
Monarch butterfly, California overwintering population (*Danaus plexippus plexippus pop. 1*)	FPT	Found in a variety of habitats across the United States and Mexico (e.g., grasslands, urban land, mountains, and coastal habitats). Exclusively oviposit on milkweed. Nectivorous adults require flowering plants. Roost in eucalyptus, Monterey pines, and Monterey cypresses in California.	**Low, no potential for overwintering.** Many potential nectar sources observed; however, overwintering habitat does not occur on site.
California glossy snake (*Arizona elegans occidentalis*)	SSC	Found in arid scrub, rocky washes, grasslands, and chaparral habitats. Prefers habitats containing open areas and loose soils for burrowing.	**Low.** Chaparral and sage scrub habitat on site are marginally suitable for this species; however, local occurrences are restricted to rocky washes which are not present on site. Loose soils suitable for burrowing occur on site in dense shrubby habitat.
Coastal whiptail (*Aspidoscelis tigris stejnegeri*)	SSC	A variety of rocky, sandy, dry habitats including sage scrub, chaparral, woodlands on friable loose soil.	**Present.** Chaparral and sage scrub habitat on site are suitable for this species. Suitable loose soils are present on site in dense shrubby habitat.

Table 4.3-1: Special-Status Species Potential to Occur within the Project Site

Scientific Name **Common Name**	**Status**	**Habitat**	**Potential to Occur**
Coast horned lizard (*Phrynosoma blainvillii*)	SSC	A variety of habitats including sage scrub, chaparral, and coniferous and broadleaf woodlands. Found on sandy or friable soils with open scrub. Requires open areas, bushes, and fine loose soil.	**Low-to-Moderate.** Suitable chaparral and sage scrub habitats with sandy and friable soils are present on site in dense shrubby habitat.
Southern California legless lizard (*Anniella stebbinsi*)	SSC	Found in a variety of habitats including coastal dunes, chaparral, coastal scrub, sandy washes, and alluvial fans, containing moist, loose soils.	**Moderate.** Suitable chaparral and disturbed sage scrub habitats with leaf litter under shrubs and loose sandy soils present on site. Species has been documented approximately two miles northwest of project site in 2018, and there have been two observations reported within 1.5 miles of the site since 2023. Species was searched for during 2025 focused surveys and not found.
Western spadefoot (*Spea hammondii*)	FPT; SSC	Found in temporary ponds, vernal pools, and backwaters of flowing creeks, as well as adjacent upland habitats such as grasslands and coastal sage scrub for burrowing. May use kangaroo rat (*Dipodomys* spp.) or other burrows for cover during hot, dry season.	**Low.** Aquatic resources required by this species do not occur on site. Though potentially suitable upland habitat is present, it is isolated from suitable aquatic resources.
Bell's sparrow (*Artemisiospiza belli belli*)	WL	Found in sagebrush, alkali desert scrub, and desert scrub in low, dense stands of shrubs. Frequently associated with *Atriplex* spp. in desert habitats.	**Low.** Dense and low areas of sage scrub habitat on site is marginally suitable for this species.; however preferred habitat is not present.
Burrowing owl (*Athene cunicularia*)	CSE; SSC	Found in grasslands and open scrub from coast to foothills. Strongly associated with California ground squirrel and other fossorial mammal burrows.	**Moderate (Surveys Negative)**. Suitable open scrub habitat is present on site. A relatively small number of California ground squirrel burrow complexes occur on site. This species is known to occur locally and has been recorded less than two miles southeast of the project site. Focused non-breeding surveys were negative; however, future occupation is possible based on suitable habitat.
California gull (*Larus californicus*)	WL	Preferred coastal habitats include sandy beaches, mudflats, rocky intertidal, and pelagic areas of marine and estuarine habitats, as well as fresh and saline emergent wetlands. In inland settings, his species frequents lacustrine, riverine, and cropland habitats in addition to landfill dumps, and open lawns in cities.	**Low.** This species is known to occur inland and utilize landfill dumps as foraging habitat. The Mid-Valley Landfill, located immediately southwest of the project site, provides suitable habitat. However, suitable habitat for nesting and foraging is not present on the project site.
Coastal California gnatcatcher	FT; SSC	Found in sage scrub habitats, often on slopes. Nests in shrubs including sagebrush, buckwheat, and sage. Diegan coastal	**Low.** Sage scrub habitat present on site is fragmented and disturbed. Species was observed in a now developed area adjacent to the site in

Table 4.3-1: Special-Status Species Potential to Occur within the Project Site

Scientific Name **Common Name**	**Status**	**Habitat**	**Potential to Occur**
(*Polioptila californica californica*)		sage scrub and other similar open scrub habitats in coastal areas, with most populations occurring below 1,500 feet in elevation.	1997, but the species is likely extirpated from the immediate area. The most recent, nearby observation of this species was approximately three miles east of the project site near Lytle Creek Wash. Would have likely been detected during surveys if present (e.g., focused burrowing owl, rare plant, and Crotch's bumble bee surveys).
California horned lark (*Eremophila alpestris actia*)	WL	Found from coastal deserts and grasslands to alpine dwarf-shrub habitat above treeline. Also seen in coniferous or chaparral habitats.	**Moderate.** Suitable habitat is present. Species is known to be tolerant of development and can inhabit a variety of habitats. This species has been observed in the project vicinity in habitats with similar conditions.
Cooper's hawk (*Accipiter cooperii*)	WL	Found in oak woodlands and occasionally in willow or eucalyptus woodlands.	**Present.** Species was observed flying above site before it perched atop a building adjacent to the northern project boundary. Individual was not observed directly using the project site.
Costa's hummingbird (*Calypte costae*)	BCC	Breeds in desert scrub. Occurs in Sonoran and Mojave Desert scrub, coastal California chaparral, California sage scrub, deciduous forest, and desert scrub.	**Present.** Observed on the project site on May 8, 2025. Suitable foraging and nesting habitat are present.
Ferruginous hawk (*Buteo regalis*)	WL	Found in open grasslands, agricultural areas, sagebrush flats, desert scrub, low foothills surrounding valleys, and fringes of pinyon-juniper habitats.	**Low.** Open areas within disturbed and sage scrub habitat on site are marginally suitable for species foraging. Migrates through the region but is not a resident species.
Golden eagle (*Aquila chrysaetos*)	FP; WL	Found in open and semi open country featuring native vegetation across most of the northern hemisphere. Nest on cliffs and steep escarpments in grassland, chapparal, shrubland, forest, and other vegetated areas.	**Low.** Suitable nesting and overwintering habitat are not present on site. Disturbed land in northern portion of site may provide marginally suitable habitat for foraging and prey species (California ground squirrel and desert cotton tail) which were recorded on site; however, the site is not contiguous with large areas of undeveloped land.
Lawrence's goldfinch (*Spinus lawrencei*)	BCC	Found in chaparral, coastal scrub, pinyon pine-juniper woodlands, oak woodlands, riparian, and disturbed habitats. Also found in semi-urban, weedy, and agricultural environments. Generally associated with a water source, especially in drier regions.	**Present.** Observed on the project site on May 8, 2025. Site is highly suitable for foraging and moderately suitable for nesting.
Loggerhead shrike (*Lanius ludovicianus*)	SSC	Found within grassland, chaparral, desert, and desert edge scrub, particularly near dense vegetation used for nesting. Species requires vegetation with spines or thorns (Yosef 1996), or artificial objects such as barbed wire to impale its prey species.	**Moderate.** Suitable chaparral and dense vegetation found on site. Project site contains barbed wire and sharp fencing appropriate for species feeding techniques. This species has been observed in the project vicinity in habitats with similar conditions.

Table 4.3-1: Special-Status Species Potential to Occur within the Project Site

Scientific Name **Common Name**	**Status**	**Habitat**	**Potential to Occur**
Merlin (*Falco columbarius*)	WL	Found in edges of grasslands and deserts. In open country, clumps of trees or windbreaks are required for roosting.	**Low-to-Moderate.** Semi-open disturbed habitats marginally suitable for foraging are present on site. Species does not nest in southern California. This species has been observed in the project vicinity in habitats with similar conditions.
Prairie falcon (*Falco mexicanus*)	WL	Found in desert shrubland and grasslands. Primarily forage in grassland habitats.	**Low-to-Moderate**. Species tends to forage in areas with lower and sparser vegetation than found on site. Suitable breeding habitat is not present. This species has been observed in the project vicinity in habitats with similar conditions.
Northern harrier (*Circus cyaneus*)	SSC	Found in meadows, grasslands, open rangelands, desert sinks, and fresh and saltwater emergent wetlands. Nest on the ground, often near an aquatic resource or within the waterbody itself using sticks or sedge tussocks as a foundation. May also nest in grasslands, grain fields, or sagebrush flats several miles from water.	**Low.** Disturbed land in the northern portion of site may provide marginally suitable habitat suitable for foraging and prey species (California ground squirrel and desert cotton tail) which were recorded on site; however, the site is not contiguous with large areas of undeveloped land.
Southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*)	WL	Found in mostly in sage scrub and chaparral, but also grassland habitats with scattered scrubs. Prefers open habitat with rocky slopes. May also be found in open sage scrub/grassy areas of successional growth for example, after a fire.	**Low.** Sage scrub and chaparral habitat on site are marginally suitable for this species; however, preferred rocky slopes are not present and this species is not generally tolerant of human disturbance.
Los Angeles pocket mouse (*Perognathus longimembris brevinasus*)	SSC	Found in low elevation grassland, alluvial sage scrub, and coastal sage scrub.	**Low.** Sage scrub habitat on site is marginally suitable for this species; however, disturbance and surrounding development make it unlikely for this species to occur. This species was previously recorded adjacent to the project site in 2003; however, that land has since been developed. Species was also observed near the project site in 2015 prior to the development of Sierra Lakes Commerce Center. Very few small mammal burrows were observed on site and friable sandy soils are limited to dense shrubby areas.
Northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*)	SSC	Inhabits coastal sage scrub, sage scrub/grassland ecotones, and chaparral communities.	**Low.** Disturbed scrub and chaparral on site are marginally suitable for this species; however, disturbance and surrounding development make it unlikely for this species to occur. Species observations were recorded adjacent to the project site in 2003 prior to development of Target

Table 4.3-1: Special-Status Species Potential to Occur within the Project Site

Scientific Name **Common Name**	**Status**	**Habitat**	**Potential to Occur**
			Distribution Center. Very few small mammal burrows were observed on site.
San Bernardino kangaroo rat (*Dipodomys merriami parvus*)	FE; SE; SSC	Found along floodplains, washes and alluvial fans in scrub and chaparral habitats. Soft soil required to burrow.	**Low.** Riversidean alluvial fan, floodplains, and washes are not present on site. Sandy soils for burrowing do not occur within open areas on the project site; openings are compacted and non-friable. Friable soils are present on site but occur in areas of dense vegetation not suitable for San Bernardino kangaroo rat. Very few small mammal burrows were observed on site. The site is isolated from other areas of suitable habitat. Final critical habitat for this species is located less than 700 feet west of the site but has since been developed for Target Distribution Center and habitat for San Bernardino kangaroo rat no longer occurs in this location. The nearest extant population is greater than 0.5 mile to the north within Lytle Creek Wash; however, San Bernardino kangaroo rats only disperse up to 0.3 mile (USFWS 2009) and no suitable habitat is present between this population and the project site.
Western yellow bat (*Lasiurus xanthinus*)	SSC	Occupies a range of habitats in arid and dry areas. Inhabits secluded woodlands, agricultural lands, and sometimes even residential areas.	**Low.** Species prefers roosting in trees over three meters (10 feet) tall, which are not present on site but occur as ornamental pines in the southern buffer zone. However, sage scrub and chaparral habitat within the project site is unlikely to be used by this species.

Notes:
BCC: USFWS Birds of Conservation Concern
CSE: Candidate Species under CESA
FE: Federally Endangered
FT: Federally Threatened
FPT: Federally Proposed Threatened
FP: CDFW Fully Protected
SE: State Endangered
SSC: CDFW Species of Special Concern
WL: CDFW Watch List Species
California Native Plant Society (CNPS) *California Rare Plant Rank (CRPR)*
1A Plants Presumed Extirpated in California and Either Rare or Extinct Elsewhere
1B Plants Rare, Threatened, or Endangered in California and Elsewhere
2B Plants Rare, Threatened, or Endangered in California, but more common elsewhere
4 Plants of Limited distribution (Watch List)
CNPS Threat Ranks
0.1 Seriously threatened in California

Table 4.3-1: Special-Status Species Potential to Occur within the Project Site

Scientific Name **Common Name**	**Status**	**Habitat**	**Potential to Occur**

0.2 Moderately threatened in California
0.3 Not very threatened in California
Source:
Rocks Biological Consulting, *Biological Technical Report*, included as **Appendix D** to this EIR.

Special-Status Wildlife

Of the special-status wildlife species evaluated five special-status wildlife species, Crotch's bumble bee (state candidate for listing under the CESA), Cooper's hawk (*Accipiter cooperii*; CDFW Watch List [WL]), coastal whiptail (*Aspidoscelis tigris stejnegeri*; CDFW Species of Special Concern [SSC]), Costa's hummingbird (*Calypte costae*; USFWS Bird of Conservation Concern [BCC]), and Lawrence's goldfinch (*Spinus lawrencei*; USFWS BCC), were observed during project field surveys, and seven additional species have a low-to-moderate or moderate potential to occur within the project site based on the presence of suitable habitat. Please note that special-status wildlife species with low potential to occur or not expected to occur are not addressed further in this report; due to a high degree of habitat fragmentation and routine on-site disturbances no impacts are anticipated with these species.

Critical Habitat

The ESA defines critical habitat as a specific geographic area, or areas, that contains features essential for the survival and recovery of endangered and threatened species. The USFWS designates critical habitat for endangered and threatened species and may include sites for breeding and rearing, movement or migration, feeding, roosting, cover, and shelter. Critical habitat may also include areas that are not currently occupied by the species, but that will be needed for its recovery.

No USFWS designated critical habitat overlaps with the project site; however, there is critical habitat for San Bernadino kangaroo rat less than 700 feet west of the site. This area of critical habitat is separated from the project site by a paved road and is now developed. Additional critical habitat can be found approximately 0.5-mile north of the site but is separated from the project site by dense development. Refer to Figure 3a in **Appendix D**.

Wildlife Corridors

Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet still inadequate for others. Wildlife corridors are features that allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

Based on a review of the CDFW Biogeographic Information and Observation System data, no wildlife movement corridors are mapped within the project site (**Appendix D**). The land within and around the project site is designated as Rank 1, "Limited Connectivity Opportunity," and Rank 2, "Large Natural Habitat Areas." These ranks are the two lowest within the Terrestrial Connectivity, Areas of Conservation Emphasis (ACE) dataset (CDFW 2025c). Although the project site supports chaparral and Riversidean sage scrub habitat, it is surrounded by development and has been previously disturbed. There are no large areas of native vegetation contiguous with the habitat on site; however, the project site is less than one mile south of a "less permeable" California Essential Habitat Connectivity (CEHC) Essential Connectivity Area and a Natural Landscape Block associated with Lytle Creek Wash. Lytle Creek Wash also contains a Missing Linkage in California's Landscape as mapped by the Science & Collaboration for Connected Wildlands organization.

Jurisdictional Waters and Streambed

No aquatic resources were identified within the project site and 50-foot buffer during desktop review of the NWI, NHD databases, and historic aerial photos. Additionally, during the constraints-level aquatic resources assessment on October 29, 2024, no aquatic resources potentially jurisdictional per the USACE, RWQCB, and/or CDFW were observed within the project site. Lastly, all soil types documented within the review area are not considered hydric, nor are there vegetation communities occurring within the review area contain riparian and/or hydrophytic species.

4.3.4 Methodology

This analysis considers the CEQA Guidelines Appendix G thresholds, as described above, in determining whether Project implementation would result in a substantial impact to biological resources (i.e., environmental study areas, protected wetlands, marine resources). The evaluation was based on a review of regulations and determining their applicability to the Project. The determination that the Project would or would not result in "substantial" temporary or permanent impact to biological resources considers the relevant policies and regulations established by local and regional agencies and the Project's compliance with these policies. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, where warranted, to avoid or reduce the Project's potentially significant environmental impacts.

Outlined in the *Biological Technical Report* prepared for the Project, biologists conducted database research, vegetation mapping, habitat assessments for special-status species, and an initial general biological survey on October 29, 2024 (**Appendix D**). Biologists also examined the site for the presence of potentially jurisdictional aquatic resources; however, a formal aquatic resources delineation to identify areas that may be considered jurisdictional under the USACE pursuant to Section 404 of the CWA, under the RWQCB pursuant to Section 401 of the CWA and the Porter-Cologne Water Quality Control Act, and under the CDFW pursuant to Section 1602 of the California Fish and Game Code, was not conducted. The general biological survey, vegetation mapping, and habitat assessments were conducted within the approximately 44.2-acre project site and a surrounding 100-foot buffer (survey area) for a total of 66.7 acres. The constraints-level aquatic resources assessment was conducted within the project site plus a surrounding 50-foot buffer for a total of 55.3 acres. **Table 4.3-2: Summary of Biological Surveys Conducted** lists survey dates and conditions.

Table 4.3-2: Summary of Biological Surveys Conducted

Date	Activity	Surveyor(s)	Time (Start- End)	Temp. (F) (Start-End)	Cloud Cover (%) (Start-End)	Wind Range (mph) (Start; End)
10/29/2024	Burrowing owl survey	AG, HS	0730-1100	49-64	25-50	3-5; 3-5
10/29/2024	General biological survey, vegetation mapping, constraints-level aquatic resources assessment	AG, HS	1100-1145	64-64	50-50	3-5; 3-5
11/26/2024	Burrowing owl survey	HS, KW	0700-0900	51-55	95-95	0-2; 0-2
1/7/2025	Burrowing owl survey	AG, MT	0730-0930	51-54	100-90	15-25; 10-15
1/16/2025	Burrowing owl survey	AG, KW	0715-0915	54-56	0-0	5-8; 3-5
1/31/2025	Burrowing owl survey	IB, KW	0750-0940	41-52	10-15	0-2; 0-2

4/29/2025	Crotch's bumble bee survey	IH, KW	1030-1430	65-76	0-20	0-2; 4-8
5/8/2025	Rare plant survey	JR, AG	1000-1530	69-80	0-0	1-3; 1-3
5/22/2025	Crotch's bumble bee survey	IH	1045-1430	81-87	10-5	0-3; 3-7
5/22/2025	Rare plant survey	JR, AG	1045-1430	81-87	10-5	0-3; 3-7
6/9/2025	Crotch's bumble bee survey	IH, IB	0945-1345	67-80	50-20	3-6; 1-4
6/18/2025	Parry's spineflower assessment	JR	1015-1405	87-96	0-0	1-3; 2-6
Notes: AG=Alec Goodman, HS=Hannah Swarthout, IB=Imran Badar, IH=Ian Hirschler, JR=Jim Rocks, KW=Kelsey Woldt, MT=Melissa Tamarkin Source: Rocks Biological Consulting, *Biological Technical Report*, included as **Appendix D** to this EIR.						

Burrowing owl surveys were conducted within the project site and a surrounding 500-foot buffer, resulting in a burrowing owl survey area of 168 acres. Focused non-breeding season burrowing owl surveys were conducted on October 29, 2024, November 26, 2024, January 7, 2025, January 16, 2025, and January 31, 2025. All surveys were scheduled to be conducted at least three weeks apart, in accordance with CDFW BUOW Guidelines. However, wind conditions caused the third survey on January 7, 2025, to be partially out of protocol. As a result, this survey was repeated on January 16, 2025, resulting in the final two focused surveys occurring two weeks apart. Surveys were conducted by walking transects spaced approximately 20 meters apart throughout all suitable habitat within the survey area. All observed burrows suitable for burrowing owl occupation were examined for sign, including feathers, pellets, prey remains, whitewash, and/or decoration at or near burrow entrances. No burrowing owl individuals, or active sign, or evidence of burrowing owls were observed.

Focused rare plant surveys were conducted on May 8 and May 22, 2025, and an additional Parry's spineflower (*Chorizanthe parryi* var. *parryi*) assessment was conducted on June 18, 2025. Surveys were conducted during the appropriate blooming periods for the target species, Parry's spineflower. The survey was conducted on the project site plus a 50-foot buffer by walking meandering transects within suitable habitat. Any special-status plants observed were mapped using a GPS; population size, phenology, and other relevant field observations were recorded. Biologists identified all plant species on site to species, subspecies, or varietal level and a compendium of all plant species identified on site was generated. Plants that could not be identified to the species, subspecies, or varietal level in the field were collected and identified in the laboratory using a microscope and dichotomous key. Additional details of survey methodology can be found in **Appendix D**.

Focused Crotch's bumble bee (*Bombus crotchii*) surveys were conducted on April 29, May 22, and June 9, 2025, within the time period when detection of Crotch's bumble bee is greatest (i.e., April through August). Three surveys were performed in accordance with the *Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species* (CDFW 2024b). Surveys were conducted by walking transects through the project site focusing on areas where ample nectar sources were present, with a minimum of one person-hour of searching per three acres of suitable habitat. Surveyors were prepared to record the location of any observed Crotch's bumble bee, along with population size and nesting status, and to collect non-lethal photo vouchers captured at various angles to confirm accurate identification. All arthropods and potential nectar sources were identified and recorded. Full survey methods, details, and species lists can be found in **Appendix D**.

4.3.5 Thresholds of Significance

The following significance criteria for biological resources were derived from the Environmental Checklist in CEQA Guidelines Appendix G. The proposed Project would result in a significant impact related to biological resources if it would:

- 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 CDFW or USFWS.
- 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 CDFW or USFWS.
- Have a substantial adverse effect on State or federal protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
- 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.
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

As addressed in **Section 5.1: Effects Found Not to be Significant**, the City has determined that the Project would not have a significant impact on the following threshold for the reasons stated below and that no further analysis was required in the EIR:

- Would the Project conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or State habitat conservation plan?

The project site is not located with an active HCP or NCCP area.[2]

4.3.6 Project Impacts and Mitigation

Threshold 4.3-1:	**Would the Project 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 CDFW or USFWS?** ***Level of Significance:*** Less than Significant with the incorporation of MM BIO-1 through MM BIO-6.

The proposed Project involves ground disturbance (e.g., grubbing, clearing and grading) and construction of a warehouse, access roadways, and other needed infrastructure and improvements that could result in impacts to special status plant and wildlife species during construction. Impacts to special-status species could also occur during project operations from either direct (e.g., destruction of potential habitat, disturbance of species located on the site) or indirect impacts (e.g., disturbance of habitat or species as a result of increased noise, vibration, dust, nighttime lighting, and human activity in the area). Potential impacts are discussed in more detail below.

Special-Status Plant Species

Parry's spineflower. Parry's spineflower is native and endemic to Southern California and blooms from April to June. Parry's spineflower is a CRPR rank 1B.1 species, meaning it is rare, threatened, or

[2] Rocks Biological Consulting. 2025. *Biological Technical Report*. Included as **Appendix D** to this EIR.

endangered in California and elsewhere and eligible for state-listing under CEQA. Parry's spineflower is also a State Rank S2, meaning it is imperiled because of rarity making it very vulnerable to extirpation.

Parry's spineflower was not detected on the project site during the general biological survey; however, this species was observed during focused rare plant surveys conducted within the species' typical blooming period (April – June) in 2025. Parry's spineflower was found within the chaparral vegetation community near the center of the project site. Occurrences were primarily associated with open shallow basins consisting of lower growing perennial species such as California matchweed with larger chaparral species such as chamise and holly-leaved cherry (*Prunus Illicifolia*) on the margins. Approximately 1,200 individuals of Parry's spineflower were documented on site; please refer to **Appendix D** for the full survey results. Surveys were positive for Parry's spineflower; therefore, this species would be impacted with Project implementation.

Project implementation could result in a potentially significant impact due to crushing of adult plants, bulbs, or seeds during vegetation removal or operation of heavy machinery associated with construction activities which could result in harm or mortality of Parry's spineflower. Additionally, a potentially significant impact could occur if invasive plants are introduced during or after construction activities because invasive species produce competition which could adversely impact the proliferation and survivorship of Parry's spineflower. As set forth in MM BIO-1, compensatory mitigation would be required to conserve, enhance, or restore Parry's spineflower habitat at a minimum ratio of 1:1 and a rare plant mitigation plan would be developed and implemented. Therefore, with mitigation, the removal of Parry's spineflower on site would not result in a substantial adverse effect on the species. Additionally, the Project would implement MM BIO-2, which would require the avoidance of invasive species in landscaping. This would ensure that competition from invasive species would not negatively impact the proliferation and survivorship of Parry's spineflower. Impacts to Parry's spineflower can be mitigated to a less than significant level.

The proposed Project would not impact other special-status plants as no additional special-status species were observed and none have a moderate to high potential to occur within the project site due to lack of suitable habitat.

Threatened and Endangered Wildlife Species

Despite negative survey results, suitable habitat for burrowing owl (State candidate species for listing under the CESA) is present on site; therefore, this species may be impacted by project implementation if present on site during construction, as discussed below. Crotch's bumble bee (State candidate for listing under the CESA) was observed on the project site and may be impacted by project implementation, as discussed further below.

The proposed project will not impact any additional federally and/or state-listed wildlife species, as no additional listed species were observed during general biological surveys and none have moderate to high potential to occur on site based on lack of suitable habitat and the isolated nature of the site.

Burrowing Owl. On October 10, 2024, the California Fish and Game Commission unanimously approved the listing of burrowing owl as a candidate species for listing under CESA. The species will undergo a one-year review prior to the issuance of a final decision on listing. As a candidate for potential listing, the species is temporarily awarded the same protections as a state-listed endangered or threatened species.

As noted above, the project is within the Burrowing Owl Overlay Zone per the San Bernardino County Museum Biological Species Database and General Plan. No burrowing owl individuals, active sign, or evidence of burrowing owls were observed during the general biological survey on October 29, 2024, or during focused burrowing owl surveys between October 29, 2024 and January 31, 2025. Suitable habitat and mapped burrows were inspected during focused surveys for Crotch's bumble bee and rare plants in spring and early summer of 2025 and continued burrowing owl absence was recorded. Despite negative survey results, burrowing owl could forage, seek refuge, and/or breed on site in the future due to the presence of suitable habitat and burrows throughout the project site.

With Project implementation, a potentially significant impact on burrowing owl could occur in the form of death, injury, or harassment of nesting birds, their eggs, and their young, if owls are present. Such impacts, if they were to occur, are potentially significant due to the direct reduction in local populations and loss of genetic diversity. Injury or mortality occurs most frequently during the vegetation clearing stage of construction and affects eggs, nestlings, and recently fledged young that cannot safely avoid equipment. In addition, impacts on burrowing owl could occur if owls were to enter the project site during active construction. Burrowing owls are particularly susceptible to vehicle strikes because they utilize roadways and adjacent areas for hunting. Burrowing owls are known to use manmade materials, such as pipes and culverts, for shelter and nesting. Impacts on burrowing owl, if they were to subsequently inhabit the site, are potentially significant. To avoid direct impacts on burrowing owls, pre-construction clearance surveys, CDFW consultation, and best management practices as outlined in MM BIO-2, MM BIO-3A, and MM BIO-3B would be implemented. With implementation of the mitigation measures, direct impacts on burrowing owls, if present, would be reduced to less than significant.

Additionally, a potentially significant impact could occur if burrowing owl is present adjacent to the project site during nighttime construction that involves the use of lighting. Such impacts are potentially significant because lights could reduce burrowing owls' hunting success and make burrowing owls easier targets for predators. To avoid potential impacts on burrowing owl from nighttime construction and lighting, construction would occur during the day as outlined specifically in MM BIO-2(c).

Further, a potentially significant impact could occur if burrowing owl is present in the suitable habitat west of the project site due to elevated noise, vibration, and dust levels generated by construction equipment. However, these disturbances are temporary and relatively short in duration, thus unlikely to affect burrowing owl behavior. In addition, as outlined in MM BIO-3A and MM BIO-3B, burrowing owl pre-construction surveys would include a 500-foot buffer around the project site; therefore, burrowing owls occurring near to the site would be detected, if present. If burrowing owls are detected within 500 feet of the project site, CDFW would be consulted for additional guidance. As such, impacts during project construction are anticipated to be less than significant. Therefore, with adherence to MM BIO-1, MM BIO-3A, and MM BIO-3B, potential impacts to burrowing owl would be reduced to less than significant.

Crotch's Bumble Bee. The Crotch's bumble bee is currently a candidate for listing under the CESA based on a 2018 petition submitted by the Xerces Society for Invertebrate Conservation, Defenders of Wildlife and Center for Food Safety (**Appendix D**). One Crotch's bumble bee was observed on the project site during a focused survey on June 9, 2025. Suitable nectar sources and habitat (i.e., small rodent burrows) are present on the project site and, although nests were not observed, the potential for nesting is moderate. Due to species presence, the Project could result in potentially significant impacts on Crotch's bumble bee in the form of death, injury, or harassment and if present in the future could result in the destruction of nesting sites which could result in significant direct take of Crotch's bumble bee.

Prior to initial ground disturbing activities, as required by MM BIO-1(j), construction personnel would be provided training with instructions to follow in the event a Crotch's bumble bee nest is observed or suspected to be on site. In accordance with MM BIO-4A, pre-construction surveys would be conducted to locate any active Crotch's bumble bee nests within or adjacent to construction areas, if nests are detected, as required under MM BIO-4B. Avoidance and minimization measures as outlined in project-specific permits (i.e., CESA ITP) would be followed to ensure unauthorized take does not occur. In addition to nests, impacts could occur to Crotch's bumble bee if a bee enters the project site during active construction. In compliance with MM BIO-4C, a biological monitor would be present on site during removal of suitable nectar sources and if an individual is identified would stop construction work to allow Crotch's bumble bee to move out of harm's way. MM BIO-1 would also require compliance with construction BMPs to further avoid or minimize the potential for direct adverse impacts to Crotch's bumble bee during construction activities.

Project implementation could still result in a potentially significant impact on Crotch's bumble bee through destruction or degradation of suitable habitat, including nectar sources and potential nest burrows located on the project site. However, as set forth in MM BIO-4B, ITP compensatory mitigation shall be provided by one or more of the following mechanisms: 1) purchase of credits at a CDFW-approved conservation or mitigation bank (if available); 2) execution of a Mitigation Credit Agreement; or 3) Permittee-responsible mitigation land acquisition. Therefore, with mitigation, the removal of Crotch's bumble bee habitat on-site would not result in a substantial adverse effect on the species.

Indirect impacts on Crotch's bumble bee, if present adjacent to the project site, could occur during construction due to elevated noise, vibration, and dust levels generated by equipment. These disturbances are temporary and relatively short in duration and are unlikely to affect Crotch's bumble bee behavior. As such, indirect impacts during project construction are anticipated to be less than significant in this regard.

Adherence with the mitigation measures listed above would ensure impacts to Crotch's bumble bee would be less than significant. It should be noted, if Crotch's bumble bee is no longer a candidate or listed species under CESA at the time of Project construction, then these mitigation measures would not be required.

Special-Status Wildlife Species

As identified in **Table 4.3-1**, it was determined that six additional non-listed special-status wildlife species have a moderate to low-to-moderate potential to occur on the project site; California horned lark, loggerhead shrike, prairie falcon, merlin, coast horned lizard, and Southern California legless lizard. Additionally, four non-listed special-status species were observed on-site; Cooper's hawk, coastal whiptail, Costa's hummingbird, and Lawrence's goldfinch. None of the special-status wildlife species identified above are federally or State listed as endangered or threatened. The Project's potential to impact species or indirectly impact foraging and movement behavior of species is discussed in detail below.

California Horned Lark, Costa's Hummingbird, Lawrence's Goldfinch, and Loggerhead Shrike. Costa's hummingbird and Lawrence's goldfinch were observed on site and California horned lark and loggerhead shrike have moderate potential to occur on the project site; therefore, direct impacts through loss of suitable foraging habitat could occur with Project implementation. Suitable foraging habitat for Costa's hummingbird, Lawrence's goldfinch, California horned lark and loggerhead shrike is present within

proximity to the project site and is abundant throughout the region. In addition, as required by MM BIO-4B, compensatory habitat mitigation lands for Crotch's bumble bee are likely to be suitable for these four non-listed avian species. As such, removal of suitable foraging habitat would be less than significant.

However, Project construction activities could result in potentially significant impacts on nesting Costa's hummingbird, Lawrence's goldfinch, California horned lark and loggerhead shrike, if nests are present. Vegetation trimming or removal of suitable habitat within an active breeding territory could result in harassment, injury, damage or destruction of an active nest, and/or death of adults, eggs, and/or young during construction activities. The Project would implement MM BIO-2, which would require best management practices including flushing species from the site prior to vegetation removal. Additionally, MM BIO-5A and MM BIO-5B would require compliance with California Fish and Game Code Sections 3503, 3503.5, and 3513 avoidance of nesting season if feasible, nesting bird surveys 3 days prior to site disturbance, and buffers to be established around active nests.

Indirect impacts on Costa's hummingbird, Lawrence's goldfinch, California horned lark, and loggerhead shrike, if present adjacent to the project site, could occur during construction due to elevated noise, vibration, and dust levels generated by equipment. These disturbances are temporary and relatively short in duration and are unlikely to affect Costa's hummingbird, Lawrence's goldfinch, California horned lark, or loggerhead shrike behavior. As such, indirect impacts during project construction are anticipated to be less than significant.

Overall, with implementation of MM BIO-2, MM BIO-4B, MM BIO-5A, and MM BIO-5B, impacts to Costa's hummingbird, Lawrence's goldfinch, California Horned Lark and Loggerhead Shrike would be less than significant.

Cooper's Hawk, Prairie Falcon, and Merlin. One adult Cooper's hawk was observed flying overhead during a biological survey. The hawk flew over the project site and was not observed directly using it. Although the project site supports suitable foraging habitat for Cooper's hawk, this species is not expected to rely on the habitat on the project site. Removal of foraging habitat as a result of project implementation is anticipated to be less than significant due to the abundance of suitable Cooper's hawk habitat throughout the region. Prairie falcon and merlin both have low-to-moderate potential to occur on the project site. Due to the low-quality foraging habitat on site and proximity to preferred foraging areas, these species are also not expected to rely on the project site. Suitable nesting habitat is not present for any of these raptor species. Prairie falcon primarily nests on ledges and cliffs which are absent from the project site, and merlin is not known to nest in Southern California. The project site also lacks woodlands appropriate for Cooper's hawk nesting. Therefore, these species are not anticipated to nest on or immediately adjacent to the site and impacts on Cooper's hawk, prairie falcon, and merlin would be less than significant.

Coastal Whiptail, Coast Horned Lizard, and Southern California Legless Lizard. Coastal whiptail w3as observed on-site and coast horned lizard and Southern California legless lizard have moderate or low-to-moderate potential to occur on site. The project site supports approximately 28.6 acres of native upland habitat, the on-site chaparral and sage scrub are disturbed and isolated from other areas of suitable native habitat. Coastal whiptail, coast horned lizard, and Southern California legless lizard exhibit high site fidelity and are not capable of dispersing long distances through urban environments. As such, on site habitat, if occupied by special-status lizards, does not contribute to the species' long-term survival. The surrounding urban landscape acts as a barrier to dispersal, cutting off special-status lizard populations, if present, from

other populations, limiting genetic diversity and effectively creating a 'sink'. Other natural lands in the project vicinity, such as Lytle Creek, Jurupa Hills, the Santa Ana River corridor, and the Cucamonga Wilderness provide suitable habitat with connectivity to other populations. As such, loss of on-site suitable habitat would not result in a significant impact on the species or habitat due to the lack of value this land provides to the long-term viability of the species.

However, vegetation clearing and grading and other construction activities could result in harassment, injury, and/or death of coastal whiptail, coast horned lizard and Southern California legless lizard. Therefore, Project construction activities could result in a potentially significant impact on these special-status species, if present on site. As set forth in MM BIO-2 construction best management practices would be implemented. As outlined in MM BIO-6A and MM BIO-6B, pre-construction surveys for the special-status lizard species would be required, if identified and avoidance is not feasible, species would be relocated. Therefore, Project implementation would not result in potential direct harassment, injury, and/or mortality of coastal whiptail, coast horned lizard, and Southern California legless lizard and impacts would be less than significant with MM BIO-2, BIO-6A, and MM BIO-6B.

Threshold 4.3-2:	**Would the Project 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 CDFW or USFWS?**
	Level of Significance: Less than Significant Impact

Riparian areas are ecosystems bordering a river or stream, where soil moisture is more or less permanently available. Riparian areas are highly productive transitional areas between streams and terrestrial uplands and support a diverse community of plants and animals. The project site is currently vacant undeveloped land and does not support any discernible drainage courses, inundated areas, wetland vegetation, or hydric soils (**Appendix D**). Further, the constraints-level aquatic resources assessment and NWI and NHD database research did not reveal any jurisdictional drainage and/or wetland features, blueline streams, or riparian habitat. Therefore, Project implementation would not adversely affect any riparian habitat and no mitigation is required.

As discussed above in Section 4.3.3, Existing Conditions, the proposed project would result in impacts on five land uses/vegetation communities, developed land, disturbed land, Riversidean sage scrub, disturbed Riversidean sage scrub, and chamise chaparral. Developed land and disturbed land are not considered native vegetation communities. Although chamise chaparral, Riversidean sage scrub, and disturbed Riversidean sage scrub are native upland habitat they are not considered sensitive natural communities under CEQA and impacts on these communities are not anticipated to be significant due to their abundance in the region. Therefore, impacts to native vegetation communities resulting from the Project would be less than significant and no mitigation is required.

Threshold 4.3-3:	**Would the Project have a substantial adverse effect on State or federal protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**
	Level of Significance: No Impact

As previously addressed and verified during the field investigation, there are no riparian habitats or federally protected wetlands or resources on the project site or in its immediate vicinity. The project site

does not contain any water resources (e.g., streams, creeks, channels, vernal pools) nor would project implementation potentially affect wetlands. Additionally, the U.S. Fish and Wildlife Service National Wetlands Inventory and U.S. Geological Survey National Hydrography Dataset databases do not map any features within the project site (**Appendix D**). Therefore, the Project would not have a substantial adverse effect on any State or federally protected wetlands and no impact would occur.

Threshold 4.3-4:	**Would the Project 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?**
	Level of Significance: Less than Significant with incorporation of MM BIO-5.

Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. Wildlife corridors are features that allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species.

As previously discussed, the project site does not function as part of a wildlife corridor. However, important connectivity corridors occur less than one mile north of the project site in association with Lytle Creek Wash, which is identified in the Rialto General Plan as unique and valuable habitat. Due to the site's proximity to an important connectivity area, the project area could potentially be used by wildlife as a refuge between larger areas of naturally occurring habitat. However, the project site does not contain large areas of contiguous native vegetation and is surrounded by development. Therefore, only species capable of flight would be able to use the site as a stepping stone between habitats. Implementation of the Project would preclude the use of the site as a stepping-stone refuge. However, other nearby green spaces, such as Alec Fergusson Park, Sierra Lakes, and Roger Birdsall Park, provide suitable refugia for flight-capable species. As such, project implementation would not substantially interfere with wildlife movement opportunities or a wildlife corridor, and impacts would be less than significant.

The Project has the potential to impact nesting migratory birds which have acclimated to urban life and nest and forage in the local trees and shrubs. The project site contains habitat with the potential to support avian nests and impacts on nesting birds. The proposed Project has the potential to impact active bird nests if vegetation is removed or ground disturbing activities are initiated during the nesting season. The direct injury or death of a migratory bird due to construction or other disturbance that causes nest abandonment, nestling abandonment, or forced fledging would be considered a significant impact as impacts on nesting birds are prohibited by the MBTA and/or California Fish and Game Code Section 3503. The Project would implement MM BIO-5A which would require compliance with California Fish and Game Code Sections 3503, 3503.5, and 3513, avoidance of nesting season if feasible, nesting bird surveys three days prior to site disturbance, and MM BIO-5B which would require buffers to be established around active nests. Adherence to MM BIO-5A and MM BIO-5B would ensure Project implementation would result in a less than significant impact to migratory birds. Therefore, the Project would not 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.

Threshold 4.3-5:	**Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**
	***Level of Significance*:** Less than Significant with incorporation of MM BIO-3A.

As previously discussed, the project site is within the Burrowing Owl Overlay Zone identified on San Bernardino County Biotic Resources Map. However, the project site has been subject to a variety of human disturbances and is bordered by industrial development. These disturbances have heavily impacted the natural plant communities, which reduces potential foraging and nesting/denning opportunities for wildlife species.

Pursuant to San Bernardino requirements, focused surveys and pre-construction surveys for burrowing owl are necessary to determine presence/absence within the project site. As noted above, focused surveys have been conducted, and no burrowing owl individuals or active signs were observed during the general biological survey on October 29, 2024, nor during focused surveys between October 29, 2024, and January 31, 2025. Despite negative survey results, burrowing owl could forage, seek refuge, and/or breed on site in the future due to the presence of suitable habitat and burrows throughout the project site. As set forth in MM BIO-3A, pre-construction clearance surveys for burrowing owls would be conducted in accordance with CDFW's Staff Report on Burrowing Owl Mitigation. As such, the project would not conflict with the County of San Bernardino Biotic Resources Overlay Zones.

As noted above, Rialto General Plan Policy 2-39.3 outlines continued support for the Delhi Sands Flower-loving Fly. It was determined the project site does not contain suitable soils for Delhi Sands flower-loving fly. As such, protocol surveys are not required, and the Rialto General Plan policy related to this species is not applicable. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources.

4.3.7 Cumulative Impacts

Past, present and reasonably foreseeable future projects are required to implement measures, as set forth in their respective CEQA documents, consistent with federal, State, and local regulations to avoid adverse effects to existing biological resources or to mitigate for significant impacts to these resources. The types of measures required for projects impacting protected habitat, species, and regulated resources can include avoidance, project design features, regulatory approvals, best management practices, and mitigation measures. With implementation of MM BIO-1 through MM BIO-6, the proposed Project would not cause a significant impact to biological resources. Mitigation would include construction BMPs to avoid potential impacts and disturbance to special status species, and Parry's spineflower, burrowing owl, nesting bird, Crotch's bumble bee, Coastal whiptail, Coast horned lizard, and Southern California legless lizard pre-construction surveys and avoidance measures. Project level impacts would be less than significant with the implementation of these measures and therefore would not contribute to a cumulative impact. Additionally, as discussed in this section, the project site does not contain riparian habitat or any other water resources. Additionally, the project site does not contain waters, including wetland waters, that are subject to federal jurisdiction under Section 404 of the CWA. The project site is not located within a designated protected area, which may support species and habitats that are sensitive and rare within the region or may function as a migration corridor for wildlife. Lastly, the Project would not conflict with any local policies or ordinances protecting biological resources. Therefore, with the implementation of MM BIO-1 through MM BIO-6, the Project would not contribute to a cumulative effect

on biological resources including sensitive species, protected habitat, or wetland resources. Therefore, the Project would not contribute to a cumulatively considerable impact.

4.3.8 Mitigation Program

Standard Conditions

No standard conditions are applicable.

Mitigation Measures

MM BIO-1: **Rare Plant Mitigation Plan.** Parry's spineflower (CRPR 1B.1) is present on site and impacts are unavoidable; therefore, compensatory mitigation shall be provided to offset impacts. A rare plant mitigation plan shall be prepared and implemented by the applicant or its designee. The plan will demonstrate the feasibility of conserving, enhancing, or restoring Parry's spineflower habitat in areas to be managed as natural open space without conflicting with other resource management objectives. Habitat conservation, enhancement, or restoration will be at a minimum 1:1 ratio (acres conserved, enhanced, or restored to acres impacted).

If the rare plant mitigation plan proposes conservation of an extant population, the plan shall include at a minimum: (a) the location of the conserved habitat and an analysis of its suitability as compensatory mitigation; (b) an assessment of the extant Parry's spineflower populations at the proposed conservation site; (c) a long-term management plan which includes objectives, management practices, monitoring protocols, adaptive management strategies, and reporting requirements; and (d) details regarding the establishment of a non-wasting endowment to perpetually fund management of the conserved land, or such other funding mechanism acceptable to CDFW.

If the rare plant mitigation plan proposes enhancement or restoration, the plan shall include at minimum: (a) collection/salvage measures for plants or seed banks, to retain intact soil conditions and maximize success likelihood; (b) details regarding storage of plants or seed banks; (c) location of the proposed recipient site, and detailed site preparation and plant introduction techniques details for top soil storage, as applicable; (d) time of year that the salvage and replanting or seeding will occur and the methodology of the replanting; (e) a description of the irrigation, if used; (f) success criteria; and (g) a detailed monitoring program, commensurate with the plan's goals.

MM BIO-2: **Best Management Practices.** To avoid impacts to special-status resources and inadvertent disturbance, the following monitoring requirements and Best Management Practices (BMPs) shall be implemented:

a. Construction vehicles shall not exceed 15 miles per hour on unpaved roads adjacent to the project site or the right-of-way accessing the site.

b. The Applicant, or its contractors, shall screen, cover, or elevate at least one foot above ground, all construction pipe, culverts, or similar structures with a diameter of three inches or greater that are stored on site overnight. These pipes, culverts, and similar structures shall be inspected by the project biologist for wildlife before such material is moved, buried, or capped.

c. Construction activities shall occur during daytime hours to the greatest extent feasible. If construction must occur at nighttime, lights shall be oriented in such a way that they direct light downward and toward the active construction, ensuring that no direct light is emitted towards adjacent lands, and shields or deflectors shall be installed on lights to reduce light spill. Nighttime concrete pouring shall be performed in accordance with the City of Rialto Municipal Code.

d. A biologist shall flush special-status species (i.e., avian or other mobile species), with the exception of burrowing owl, from suitable habitat areas within the project development footprint to the maximum extent practicable immediately (e.g., within 24 hours) prior to initial vegetation removal activities. The biologist shall flush wildlife by walking through habitat to be imminently removed and towards adjacent open space.

e. At the end of each workday during construction, the applicant, or its contractors, shall cover all excavated, steep-sided holes or trenches more than eight inches deep and that have sidewalls steeper than 1:1 (45 degree) slope with plywood or similar materials, or provide a minimum of one escape ramp per 100 feet of trenching (with slopes no greater than 3:1) constructed of earth fill or wooden planks. The applicant, or its contractors shall thoroughly inspect holes and trenches for trapped animals each workday.

f. Contractors shall not permit pets on the construction site.

g. If trash and debris need to be stored overnight during maintenance activities, fully covered trash receptacles that are animal-proof and weather-proof shall be used by the maintenance contractor to contain all food, food scraps, food wrappers, beverage containers, and other miscellaneous trash. Alternatively, standard trash receptacles may be used during the day but must be removed or emptied each night.

h. To prevent inadvertent disturbance to areas outside the limits of work, the construction limits shall be clearly demarcated (e.g., installation of flagging or temporary visibility construction fence) prior to ground-disturbance activities, and all construction activities, including equipment staging and maintenance, shall be conducted within the marked disturbance limits. The work limit delineation shall be maintained throughout project construction.

i. The Applicant, or its contractors, shall avoid the use of invasive plant species in the associated landscaping.

j. Prior to initial ground disturbing activities, a Worker Environmental Awareness Program (WEAP) shall be prepared, which will include a training presentation and key fact sheet. The training will instruct construction crews to be aware of and recognize sensitive biological resources that may be encountered within, or adjacent to, the project. The training will provide workers with instructions to follow in the event a sensitive species is observed or suspected to be on site. Biologists shall provide WEAP training materials, including but not limited to the key fact sheet, to construction personnel before their commencement of work on the project. Additionally, all construction staff shall attend the WEAP training presentation prior to beginning

work on site. Upon completion of the WEAP training, each member of the construction crew shall sign a form stating that they attended the training, understood the information presented, and agreed to comply with the requirements set out in the WEAP training. Biologists shall provide updates relevant to the training to construction personnel during the safety ("tailgate") meetings, as needed.

MM BIO-3A: **Burrowing Owl Preconstruction Surveys.** No less than 14 days prior to the onset of construction activities, a qualified biologist shall survey the construction limits of the project site and a 500-foot buffer for the presence of burrowing owls and occupied nest burrows. A second survey shall be conducted within 24 hours prior to the onset of construction activities. Time lapses between project activities greater than one week (7 days) would trigger subsequent 24-hour take avoidance surveys to confirm burrowing owl absence. The surveys shall be conducted in accordance with the most current CDFW survey methods. If burrowing owls are not observed during clearance surveys or biological monitoring, no additional conditions are required to avoid impacts to burrowing owl.

The Project Applicant shall submit at least one burrowing owl pre-construction survey report to the satisfaction of the City to document compliance with this mitigation measure. For the purposes of this measure, 'qualified biologist' is a biologist who meets the requirements set forth in the BUOW Guidelines (CDFW 2012).

MM BIO-3B: **Burrowing Owl Preconstruction Surveys.** If burrowing owls, active burrows, or signs thereof are confirmed during any survey or biological monitoring, project activities with the potential to impact burrowing owl shall be immediately halted. The qualified biologist shall coordinate with CDFW and prepare a Burrowing Owl Plan that shall be submitted to CDFW for review and approval prior to commencing project activities with the potential to impact burrowing owl. The Burrowing Owl Plan shall describe proposed avoidance, and monitoring actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites, acres of burrowing owl habitat that will be impacted, details of site monitoring, and details on proposed buffers and other avoidance measures if avoidance is proposed. Project activities with the potential to impact burrowing owl shall not occur within 500 feet of an active burrow until CDFW approves the Burrowing Owl Plan.

If project activities, including occupied burrow exclusion and closure, could result in take of burrowing owl, the applicant shall coordinate with CDFW for appropriate CESA authorization (i.e., ITP under CFGC section 2081) prior to commencement of project activities with the potential to impact burrowing owl. The ITP shall describe, at a minimum, project activities and equipment, proposed avoidance/buffers, temporary and permanent impacts, monitoring, relocation and/or translocation, and minimization and compensatory mitigation actions. ITP compensatory mitigation will be fulfilled by one or more of following options: 1) purchase of credits at a CDFW-approved conservation or mitigation bank (if available); 2) execution of a Mitigation Credit Agreement; or 3) Permittee-responsible mitigation land acquisition.

The conditions of the permit or measures outlined in the plan shall be adhered to by the applicant and any required compensatory mitigation of habitat would be provided.

MM BIO-4A: **Crotch's Bumble Bee Surveys.** At a minimum, two pre-construction nesting surveys shall be conducted prior to project implementation. Surveys shall occur within 1) one week; and 2) within 24-hours prior to any vegetation removal or ground-disturbing activities scheduled to occur during the Crotch's bumble bee flight season (February through October). Surveys shall follow the guidelines provided in the CDFW's *Survey Considerations for CESA Candidate Bumble Bee Species* (2024b) and shall occur within the project site and areas adjacent to the project site where suitable habitat exists. The surveyors shall be qualified biologists familiar with Crotch's bumble bee identification and life history.

MM BIO-4B: **Crotch's Bumble Bee CESA ITP.** Suitable Crotch's bumble bee habitat and Crotch's bumble bee presence has been confirmed on the site; therefore, a CESA ITP shall be applied for and obtained prior to the commencement of project activities with the potential to impact Crotch's bumble bee. The ITP shall include, at a minimum, a description of project activities and equipment, proposed avoidance/buffers, identification of temporary and permanent impacts, monitoring requirements, relocation and/or translocation protocols, and compensatory mitigation measures. Compensatory mitigation will be at a minimum 1:1 ratio (acres conserved, enhanced, or restored to acres impacted). ITP compensatory mitigation shall be satisfied by one or more of the following mechanisms: 1) purchase of credits at a CDFW-approved conservation or mitigation bank (if available); 2) execution of a Mitigation Credit Agreement; or 3) Permittee-responsible mitigation land acquisition.

MM BIO-4C: **Crotch's Bumble Bee Biological Monitor.** A qualified biological monitor shall conduct full-time monitoring during removal of suitable nectar plants that is scheduled to occur during the queen flight period (February through March), colony active period (March through September), and/or gyne flight period (September through October). The monitor shall have authority to temporarily halt or redirect activities as needed to avoid unauthorized impacts.

MM BIO-5A: **Nesting Bird Surveys.** To ensure compliance with California Fish and Game Code Sections 3503, 3503.5, and 3513 and to avoid potential impacts to nesting birds, vegetation clearing and ground-disturbing activities shall be conducted outside of the bird nesting season (generally February 15 through August 31), if feasible. Regardless of the time of year, a qualified biologist shall conduct a nesting bird survey within three (3) days prior to any disturbance of the site, including but not limited to vegetation clearing, disking, demolition activities, staging, or grading.

MM BIO-5B: **Nesting Bird Surveys.** If active nests are identified, the biologist shall establish suitable buffers around the nests depending on the level of activity within the buffer and species observed. Buffer areas shall be avoided until the nests are no longer occupied, and the juvenile birds can survive independently from the nests. During construction activities, the qualified biologist shall continue biological monitoring activities at a frequency recommended by the qualified biologist using their best professional judgment. If nesting birds are documented, avoidance and minimization measures may be adjusted and construction activities stopped or redirected by the qualified biologist to avoid take of nesting birds.

If nesting birds are not documented during the pre-construction survey, adherence to additional measures may not be necessary to avoid impacts to nesting birds.

MM BIO-6A: **Special-Status Preconstruction Lizard Surveys.** Within 30 days prior to the commencement of any on-site project activities, a qualified biologist shall conduct pre-construction surveys in suitable special-status lizard habitat throughout the project site. Project-related activities that would result in ground disturbance include any construction, vegetation removal, and equipment and vehicle access, parking, and staging.

The qualified biologist shall have familiarity with special-status lizard species as recognized by CDFW. A minimum of one daytime survey during suitable weather for lizard activity shall be conducted by walking linear transects spaced to provide 100 percent coverage of suitable habitat. The location of any observed special-status lizards shall be documented. If feasible, the locations of any special-status lizards shall be avoided. Avoidance measures shall be monitored by the qualified biologist.

MM BIO-6B: **Special-Status Preconstruction Lizard Surveys.** If pre-construction surveys are positive for coastal whiptail, coast horned lizard, or Southern California legless lizard and avoidance is not feasible, CDFW shall be notified in writing. In addition, relocation of all observed special-status lizard individuals shall be attempted and, if feasible, lizards would be relocated to the nearest available suitable habitat on conserved land in consultation with CDFW.

4.3.9 Level of Significance After Mitigation

Potential impacts to biological resources would be reduced to a level considered less than significant after implementation of the specified mitigation set forth in this section.

4.3.10 References

California Department of Fish and Wildlife (CDFW). 2024. *California Natural Community List.* Retrieved from: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=153398&inline. Accessed July 1, 2024.

County of San Bernardino. December 2021. *Biotic Resources Map.* Retrieved from: https://lus.sbcounty.gov/wp-content/uploads/sites/48/GeneralPlan/cnty-all-biotic-resources-map-final.pdf. Accessed September 4, 2024.

Rocks Biological Consulting. August 2025. *Biological Technical Report*. Included as **Appendix D** to this EIR

4.3 BIOLOGICAL RESOURCES

4.3.1 Introduction

This section of the EIR identifies and evaluates potential impacts related to biological resources associated with implementation of the proposed Project. The analysis in this section is based in part on the *Biological Technical Report* prepared by Rocks Biological Consulting (August 2025) which is included as **Appendix D: Biological Technical Report** of this EIR.

4.3.2 Regulatory Setting

Federal Regulations

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) provides for the listing of endangered and threatened species of plants and animals and the designation of critical habitat for these listed species. The FESA regulates the "taking" of any endangered fish or wildlife species, per Section 9 of the FESA. As development is proposed, the responsible agency or individual landowner is required to consult with the U.S. Fish and Wildlife Service (USFWS) to assess potential impacts on listed species (including plants) or the critical habitat of a listed species, pursuant to Section 7 and Section 10 of the FESA. The USFWS is required to determine the extent a project would impact a particular species. If USFWS determines that a project is likely to potentially impact a species, measures to avoid or reduce such impacts must be identified.

Following consultation and the issuance of a Biological Opinion, the USFWS may issue an incidental take statement which allows for the take of a species if it is incidental to another authorized activity and will not adversely affect the existence of the species. Section 10 of the FESA provides for issuance of incidental take permits to non-federal parties in conjunction with the development of a habitat conservation plan. Section 7 of the FESA provides for the permitting of projects where interagency cooperation is necessary to ensure that a federal action/decision does not jeopardize the existence of a listed species.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA; 16 USC §§ 703-711) is the domestic law that affirms and implements a commitment by the U.S. to four international conventions (with Canada, Mexico, Japan, and Russia) for the protection of a shared migratory bird resource. Unless and except as permitted by regulations, the MBTA prohibits the intentional pursuit, hunting, taking, capture, or killing of migratory birds anywhere in the United States. The law also applies to the disturbance and removal of nests occupied by migratory birds or their eggs during the breeding season, whether intentional or incidental.

Clean Water Act

Pursuant to Section 404 of the Clean Water Act (CWA), the U.S. Army Corps of Engineers (USACE) is authorized to regulate any activity that would result in the discharge of dredged or fill material into waters of the U.S. (including wetlands), which includes those waters listed in 33 CFR 328.3 (as amended at 80 Federal Register [FR] 37104, June 29, 2015). The USACE, with oversight from the U.S. Environmental Protection Agency (U.S. EPA), has the principal authority to issue CWA Section 404 permits. The USACE would require a Standard Individual Permit for more than minimal impacts to waters of the U.S. as determined by the USACE. Projects with minimal individual and cumulative adverse effects on the environment may meet the conditions of an existing Nationwide Permit or Regional General Permit.

A water quality certification or waiver pursuant to Section 401 of the CWA is required for all Section 404 permitted actions. The Regional Water Quality Control Board (RWQCB), divisions of the State Water Resources Control Board (SWRCB), provides oversight of the Section 401 certification process in California. The RWQCB is required to provide "certification that there is reasonable assurance that an activity that may result in the discharge to waters of the United States will not violate water quality standards." Water Quality Certification must be based on the finding that a proposed discharge will comply with applicable water quality standards.

The National Pollutant Discharge Elimination System (NPDES) is the permitting program for the discharge of pollutants into surface waters of the U.S. under Section 402 of the CWA.

State Regulations

California Endangered Species Act

The California Endangered Species Act (CESA), in combination with the California Native Plant Protection Act of 1977 (NPPA; Fish and Game Code § 1900 et seq.), regulates the listing and take of plant and animal species designated as endangered, threatened, or rare within the State. California also lists Species of Special Concern (SSC) based on limited distribution, declining populations, diminishing habitat, or unusual scientific, recreational, or educational value. CESA defines an endangered species as "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant which is in serious danger of becoming extinct throughout all, or a significant portion, of its range due to one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, or disease." CESA defines a threatened species as "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that, although not presently threatened with extinction, is likely to become an endangered species in the foreseeable future in the absence of the special protection and management efforts required by this chapter. Any animal determined by the California Fish and Game Commission (CFGC) as rare on or before January 1, 1985, is a threatened species." Candidate species are defined as "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that the commission has formally noticed as being under review by the department for addition to either the list of endangered species or the list of threatened species, or a species for which the CFGC has published a notice of proposed regulation to add the species to either list." Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the CFGC. Unlike FESA, CESA does not list invertebrate species.

Sections 2080 through 2085 of CESA address the take of threatened, endangered, or candidate species by stating "no person shall import into this state, export out of this state, or take, possess, purchase, or sell within this state, any species, or any part or product thereof, that the commission determines to be an endangered species or a threatened species, or attempt any of those acts, except as otherwise provided." Under CESA, "take" is defined as to "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." Exceptions authorized by the State to allow "take" require permits or memoranda of understanding and can be authorized for endangered species, threatened species, or candidate species for scientific, educational, or management purposes and for take incidental to otherwise lawful activities. California Fish and Game Code Sections 1901 and 1913 provide that notification is required prior to disturbance. The California Department of Fish and Wildlife (CDFW) is responsible for assessing development projects for their potential to impact listed species and their habitats. State-listed species are addressed through the issuance of a 2081 Permit (Memorandum of Understanding).

California Fish and Game Code Sections 1600-1602

Pursuant to Division 2, Chapter 6, Section 1602 of the California Fish and Game Code, CDFW regulates all diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. A Notification of Lake or Streambed Alteration must be submitted to CDFW for "any activity that may substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake." CDFW has jurisdiction over riparian habitats associated with watercourses and wetland habitats supported by a river, lake, or stream. Jurisdictional waters are delineated by the outer edge of riparian vegetation (i.e., drip line) or at the top of the bank of streams or lakes, whichever is wider. CDFW jurisdiction does not extend to tidal areas or isolated resources. CDFW reviews the proposed actions and, if necessary, submits (to an applicant) a proposal that includes measures to protect affected fish and wildlife resources. The final proposal that is mutually agreed upon by CDFW and an applicant is the Lake or Streambed Alteration Agreement.

California Fish and Game Code Sections 3503, 3511, 3513, 3800, 4700, 5050, and 5515

Within California, fish, wildlife, and native plant resources are protected and managed by CDFW. The California Fish and Game Commission and/or CDFW are responsible for issuing permits for the take or possession of protected species. The following sections of the California Fish and Game Code address protected species: Section 3511 (birds), Section 4700 (mammals), Section 5050 (reptiles and amphibians), and Section 5515 (fish). In addition, the protection of birds of prey is provided for in Sections 3503, 3513, and 3800 of the California Fish and Game Code.

California Native Plant Protection Act (California Fish and Game Code Sections 1900–1913)

The California Native Plant Protection Act requires all State agencies to use their authority to carry out programs to conserve endangered and rare native plants. The California Native Plant Protection Act prohibits the take of such plants, with certain exceptions.

California Desert Native Plant Act (California Food and Agriculture Code Sections 80001–80201)

The California Desert Native Plants Act prohibits the removal of certain species of California desert native plants on public and privately owned lands without a valid permit from the sheriff or commissioner of the county where collecting would occur. This act applies within the boundaries of San Bernardino, Imperial, Inyo, Kern, Los Angeles, Mono, Riverside, and San Diego counties.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Act provides for statewide coordination of water quality regulations. The SWRCB was established as the statewide authority and nine separate RWQCBs were developed to oversee water quality on a day-to-day basis. The SWRCB is the primary agency responsible for protecting water quality in California. As discussed above, the RWQCBs regulate discharges to surface waters under the CWA. In addition, the RWQCBs are responsible for administering the Porter-Cologne Act.

Pursuant to the Porter-Cologne Act, the State is given authority to regulate waters of the State, which are defined as any surface water or groundwater, including saline waters. As such, any person proposing to discharge waste into a water body that could affect its water quality must first file a Report of Waste Discharge if Section 404 of the CWA is not required for the activity. "Waste" is partially defined as any waste substance associated with human habitation, including fill material discharged into water bodies.

Regional and Local Regulations

County of San Bernardino

The Planning Division of the County's Land Use Services has developed Biotic Resources Overlay Maps to identify sensitive biotic resources that may occur within specific areas of the County. All discretionary permit applications must disclose potential impacts on these identified resources and propose mitigation measures to eliminate or reduce significant impacts.

According to the County's Biotic Resources Overlay Map, the project site is located within the Burrowing Owl Overlay Zone[1]; the burrowing owl (*Athene cunicularia*) is a candidate species for listing under CESA. Therefore, land development permit applications must include an analysis of potential impacts on burrowing owl and provide proposed mitigation measures, if necessary, to reduce or eliminate such impacts. Though the site does not occur in unincorporated county land, the mapping provides a useful guide for identifying potential habitat for this species. The County's owl requirements fall within the State requirements and are followed herein.

Rialto General Plan

The primary role of Chapter 2, Managing Our Land Supply of the Rialto General Plan is to direct the use of the City's land resources in the most equitable and productive manner possible, to provide a high quality of life for residents and the overall community. The Rialto General Plan notes that Rialto is predominantly developed but some areas remain substantially undisturbed. Most undisturbed areas are in the northern portion of the City. The Managing Our Land Supply Element indicates that the City will continue to protect local biological resources through careful land designation of resource areas, and by requiring development projects proximate to wildlife corridors to incorporate mitigation measures to minimize impacts to such biological resources.

The following Rialto General Plan goal and policy have been adopted by the City for the purpose of avoiding or mitigating an environmental effect and are applicable to the proposed Project:

Policy 2-39.3 Continue to work with the United States Fish and Wildlife Service to adopt a habitat conservation plan to protect viability of the Delhi Sands Flower-loving Fly. Until a habitat conservation plan is established, continue to support the implementation of the existing Delhi Sands Flower-loving Fly Recovery Plan.

Goal 2-40 **Conserve and enhance Rialto's biological resources.**

Policy 2-40.1 Protect endangered, threatened, rare, and other special status habitat and wildlife species within and along Lytle Creek by working with the United States Wildlife Service and the California Department of Fish and Game to establish Natural Community Conservation Plans, Habitat Conservation Plans (HCP), or other established biological resource protection mechanisms within this sensitive area.

Rialto Airport Specific Plan

The Rialto Airport Specific Plan serves as the zoning ordinance for properties within the Specific Plan area. The Rialto Airport Specific Plan land use designation for the project site is General Manufacturing (I-GM), which permits wholesale and warehousing operations. The Rialto Municipal Airport ceased operations in

[1] County of San Bernardino. 2012. *Biotic Resources Map.* Retrieved from: https://lus.sbcounty.gov/wp-content/uploads/sites/48/GeneralPlan/cnty-all-biotic-resources-map-final.pdf. Accessed September 4, 2024.

2014 and the former airport property and much of the properties adjacent to the Rialto Municipal Airport were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. The project site remains within the Rialto Airport Specific Plan. The Rialto Airport Specific Plan provides a framework to guide future land use and development decisions in the Specific Plan area. For projects within the Rialto Airport Specific Plan area, policies and standards in the Specific Plan take precedence over more general policies and standards applied throughout the rest of the City.

The Rialto Airport Specific Plan states that there were no sensitive plant species observed during the field surveys conducted for the Specific Plan area in June 1995 and May 1996. Also, the only sensitive wildlife species observed during a field survey conducted for the Specific Plan area in June 1995 was a coast horned lizard (*P.blainvillii*).

City of Rialto Municipal Code

Rialto Municipal Code Title 18 (Zoning) functions as the City's Zoning Ordinance, which identifies the permitted land uses on all parcels in the City through assigned land use designations and associated land use regulations and development standards. As noted above, the project site has a Specific Plan land use designation of I-GM. The development guidelines for the I-GM designation are identified in the Rialto Airport Specific Plan.

4.3.3 Existing Conditions

The project site is composed of disturbed and undisturbed Riversidean sage scrub, as well as chaparral, disturbed land, and developed land. Disturbed land is dominant in the northern portion of the site and is characterized by non-native grasses. Portions of the project site are partially fenced, and lands immediately surrounding the project site contain human impacts, such as scrap metal and rock piles, a detention basin, berms, and heavy machinery operations. Overhead electric utilities are located along the northwestern project boundary along North Locust Avenue. The project site is bounded by developed land, composed of commercial and industrial properties, paved roads and lots, and disturbed land.

Topography and Soils

The project site is relatively flat with moderate topographic relief occurring along the southern boundary. On-site elevation ranges from approximately 1,590 to 1,650 feet above mean sea level and generally slopes from northwest to southeast. Soils mapped on site include Soboba stony loamy sand, 2 to 9 percent slopes, and Soboba gravelly loamy sand, 0 to 9 percent slopes (**Appendix D**). On-site soils have been mechanically disturbed and heavily compacted from human disturbance.

Vegetation and Land Cover

The project site is primarily vacant, but areas within the site boundaries have historically been used for concrete asphalt production and associated stockpiling and storage activities. The project parcel is 39.9 acres, with off-site improvements planned on an additional 4.3 acres adjacent to the site. The project site and off-site improvement areas support several land cover types including developed land, disturbed land, Riversidean sage scrub, and chaparral **Appendix D**.

Developed. Developed land is typically classified as lands regularly utilized by humans that are devoid of natural habitat. Developed land within the project site consists of World War II-era bunker structure remnants and rail spurs in the southern portion of the project site. In total, developed land occurs on 8.4

acres of the project site and offsite improvement areas. Developed habitat is not recognized by CDFW; therefore, it is not considered a sensitive natural community under CEQA.

Disturbed. Disturbed land is typically classified as land on which the native vegetation has been significantly altered by agriculture, construction, or other land-clearing activities, and the species composition and site conditions are not characteristic of the disturbed phase of a plant association (e.g., disturbed Riversidean sage scrub). Non-native annual species and perennial broadleaf species typically dominate the habitat. Disturbed land on site is primarily vegetated by short-pod mustard (*Hirschfeldia incana*) and other non-native species, such as tocalote (*Centaurea melitensis*), Russian thistle (*Salsola sp.*), and slender wild oat (*Avena barbata*). There are a few scattered native species throughout the disturbed land, such as common sunflower (*Helianthus annuus*), California croton (*Croton californicus*), and mule fat (*Baccharis salicifolia*); however, they are isolated occurrences and do not function as separate vegetation communities or land cover types. Disturbed land occurs on 7.2 acres of the project site and offsite improvement areas. Disturbed land is not recognized by CDFW; therefore, it is not considered a sensitive natural community under CEQA.

Riversidean Sage Scrub. Riversidean sage scrub is a coastal scrub community typically occupying xeric sites with steep slopes and well-draining soils. Vegetation cover usually stands fairly open and is dominated by coastal sagebrush (*Artemisia californica*), California buckwheat (*Eriogonum fasciculatum*), and brittlebush (*Encelia farinosa).* Riversidean sage scrub occurs within 5.4 acres of the project site in the northeast portion and is primarily composed of California buckwheat, coastal sagebrush, California matchweed (*Gutierrezia californica*), and black sage (Salvia mellifera). Riversidean scrub is ranked as G5/S5, meaning it is "demonstrably secure because of its worldwide/statewide abundance" (CDFW, 2024); therefore, it is not considered a sensitive natural community under CEQA.

Disturbed Riversidean Sage Scrub. Disturbed Riversidean sage scrub is Riversidean sage scrub that has a marked disturbance resulting in an atypical vegetation community. The disturbed Riversidean sage scrub primarily occurs in two distinct areas within the project site, one in the north and one in the south, totaling 12.9 acres. The northern area is dominated by short-pod mustard, tocalote, Spanish-clover (*Acmispon glaber*), coastal sagebrush, and tree tobacco (*Nicotiana glauca*). The southern area is denser and is dominated by California buckwheat, holly-leaf cherry (*Prunus ilicifolia*), and spiny redberry (*Rhamnus crocea*). Small patches of disturbed Riversidean sage scrub also occur within the developed areas in the southernmost portion of the site. Riversidean sage scrub is ranked as G5/S5, meaning it is "demonstrably secure because of its worldwide/statewide abundance"; therefore, it is not considered a sensitive natural community under CEQA.

Chamise Chaparral. Chamise chaparral is a one- to three-meters tall chapparal vegetation community overwhelmingly dominated by chamise (*Adenostoma fasciculatum*) with little to no herbaceous understory. The on-site chaparral habitat is dominated by chamise, holly-leaf cherry, Vasey's prickly pear (*Opuntia vaseyi*), California matchweed, and valley cholla (*Cylindropuntia bernardina*). Some disturbances were observed within this vegetation community, including disturbed bare earth, trash, and an encampment. Chamise chaparral occurs densely in a south-central portion of the project site on 10.4 acres. Chamise chaparral is ranked as G5/S5, meaning it is "demonstrably secure because of its worldwide/statewide abundance"; therefore, it is not considered a sensitive natural community under CEQA.

Special-Status Biological Resources

A literature review and records search was conducted for special-status biological resources potentially occurring on or proximate to the project site. Previously recorded occurrences of special-status plant and wildlife species and their proximity to the project site were determined through a review of pertinent literature and databases, including but not limited to the following (**Appendix D**).

- CDFW California Natural Diversity Database
- California Native Plant Society (CNPS)
- USFWS Special-Status Species Database
- USFWS Information for Planning and Consulting (IPaC) Database
- USFWS National Wetlands Inventory (NWI) Database
- USGS National Hydrography Dataset (NHD) Database
- Natural Resources Conservation Service (NRCS) Soils Survey Database

Special-status wildlife and plant species and their potential to occur within the project site is presented in **Table 4.3-1: Special-Status Species Potential to Occur within the Project Site**. The table includes federally and state-listed species, candidate species, and other state-designated special-status species that have been reported within three miles of the project site (CNDDB and USFWS Special-Status Species Database) and determined to be potentially present in the IPaC Database, as well as California Rare Plant Rank (CRPR) 1 and 2 species that occur within the "Nine Quads" search within an elevational range of approximately 1,590 to 1,650 feet above mean sea level. The CNPS "Nine Quads" search queries the USGS quadrangle in which the Project site is located and the surrounding eight quadrangles, which includes Devore, Silverwood Lake, San Bernardino South, San Bernardino North, Telegraph Peak, Cajon, Guasti, Fontana, and Cucamonga Peak. The potential for special-status species to occur on the project site was refined by considering the habitat affinities of each species, field habitat assessments, vegetation mapping, and knowledge of local biological resources. Please note the special-status species with low potential to occur or that are not expected to occur are not addressed further in this EIR as no impacts are anticipated to these species; see **Appendix D** for the full list of species.

Special-Status Plants

One special-status plant species, Parry's spineflower (*Chorizanthe parryi var. parryi*), was observed on the site. No additional special-status plant species were observed or have a high probability for occurrence based on the lack of suitable habitat on site. The project site has been subject to varying degrees of human disturbances from on-site materials-extraction operations, off-road vehicular access, and surrounding development. These disturbances have reduced the suitability of the habitat to support special-status plant species known to occur in the general vicinity of the project site. Although special-status plant species were not observed during the general biological field survey, Parry's spineflower was assessed to have a moderate potential to occur within the project site based on the presence of suitable habitat. Focused rare plant surveys were conducted during appropriate blooming period for this target species, and surveys were positive for Parry's spineflower. All other special-status plant species with low potential to occur or not expected to occur are presumed absent from the project site, due to a high degree of habitat fragmentation and routine on-site disturbances. Additionally, CRPR 3 and 4 species were omitted from the potential to occur analysis below due to their relatively low threat status, consistent with standard practice.

Table 4.3-1: Special-Status Species Potential to Occur within the Project Site

Scientific Name **Common Name**	**Status**	**Habitat**	**Potential to Occur**
PLANT SPECIES			
California satintail (*Imperata brevifolia*)	CRPR 2B.1	Perennial rhizomatous herb. Blooms September-May. Chaparral, coastal scrub, meadows and seeps, Mojavean desert scrub, and riparian scrub. Elevation 0-3,985 feet.	**Low.** Sage scrub and chaparral habitats are present on site, however, suitable aquatic habitat such as wet springs, meadows, streambanks, and floodplains are not present, and species has not been documented within the project vicinity since 1907.
Chaparral ragwort (*Senecio aphanactis*)	CRPR 2B.2	Annual herb. Blooms January-April. Chaparral, cismontane woodland, and coastal scrub. Elevation 50-2,625 feet.	**Low.** Native scrub habitat on site is isolated and disturbed, and woodland habitat is not present in the project site or surrounding landscape. Chaparral is present on site; however, no recent occurrences of this species are documented within vicinity of project site.
Mesa horkelia (*Horkelia cuneata* var. *puberula*)	CRPR 1B.1	Perennial herb. Blooms February-September. Maritime chaparral, cismontane woodland, and coastal scrub. Elevation 230-2,657 feet.	**Low.** Chaparral habitat and dry loamy sands present on site. Species prefers foothill habitat, which is not found on site. No contemporary occurrences recorded within the vicinity of the project site.
Nevin's barberry (*Berberis nevinii*)	FE; SE; CNPR 1B.1	Perennial evergreen shrub. Blooms (February) March-June. Chaparral, cismontane woodland, coastal scrub, and Riparian scrub. Elevation 230-2,705 feet.	**Low.** Occurs in riparian habitat and/or washes that are not present on site; however, chaparral is found on site. Species is a conspicuous perennial that would have been observed if present.
Parry's spineflower (*Chorizanthe parryi* var. *parryi*)	CRPR 1B.1	Annual herb. Blooms April-June. Chaparral, cismontane woodland, coastal scrub, and valley and foothill grassland. Elevation 900-4,000 feet.	**Present.** Suitable chaparral habitat with sandy soil present on site. Species observed in 2012 less than one-half mile south of the project site in loamy sand conditions similar to those found on site. Observed during 2025 focused rare plant surveys.
Slender-horned spineflower (*Dodecahema leptoceras*)	FE; SE; CRPR 1B.1	Annual herb. Blooms April-June. Chaparral, cismontane woodland, alluvial fan coastal scrub. Elevation 655-2,490 feet.	**Low.** Chaparral with sand and gravel substrate habitat is present on site, however, local occurrences are restricted to alluvial benches in Lytle Creek Wash and Cajon Wash, which are the preferred habitat for this species. Not observed during 2025 focused rare plant surveys.
Smooth tarplant (*Centromadia pungens* ssp. *laevis*)	CRPR 1B.1	Annual herb. Blooms April-September. Chenopod scrub, meadows and seeps, playa, riparian woodland, valley and foothill grassland. Elevation 0-2,100 feet.	**Low.** Species prefers open, poorly drained flats and waterway banks/beds. Contemporary observations of this species from the project vicinity are restricted to the floodplain, which does not overlap with the project site. Not observed during 2025 focused rare plant surveys.
White rabbit-tobacco (*Pseudognaphalium leucocephalum)*	CRPR 2B.2	Perennial herb. Blooms (July) August-November (December). Chaparral, cismontane woodland, coastal scrub, riparian woodland. Elevation 0-6,890 feet.	**Low.** Chaparral and disturbed sage scrub habitats are present on site. However, this species is most commonly associated with washes, streams, and canyon bottoms, which are not found on site, and this species is not known to occur within project vicinity.

Table 4.3-1: Special-Status Species Potential to Occur within the Project Site

Scientific Name **Common Name**	**Status**	**Habitat**	**Potential to Occur**
White-bracted spineflower (*Chorizanthe xanti* var. *leucotheca*)	CRPR 1B.2	Annual herb. Blooms April-June. Coastal scrub, Mojavean desert scrub, pinyon and juniper woodland. Elevation 985-3,935 feet.	**Low.** Although sage scrub habitat with sandy to gravelly soils are present on site, this species prefers alluvial fans which are not present on site. Species was documented in 2012 less than two miles northeast of project site at lower Lytle Creek in sand-gravel substrate. Not observed during 2025 focused rare plant surveys.
WILDLIFE SPECIES			
Crotch's bumble bee (*Bombus crotchii*)	CSE	Arid shrublands and grasslands in coastal and foothill areas of southern California. Nectar plants include milkweeds, buckwheat, and lupines.	**Present.** Crotch's bumble bee was observed on site during 2025 focused surveys. This species can persist in semi-natural habitats surrounded by intensely modified landscapes, such as the sparse disturbed scrub habitat within the project site. Suitable potential nectar sources and small mammal burrows are present on the site. Species have been reported approximately 1.3 miles northwest of the site in 2024.
Delhi Sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*)	FE	Found in sandy areas composed of Delhi fine sands, stabilized by sparse native vegetation.	**Low.** Delhi fine sands are present in the region; however, on-site soils are Soboba gravelly and stony loamy sands, which are not suitable for this species.
Monarch butterfly, California overwintering population (*Danaus plexippus plexippus pop. 1*)	FPT	Found in a variety of habitats across the United States and Mexico (e.g., grasslands, urban land, mountains, and coastal habitats). Exclusively oviposit on milkweed. Nectarivorous adults require flowering plants. Roost in eucalyptus, Monterey pines, and Monterey cypresses in California.	**Low, no potential for overwintering.** Many potential nectar sources observed; however, overwintering habitat does not occur on site.
California glossy snake (*Arizona elegans occidentalis*)	SSC	Found in arid scrub, rocky washes, grasslands, and chaparral habitats. Prefers habitats containing open areas and loose soils for burrowing.	**Low.** Chaparral and sage scrub habitat on site are marginally suitable for this species; however, local occurrences are restricted to rocky washes which are not present on site. Loose soils suitable for burrowing occur on site in dense shrubby habitat.
Coastal whiptail (*Aspidoscelis tigris stejnegeri*)	SSC	A variety of rocky, sandy, dry habitats including sage scrub, chaparral, woodlands on friable loose soil.	**Present.** Chaparral and sage scrub habitat on site are suitable for this species. Suitable loose soils are present on site in dense shrubby habitat.

Table 4.3-1: Special-Status Species Potential to Occur within the Project Site

Scientific Name **Common Name**	**Status**	**Habitat**	**Potential to Occur**
Coast horned lizard (*Phrynosoma blainvillii*)	SSC	A variety of habitats including sage scrub, chaparral, and coniferous and broadleaf woodlands. Found on sandy or friable soils with open scrub. Requires open areas, bushes, and fine loose soil.	**Low-to-Moderate.** Suitable chaparral and sage scrub habitats with sandy and friable soils are present on site in dense shrubby habitat.
Southern California legless lizard (*Anniella stebbinsi*)	SSC	Found in a variety of habitats including coastal dunes, chaparral, coastal scrub, sandy washes, and alluvial fans, containing moist, loose soils.	**Moderate.** Suitable chaparral and disturbed sage scrub habitats with leaf litter under shrubs and loose sandy soils present on site. Species has been documented approximately two miles northwest of project site in 2018, and there have been two observations reported within 1.5 miles of the site since 2023. Species was searched for during 2025 focused surveys and not found.
Western spadefoot (*Spea hammondii*)	FPT; SSC	Found in temporary ponds, vernal pools, and backwaters of flowing creeks, as well as adjacent upland habitats such as grasslands and coastal sage scrub for burrowing. May use kangaroo rat (*Dipodomys* spp.) or other burrows for cover during hot, dry season.	**Low.** Aquatic resources required by this species do not occur on site. Though potentially suitable upland habitat is present, it is isolated from suitable aquatic resources.
Bell's sparrow (*Artemisiospiza belli belli*)	WL	Found in sagebrush, alkali desert scrub, and desert scrub in low, dense stands of shrubs. Frequently associated with *Atriplex* spp. in desert habitats.	**Low.** Dense and low areas of sage scrub habitat on site is marginally suitable for this species.; however preferred habitat is not present.
Burrowing owl (*Athene cunicularia*)	CSE; SSC	Found in grasslands and open scrub from coast to foothills. Strongly associated with California ground squirrel and other fossorial mammal burrows.	**Moderate (Surveys Negative)**. Suitable open scrub habitat is present on site. A relatively small number of California ground squirrel burrow complexes occur on site. This species is known to occur locally and has been recorded less than two miles southeast of the project site. Focused non-breeding surveys were negative; however, future occupation is possible based on suitable habitat.
California gull (*Larus californicus*)	WL	Preferred coastal habitats include sandy beaches, mudflats, rocky intertidal, and pelagic areas of marine and estuarine habitats, as well as fresh and saline emergent wetlands. In inland settings, his species frequents lacustrine, riverine, and cropland habitats in addition to landfill dumps, and open lawns in cities.	**Low.** This species is known to occur inland and utilize landfill dumps as foraging habitat. The Mid-Valley Landfill, located immediately southwest of the project site, provides suitable habitat. However, suitable habitat for nesting and foraging is not present on the project site.
Coastal California gnatcatcher	FT; SSC	Found in sage scrub habitats, often on slopes. Nests in shrubs including sagebrush, buckwheat, and sage. Diegan coastal sage scrub and other similar open scrub	**Low.** Sage scrub habitat present on site is fragmented and disturbed. Species was observed in a now developed area adjacent to the site in 1997, but the species is likely extirpated from the immediate area. The most recent, nearby

Table 4.3-1: Special-Status Species Potential to Occur within the Project Site

Scientific Name **Common Name**	**Status**	**Habitat**	**Potential to Occur**
(*Polioptila californica californica*)		habitats in coastal areas, with most populations occurring below 1,500 feet in elevation.	observation of this species was approximately three miles east of the project site near Lytle Creek Wash. Would have likely been detected during surveys if present (e.g., focused burrowing owl, rare plant, and Crotch's bumble bee surveys).
California horned lark (*Eremophila alpestris actia*)	WL	Found from coastal deserts and grasslands to alpine dwarf-shrub habitat above treeline. Also seen in coniferous or chaparral habitats.	**Moderate.** Suitable habitat is present. Species is known to be tolerant of development and can inhabit a variety of habitats. This species has been observed in the project vicinity in habitats with similar conditions.
Cooper's hawk (*Accipiter cooperii*)	WL	Found in oak woodlands and occasionally in willow or eucalyptus woodlands.	**Present.** Species was observed flying above site before it perched atop a building adjacent to the northern project boundary. Individual was not observed directly using the project site.
Costa's hummingbird (*Calypte costae*)	BCC	Breeds in desert scrub. Occurs in Sonoran and Mojave Desert scrub, coastal California chaparral, California sage scrub, deciduous forest, and desert scrub.	**Present.** Observed on the project site on May 8, 2025. Suitable foraging and nesting habitat are present.
Ferruginous hawk (*Buteo regalis*)	WL	Found in open grasslands, agricultural areas, sagebrush flats, desert scrub, low foothills surrounding valleys, and fringes of pinyon-juniper habitats.	**Low.** Open areas within disturbed and sage scrub habitat on site are marginally suitable for species foraging. Migrates through the region but is not a resident species.
Golden eagle (*Aquila chrysaetos*)	FP; WL	Found in open and semi open country featuring native vegetation across most of the northern hemisphere. Nest on cliffs and steep escarpments in grassland, chaparral, shrubland, forest, and other vegetated areas.	**Low.** Suitable nesting and overwintering habitat are not present on site. Disturbed land in northern portion of site may provide marginally suitable habitat for foraging and prey species (California ground squirrel and desert cotton tail) which were recorded on site; however, the site is not contiguous with large areas of undeveloped land.
Lawrence's goldfinch (*Spinus lawrencei*)	BCC	Found in chaparral, coastal scrub, pinyon pine-juniper woodlands, oak woodlands, riparian, and disturbed habitats. Also found in semi-urban, weedy, and agricultural environments. Generally associated with a water source, especially in drier regions.	**Present.** Observed on the project site on May 8, 2025. Site is highly suitable for foraging and moderately suitable for nesting.
Loggerhead shrike (*Lanius ludovicianus*)	SSC	Found within grassland, chaparral, desert, and desert edge scrub, particularly near dense vegetation used for nesting. Species requires vegetation with spines or thorns (Yosef 1996), or artificial objects such as barbed wire to impale its prey species.	**Moderate.** Suitable chaparral and dense vegetation found on site. Project site contains barbed wire and sharp fencing appropriate for species feeding techniques. This species has been observed in the project vicinity in habitats with similar conditions.

Table 4.3-1: Special-Status Species Potential to Occur within the Project Site

Scientific Name **Common Name**	**Status**	**Habitat**	**Potential to Occur**
Merlin (*Falco columbarius*)	WL	Found in edges of grasslands and deserts. In open country, clumps of trees or windbreaks are required for roosting.	**Low-to-Moderate.** Semi-open disturbed habitats marginally suitable for foraging are present on site. Species does not nest in southern California. This species has been observed in the project vicinity in habitats with similar conditions.
Prairie falcon (*Falco mexicanus*)	WL	Found in desert shrubland and grasslands. Primarily forage in grassland habitats.	**Low-to-Moderate**. Species tends to forage in areas with lower and sparser vegetation than found on site. Suitable breeding habitat is not present. This species has been observed in the project vicinity in habitats with similar conditions.
Northern harrier (*Circus cyaneus*)	SSC	Found in meadows, grasslands, open rangelands, desert sinks, and fresh and saltwater emergent wetlands. Nest on the ground, often near an aquatic resource or within the waterbody itself using sticks or sedge tussocks as a foundation. May also nest in grasslands, grain fields, or sagebrush flats several miles from water.	**Low.** Disturbed land in the northern portion of site may provide marginally suitable habitat suitable for foraging and prey species (California ground squirrel and desert cotton tail) which were recorded on site; however, the site is not contiguous with large areas of undeveloped land.
Southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*)	WL	Found in mostly in sage scrub and chaparral, but also grassland habitats with scattered scrubs. Prefers open habitat with rocky slopes. May also be found in open sage scrub/grassy areas of successional growth for example, after a fire.	**Low.** Sage scrub and chaparral habitat on site are marginally suitable for this species; however, preferred rocky slopes are not present and this species is not generally tolerant of human disturbance.
Los Angeles pocket mouse (*Perognathus longimembris brevinasus*)	SSC	Found in low elevation grassland, alluvial sage scrub, and coastal sage scrub.	**Low.** Sage scrub habitat on site is marginally suitable for this species; however, disturbance and surrounding development make it unlikely for this species to occur. This species was previously recorded adjacent to the project site in 2003; however, that land has since been developed. Species was also observed near the project site in 2015 prior to the development of Sierra Lakes Commerce Center. Very few small mammal burrows were observed on site and friable sandy soils are limited to dense shrubby areas.
Northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*)	SSC	Inhabits coastal sage scrub, sage scrub/grassland ecotones, and chaparral communities.	**Low.** Disturbed scrub and chaparral on site are marginally suitable for this species; however, disturbance and surrounding development make it unlikely for this species to occur. Species observations were recorded adjacent to the project site in 2003 prior to development of Target Distribution Center. Very few small mammal burrows were observed on site.

Table 4.3-1: Special-Status Species Potential to Occur within the Project Site

Scientific Name **Common Name**	**Status**	**Habitat**	**Potential to Occur**
San Bernardino kangaroo rat (*Dipodomys merriami parvus*)	FE; SE; SSC	Found along floodplains, washes and alluvial fans in scrub and chaparral habitats. Soft soil required to burrow.	**Low.** Riversidean alluvial fan, floodplains, and washes are not present on site. Sandy soils for burrowing do not occur within open areas on the project site; openings are compacted and non-friable. Friable soils are present on site but occur in areas of dense vegetation not suitable for San Bernardino kangaroo rat. Very few small mammal burrows were observed on site. The site is isolated from other areas of suitable habitat. Final critical habitat for this species is located less than 700 feet west of the site but has since been developed for Target Distribution Center and habitat for San Bernardino kangaroo rat no longer occurs in this location. The nearest extant population is greater than 0.5 mile to the north within Lytle Creek Wash; however, San Bernardino kangaroo rats only disperse up to 0.3 mile (USFWS 2009) and no suitable habitat is present between this population and the project site.
Western yellow bat (*Lasiurus xanthinus*)	SSC	Occupies a range of habitats in arid and dry areas. Inhabits secluded woodlands, agricultural lands, and sometimes even residential areas.	**Low.** Species prefers roosting in trees over three meters (10 feet) tall, which are not present on site but occur as ornamental pines in the southern buffer zone. However, sage scrub and chaparral habitat within the project site is unlikely to be used by this species.

Notes:
BCC: USFWS Birds of Conservation Concern
CSE: Candidate Species under CESA
FE: Federally Endangered
FT: Federally Threatened
FPT: Federally Proposed Threatened
FP: CDFW Fully Protected
SE: State Endangered
SSC: CDFW Species of Special Concern
WL: CDFW Watch List Species
California Native Plant Society (CNPS) ***California Rare Plant Rank (CRPR)***
1A Plants Presumed Extirpated in California and Either Rare or Extinct Elsewhere
1B Plants Rare, Threatened, or Endangered in California and Elsewhere
2B Plants Rare, Threatened, or Endangered in California, but more common elsewhere
4 Plants of Limited Distribution (Watch List)
CNPS Threat Ranks
0.1 Seriously threatened in California
0.2 Moderately threatened in California
0.3 Not very threatened in California
Source:
Rocks Biological Consulting, *Biological Technical Report*, included as **Appendix D** to this EIR.

Special-Status Wildlife

Of the special-status wildlife species evaluated five special-status wildlife species, Crotch's bumble bee (state candidate for listing under the CESA), Cooper's hawk (*Accipiter cooperii*; CDFW Watch List [WL]), coastal whiptail (*Aspidoscelis tigris stejnegeri*; CDFW Species of Special Concern [SSC]), Costa's hummingbird (*Calypte costae*; USFWS Bird of Conservation Concern [BCC]), and Lawrence's goldfinch (*Spinus lawrencei*; USFWS BCC), were observed during project field surveys, and seven additional species have a low-to-moderate or moderate potential to occur within the project site based on the presence of suitable habitat. Please note that special-status wildlife species with low potential to occur or not expected to occur are not addressed further in this report; due to a high degree of habitat fragmentation and routine on-site disturbances no impacts are anticipated with these species.

Critical Habitat

The ESA defines critical habitat as a specific geographic area, or areas, that contains features essential for the survival and recovery of endangered and threatened species. The USFWS designates critical habitat for endangered and threatened species and may include sites for breeding and rearing, movement or migration, feeding, roosting, cover, and shelter. Critical habitat may also include areas that are not currently occupied by the species, but that will be needed for its recovery.

No USFWS designated critical habitat overlaps with the project site; however, there is critical habitat for San Bernardino kangaroo rat less than 700 feet west of the site. This area of critical habitat is separated from the project site by a paved road and is now developed. Additional critical habitat can be found approximately 0.5-mile north of the site but is separated from the project site by dense development. Refer to Figure 3a in **Appendix D**.

Wildlife Corridors

Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet still inadequate for others. Wildlife corridors are features that allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

Based on a review of the CDFW Biogeographic Information and Observation System data, no wildlife movement corridors are mapped within the project site (**Appendix D**). The land within and around the project site is designated as Rank 1, "Limited Connectivity Opportunity," and Rank 2, "Large Natural Habitat Areas." These ranks are the two lowest within the Terrestrial Connectivity, Areas of Conservation Emphasis (ACE) dataset (CDFW 2025c). Although the project site supports chaparral and Riversidean sage scrub habitat, it is surrounded by development and has been previously disturbed. There are no large areas of native vegetation contiguous with the habitat on site; however, the project site is less than one mile south of a "less permeable" California Essential Habitat Connectivity (CEHC) Essential Connectivity Area and a Natural Landscape Block associated with Lytle Creek Wash. Lytle Creek Wash also contains a Missing Linkage in California's Landscape as mapped by the Science & Collaboration for Connected Wildlands organization.

Jurisdictional Waters and Streambed

No aquatic resources were identified within the project site and 50-foot buffer during desktop review of the NWI, NHD databases, and historic aerial photos. Additionally, during the constraints-level aquatic resources assessment on October 29, 2024, no aquatic resources potentially jurisdictional per the USACE, RWQCB, and/or CDFW were observed within the project site. Lastly, all soil types documented within the review area are not considered hydric, nor are there vegetation communities occurring within the review area contain riparian and/or hydrophytic species.

4.3.4 Methodology

This analysis considers the CEQA Guidelines Appendix G thresholds, as described above, in determining whether Project implementation would result in a substantial impact to biological resources (i.e., environmental study areas, protected wetlands, marine resources). The evaluation was based on a review of regulations and determining their applicability to the Project. The determination that the Project would or would not result in "substantial" temporary or permanent impact to biological resources considers the relevant policies and regulations established by local and regional agencies and the Project's compliance with these policies. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, where warranted, to avoid or reduce the Project's potentially significant environmental impacts.

Outlined in the *Biological Technical Report* prepared for the Project, biologists conducted database research, vegetation mapping, habitat assessments for special-status species, and an initial general biological survey on October 29, 2024 (**Appendix D**). Biologists also examined the site for the presence of potentially jurisdictional aquatic resources; however, a formal aquatic resources delineation to identify areas that may be considered jurisdictional under the USACE pursuant to Section 404 of the CWA, under the RWQCB pursuant to Section 401 of the CWA and the Porter-Cologne Water Quality Control Act, and under the CDFW pursuant to Section 1602 of the California Fish and Game Code, was not conducted. The general biological survey, vegetation mapping, and habitat assessments were conducted within the approximately 44.2-acre project site and a surrounding 100-foot buffer (survey area) for a total of 66.7 acres. The constraints-level aquatic resources assessment was conducted within the project site plus a surrounding 50-foot buffer for a total of 55.3 acres. **Table 4.3-2: Summary of Biological Surveys Conducted** lists survey dates and conditions.

Burrowing owl surveys were conducted within the project site and a surrounding 500-foot buffer, resulting in a burrowing owl survey area of 168 acres. Focused non-breeding season burrowing owl surveys were conducted on October 29, 2024, November 26, 2024, January 7, 2025, January 16, 2025, and January 31, 2025. All surveys were scheduled to be conducted at least three weeks apart, in accordance with CDFW BUOW Guidelines. However, wind conditions caused the third survey on January 7, 2025, to be partially out of protocol. As a result, this survey was repeated on January 16, 2025, resulting in the final two focused surveys occurring two weeks apart. Surveys were conducted by walking transects spaced approximately 20 meters apart throughout all suitable habitat within the survey area. All observed burrows suitable for burrowing owl occupation were examined for sign, including feathers, pellets, prey remains, whitewash, and/or decoration at or near burrow entrances. No burrowing owl individuals, or active sign, or evidence of burrowing owls were observed.

Table 4.3-2: Summary of Biological Surveys Conducted

Date	Activity	Surveyor(s)	Time (Start- End)	Temp. (F) (Start-End)	Cloud Cover (%) (Start-End)	Wind Range (mph) (Start; End)
10/29/2024	Burrowing owl survey	AG, HS	0730-1100	49-64	25-50	3-5; 3-5
10/29/2024	General biological survey, vegetation mapping, constraints-level aquatic resources assessment	AG, HS	1100-1145	64-64	50-50	3-5; 3-5
11/26/2024	Burrowing owl survey	HS, KW	0700-0900	51-55	95-95	0-2; 0-2
1/7/2025	Burrowing owl survey	AG, MT	0730-0930	51-54	100-90	15-25; 10-15
1/16/2025	Burrowing owl survey	AG, KW	0715-0915	54-56	0-0	5-8; 3-5
1/31/2025	Burrowing owl survey	IB, KW	0750-0940	41-52	10-15	0-2; 0-2
4/29/2025	Crotch's bumble bee survey	IH, KW	1030-1430	65-76	0-20	0-2; 4-8
5/8/2025	Rare plant survey	JR, AG	1000-1530	69-80	0-0	1-3; 1-3
5/22/2025	Crotch's bumble bee survey	IH	1045-1430	81-87	10-5	0-3; 3-7
5/22/2025	Rare plant survey	JR, AG	1045-1430	81-87	10-5	0-3; 3-7
6/9/2025	Crotch's bumble bee survey	IH, IB	0945-1345	67-80	50-20	3-6; 1-4
6/18/2025	Parry's spineflower assessment	JR	1015-1405	87-96	0-0	1-3; 2-6

Notes: AG=Alec Goodman, HS=Hannah Swarthout, IB=Imran Badar, IH=Ian Hirschler, JR=Jim Rocks, KW=Kelsey Woldt, MT=Melissa Tamarkin
Source: Rocks Biological Consulting, *Biological Technical Report*, included as **Appendix D** to this EIR.

Focused rare plant surveys were conducted on May 8 and May 22, 2025, and an additional Parry's spineflower (*Chorizanthe parryi* var. *parryi*) assessment was conducted on June 18, 2025. Surveys were conducted during the appropriate blooming periods for the target species, Parry's spineflower. The survey was conducted on the project site plus a 50-foot buffer by walking meandering transects within suitable habitat. Any special-status plants observed were mapped using a GPS; population size, phenology, and other relevant field observations were recorded. Biologists identified all plant species on site to species, subspecies, or varietal level and a compendium of all plant species identified on site was generated. Plants that could not be identified to the species, subspecies, or varietal level in the field were collected and identified in the laboratory using a microscope and dichotomous key. Additional details of survey methodology can be found in **Appendix D**.

Focused Crotch's bumble bee (*Bombus crotchii*) surveys were conducted on April 29, May 22, and June 9, 2025, within the time period when detection of Crotch's bumble bee is greatest (i.e., April through August). Three surveys were performed in accordance with the *Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species* (CDFW 2024b). Surveys were conducted by walking transects through the project site focusing on areas where ample nectar sources were present, with a minimum of one person-hour of searching per three acres of suitable habitat. Surveyors were prepared to record the location of any observed Crotch's bumble bee, along with population size and nesting status, and to collect non-lethal photo vouchers captured at various angles to confirm accurate identification. All arthropods and potential nectar sources were identified and recorded. Full survey methods, details, and species lists can be found in **Appendix D**.

4.3.5 Thresholds of Significance

The following significance criteria for biological resources were derived from the Environmental Checklist in CEQA Guidelines Appendix G. The proposed Project would result in a significant impact related to biological resources if it would:

- 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 CDFW or USFWS.
- 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 CDFW or USFWS.
- Have a substantial adverse effect on State or federal protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
- 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.
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

As addressed in **Section 5.1: Effects Found Not to be Significant**, the City has determined that the Project would not have a significant impact on the following threshold for the reasons stated below and that no further analysis was required in the EIR:

- Would the Project conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or State habitat conservation plan?

The project site is not located with an active HCP or NCCP area.[2]

4.3.6 Project Impacts and Mitigation

Threshold 4.3-1:	**Would the Project 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 CDFW or USFWS?** ***Level of Significance:*** Less than Significant with the incorporation of MM BIO-1 through MM BIO-6.

The proposed Project involves ground disturbance (e.g., grubbing, clearing and grading) and construction of a warehouse, access roadways, and other needed infrastructure and improvements that could result in impacts to special status plant and wildlife species during construction. Impacts to special-status species could also occur during project operations from either direct (e.g., destruction of potential habitat, disturbance of species located on the site) or indirect impacts (e.g., disturbance of habitat or species as a

[2] Rocks Biological Consulting. 2025. *Biological Technical Report*. Included as **Appendix D** to this EIR.

result of increased noise, vibration, dust, nighttime lighting, and human activity in the area). Potential impacts are discussed in more detail below.

Special-Status Plant Species

Parry's spineflower. Parry's spineflower is native and endemic to Southern California and blooms from April to June. Parry's spineflower is a CRPR rank 1B.1 species, meaning it is rare, threatened, or endangered in California and elsewhere and eligible for state-listing under CEQA. Parry's spineflower is also a State Rank S2, meaning it is imperiled because of rarity making it very vulnerable to extirpation.

Parry's spineflower was not detected on the project site during the general biological survey; however, this species was observed during focused rare plant surveys conducted within the species' typical blooming period (April – June) in 2025. Parry's spineflower was found within the chaparral vegetation community near the center of the project site. Occurrences were primarily associated with open shallow basins consisting of lower growing perennial species such as California matchweed with larger chaparral species such as chamise and holly-leaved cherry (*Prunus Illicifolia*) on the margins. Approximately 1,200 individuals of Parry's spineflower were documented on site; please refer to **Appendix D** for the full survey results. Surveys were positive for Parry's spineflower; therefore, this species would be impacted with Project implementation.

Project implementation could result in a potentially significant impact due to crushing of adult plants, bulbs, or seeds during vegetation removal or operation of heavy machinery associated with construction activities which could result in harm or mortality of Parry's spineflower. Additionally, a potentially significant impact could occur if invasive plants are introduced during or after construction activities because invasive species produce competition which could adversely impact the proliferation and survivorship of Parry's spineflower. As set forth in MM BIO-1, compensatory mitigation would be required to conserve, enhance, or restore Parry's spineflower habitat at a minimum ratio of 1:1 and a rare plant mitigation plan would be developed and implemented. Therefore, with mitigation, the removal of Parry's spineflower on site would not result in a substantial adverse effect on the species. Additionally, the Project would implement MM BIO-2, which would require the avoidance of invasive species in landscaping. This would ensure that competition from invasive species would not negatively impact the proliferation and survivorship of Parry's spineflower. Impacts to Parry's spineflower can be mitigated to a less than significant level.

The proposed Project would not impact other special-status plants as no additional special-status species were observed and none have a moderate to high potential to occur within the project site due to lack of suitable habitat.

Threatened and Endangered Wildlife Species

Despite negative survey results, suitable habitat for burrowing owl (State candidate species for listing under the CESA) is present on site; therefore, this species may be impacted by project implementation if present on site during construction, as discussed below. Crotch's bumble bee (State candidate for listing under the CESA) was observed on the project site and may be impacted by project implementation, as discussed further below.

The proposed project will not impact any additional federally and/or state-listed wildlife species, as no additional listed species were observed during general biological surveys and none have moderate to high potential to occur on site based on lack of suitable habitat and the isolated nature of the site.

Burrowing Owl. On October 10, 2024, the California Fish and Game Commission unanimously approved the listing of burrowing owl as a candidate species for listing under CESA. The species will undergo a one-year review prior to the issuance of a final decision on listing. As a candidate for potential listing, the species is temporarily awarded the same protections as a state-listed endangered or threatened species.

As noted above, the project is within the Burrowing Owl Overlay Zone per the San Bernardino County Museum Biological Species Database and General Plan. No burrowing owl individuals, active sign, or evidence of burrowing owls were observed during the general biological survey on October 29, 2024, or during focused burrowing owl surveys between October 29, 2024 and January 31, 2025. Suitable habitat and mapped burrows were inspected during focused surveys for Crotch's bumble bee and rare plants in spring and early summer of 2025 and continued burrowing owl absence was recorded. Despite negative survey results, burrowing owl could forage, seek refuge, and/or breed on site in the future due to the presence of suitable habitat and burrows throughout the project site.

With Project implementation, a potentially significant impact on burrowing owl could occur in the form of death, injury, or harassment of nesting birds, their eggs, and their young, if owls are present. Such impacts, if they were to occur, are potentially significant due to the direct reduction in local populations and loss of genetic diversity. Injury or mortality occurs most frequently during the vegetation clearing stage of construction and affects eggs, nestlings, and recently fledged young that cannot safely avoid equipment. In addition, impacts on burrowing owl could occur if owls were to enter the project site during active construction. Burrowing owls are particularly susceptible to vehicle strikes because they utilize roadways and adjacent areas for hunting. Burrowing owls are known to use manmade materials, such as pipes and culverts, for shelter and nesting. Impacts on burrowing owl, if they were to subsequently inhabit the site, are potentially significant. To avoid direct impacts on burrowing owls, pre-construction clearance surveys, CDFW consultation, and best management practices as outlined in MM BIO-2, MM BIO-3A, and MM BIO-3B would be implemented. With implementation of the mitigation measures, direct impacts on burrowing owls, if present, would be reduced to less than significant.

Additionally, a potentially significant impact could occur if burrowing owl is present adjacent to the project site during nighttime construction that involves the use of lighting. Such impacts are potentially significant because lights could reduce burrowing owls' hunting success and make burrowing owls easier targets for predators. To avoid potential impacts on burrowing owl from nighttime construction and lighting, construction would occur during the day as outlined specifically in MM BIO-2(c).

Further, a potentially significant impact could occur if burrowing owl is present in the suitable habitat west of the project site due to elevated noise, vibration, and dust levels generated by construction equipment. However, these disturbances are temporary and relatively short in duration, thus unlikely to affect burrowing owl behavior. In addition, as outlined in MM BIO-3A and MM BIO-3B, burrowing owl pre-construction surveys would include a 500-foot buffer around the project site; therefore, burrowing owls occurring near to the site would be detected, if present. If burrowing owls are detected within 500 feet of the project site, CDFW would be consulted for additional guidance. As such, impacts during project construction are anticipated to be less than significant. Therefore, with adherence to MM BIO-1, MM BIO-3A, and MM BIO-3B, potential impacts to burrowing owl would be reduced to less than significant.

Crotch's Bumble Bee. The Crotch's bumble bee is currently a candidate for listing under the CESA based on a 2018 petition submitted by the Xerces Society for Invertebrate Conservation, Defenders of Wildlife and Center for Food Safety (**Appendix D**). One Crotch's bumble bee was observed on the project site

during a focused survey on June 9, 2025. Suitable nectar sources and habitat (i.e., small rodent burrows) are present on the project site and, although nests were not observed, the potential for nesting is moderate. Due to species presence, the Project could result in potentially significant impacts on Crotch's bumble bee in the form of death, injury, or harassment and if present in the future could result in the destruction of nesting sites which could result in significant direct take of Crotch's bumble bee.

Prior to initial ground disturbing activities, as required by MM BIO-1(j), construction personnel would be provided training with instructions to follow in the event a Crotch's bumble bee nest is observed or suspected to be on site. In accordance with MM BIO-4A, pre-construction surveys would be conducted to locate any active Crotch's bumble bee nests within or adjacent to construction areas, if nests are detected, as required under MM BIO-4B. Avoidance and minimization measures as outlined in project-specific permits (i.e., CESA ITP) would be followed to ensure unauthorized take does not occur. In addition to nests, impacts could occur to Crotch's bumble bee if a bee enters the project site during active construction. In compliance with MM BIO-4C, a biological monitor would be present on site during removal of suitable nectar sources and if an individual is identified would stop construction work to allow Crotch's bumble bee to move out of harm's way. MM BIO-1 would also require compliance with construction BMPs to further avoid or minimize the potential for direct adverse impacts to Crotch's bumble bee during construction activities.

Project implementation could still result in a potentially significant impact on Crotch's bumble bee through destruction or degradation of suitable habitat, including nectar sources and potential nest burrows located on the project site. However, as set forth in MM BIO-4B, ITP compensatory mitigation shall be provided by one or more of the following mechanisms: 1) purchase of credits at a CDFW-approved conservation or mitigation bank (if available); 2) execution of a Mitigation Credit Agreement; or 3) Permittee-responsible mitigation land acquisition. Therefore, with mitigation, the removal of Crotch's bumble bee habitat on-site would not result in a substantial adverse effect on the species.

Indirect impacts on Crotch's bumble bee, if present adjacent to the project site, could occur during construction due to elevated noise, vibration, and dust levels generated by equipment. These disturbances are temporary and relatively short in duration and are unlikely to affect Crotch's bumble bee behavior. As such, indirect impacts during project construction are anticipated to be less than significant in this regard.

Adherence with the mitigation measures listed above would ensure impacts to Crotch's bumble bee would be less than significant. It should be noted, if Crotch's bumble bee is no longer a candidate or listed species under CESA at the time of Project construction, then these mitigation measures would not be required.

Special-Status Wildlife Species

As identified in **Table 4.3-1**, it was determined that six additional non-listed special-status wildlife species have a moderate to low-to-moderate potential to occur on the project site; California horned lark, loggerhead shrike, prairie falcon, merlin, coast horned lizard, and Southern California legless lizard. Additionally, four non-listed special-status species were observed on-site; Cooper's hawk, coastal whiptail, Costa's hummingbird, and Lawrence's goldfinch. None of the special-status wildlife species identified above are federally or State listed as endangered or threatened. The Project's potential to impact species or indirectly impact foraging and movement behavior of species is discussed in detail below.

California Horned Lark, Costa's Hummingbird, Lawrence's Goldfinch, and Loggerhead Shrike. Costa's hummingbird and Lawrence's goldfinch were observed on site and California horned lark and loggerhead shrike have moderate potential to occur on the project site; therefore, direct impacts through loss of suitable foraging habitat could occur with Project implementation. Suitable foraging habitat for Costa's hummingbird, Lawrence's goldfinch, California horned lark and loggerhead shrike is present within proximity to the project site and is abundant throughout the region. In addition, as required by MM BIO-4B, compensatory habitat mitigation lands for Crotch's bumble bee are likely to be suitable for these four non-listed avian species. As such, removal of suitable foraging habitat would be less than significant.

However, Project construction activities could result in potentially significant impacts on nesting Costa's hummingbird, Lawrence's goldfinch, California horned lark and loggerhead shrike, if nests are present. Vegetation trimming or removal of suitable habitat within an active breeding territory could result in harassment, injury, damage or destruction of an active nest, and/or death of adults, eggs, and/or young during construction activities. The Project would implement MM BIO-2, which would require best management practices including flushing species from the site prior to vegetation removal. Additionally, MM BIO-5A and MM BIO-5B would require compliance with California Fish and Game Code Sections 3503, 3503.5, and 3513 avoidance of nesting season if feasible, nesting bird surveys 3 days prior to site disturbance, and buffers to be established around active nests.

Indirect impacts on Costa's hummingbird, Lawrence's goldfinch, California horned lark, and loggerhead shrike, if present adjacent to the project site, could occur during construction due to elevated noise, vibration, and dust levels generated by equipment. These disturbances are temporary and relatively short in duration and are unlikely to affect Costa's hummingbird, Lawrence's goldfinch, California horned lark, or loggerhead shrike behavior. As such, indirect impacts during project construction are anticipated to be less than significant.

Overall, with implementation of MM BIO-2, MM BIO-4B, MM BIO-5A, and MM BIO-5B, impacts to Costa's hummingbird, Lawrence's goldfinch, California Horned Lark and Loggerhead Shrike would be less than significant.

Cooper's Hawk, Prairie Falcon, and Merlin. One adult Cooper's hawk was observed flying overhead during a biological survey. The hawk flew over the project site and was not observed directly using it. Although the project site supports suitable foraging habitat for Cooper's hawk, this species is not expected to rely on the habitat on the project site. Removal of foraging habitat as a result of project implementation is anticipated to be less than significant due to the abundance of suitable Cooper's hawk habitat throughout the region. Prairie falcon and merlin both have low-to-moderate potential to occur on the project site. Due to the low-quality foraging habitat on site and proximity to preferred foraging areas, these species are also not expected to rely on the project site. Suitable nesting habitat is not present for any of these raptor species. Prairie falcon primarily nests on ledges and cliffs which are absent from the project site, and merlin is not known to nest in Southern California. The project site also lacks woodlands appropriate for Cooper's hawk nesting. Therefore, these species are not anticipated to nest on or immediately adjacent to the site and impacts on Cooper's hawk, prairie falcon, and merlin would be less than significant.

Coastal Whiptail, Coast Horned Lizard, and Southern California Legless Lizard. Coastal whiptail was observed on-site and coast horned lizard and Southern California legless lizard have moderate or low-to-moderate potential to occur on site. The project site supports approximately 28.6 acres of native upland

habitat, the on-site chaparral and sage scrub are disturbed and isolated from other areas of suitable native habitat. Coastal whiptail, coast horned lizard, and Southern California legless lizard exhibit high site fidelity and are not capable of dispersing long distances through urban environments. As such, on site habitat, if occupied by special-status lizards, does not contribute to the species' long-term survival. The surrounding urban landscape acts as a barrier to dispersal, cutting off special-status lizard populations, if present, from other populations, limiting genetic diversity and effectively creating a 'sink'. Other natural lands in the project vicinity, such as Lytle Creek, Jurupa Hills, the Santa Ana River corridor, and the Cucamonga Wilderness provide suitable habitat with connectivity to other populations. As such, loss of on-site suitable habitat would not result in a significant impact on the species or habitat due to the lack of value this land provides to the long-term viability of the species.

However, vegetation clearing and grading and other construction activities could result in harassment, injury, and/or death of coastal whiptail, coast horned lizard and Southern California legless lizard. Therefore, Project construction activities could result in a potentially significant impact on these special-status species, if present on site. As set forth in MM BIO-2 construction best management practices would be implemented. As outlined in MM BIO-6A and MM BIO-6B, pre-construction surveys for the special-status lizard species would be required, if identified and avoidance is not feasible, species would be relocated. Therefore, Project implementation would not result in potential direct harassment, injury, and/or mortality of coastal whiptail, coast horned lizard, and Southern California legless lizard and impacts would be less than significant with MM BIO-2, BIO-6A, and MM BIO-6B.

Threshold 4.3-2:	**Would the Project 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 CDFW or USFWS?**
	Level of Significance: Less than Significant Impact

Riparian areas are ecosystems bordering a river or stream, where soil moisture is more or less permanently available. Riparian areas are highly productive transitional areas between streams and terrestrial uplands and support a diverse community of plants and animals. The project site is currently vacant undeveloped land and does not support any discernible drainage courses, inundated areas, wetland vegetation, or hydric soils (**Appendix D**). Further, the constraints-level aquatic resources assessment and NWI and NHD database research did not reveal any jurisdictional drainage and/or wetland features, blueline streams, or riparian habitat. Therefore, Project implementation would not adversely affect any riparian habitat and no mitigation is required.

As discussed above in Section 4.3.3, Existing Conditions, the proposed project would result in impacts on five land uses/vegetation communities, developed land, disturbed land, Riversidean sage scrub, disturbed Riversidean sage scrub, and chamise chaparral. Developed land and disturbed land are not considered native vegetation communities. Although chamise chaparral, Riversidean sage scrub, and disturbed Riversidean sage scrub are native upland habitat they are not considered sensitive natural communities under CEQA and impacts on these communities are not anticipated to be significant due to their abundance in the region. Therefore, impacts to native vegetation communities resulting from the Project would be less than significant and no mitigation is required.

Threshold 4.3-3:	**Would the Project have a substantial adverse effect on State or federal protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**
	Level of Significance: No Impact

As previously addressed and verified during the field investigation, there are no riparian habitats or federally protected wetlands or resources on the project site or in its immediate vicinity. The project site does not contain any water resources (e.g., streams, creeks, channels, vernal pools) nor would project implementation potentially affect wetlands. Additionally, the U.S. Fish and Wildlife Service National Wetlands Inventory and U.S. Geological Survey National Hydrography Dataset databases do not map any features within the project site (**Appendix D**). Therefore, the Project would not have a substantial adverse effect on any State or federally protected wetlands and no impact would occur.

Threshold 4.3-4:	**Would the Project 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?**
	Level of Significance: Less than Significant with incorporation of MM BIO-5.

Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. Wildlife corridors are features that allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species.

As previously discussed, the project site does not function as part of a wildlife corridor. However, important connectivity corridors occur less than one mile north of the project site in association with Lytle Creek Wash, which is identified in the Rialto General Plan as unique and valuable habitat. Due to the site's proximity to an important connectivity area, the project area could potentially be used by wildlife as a refuge between larger areas of naturally occurring habitat. However, the project site does not contain large areas of contiguous native vegetation and is surrounded by development. Therefore, only species capable of flight would be able to use the site as a stepping stone between habitats. Implementation of the Project would preclude the use of the site as a stepping-stone refuge. However, other nearby green spaces, such as Alec Fergusson Park, Sierra Lakes, and Roger Birdsall Park, provide suitable refugia for flight-capable species. As such, project implementation would not substantially interfere with wildlife movement opportunities or a wildlife corridor, and impacts would be less than significant.

The Project has the potential to impact nesting migratory birds which have acclimated to urban life and nest and forage in the local trees and shrubs. The project site contains habitat with the potential to support avian nests and impacts on nesting birds. The proposed Project has the potential to impact active bird nests if vegetation is removed or ground disturbing activities are initiated during the nesting season. The direct injury or death of a migratory bird due to construction or other disturbance that causes nest abandonment, nestling abandonment, or forced fledging would be considered a significant impact as impacts on nesting birds are prohibited by the MBTA and/or California Fish and Game Code Section 3503. The Project would implement MM BIO-5A which would require compliance with California Fish and Game

Code Sections 3503, 3503.5, and 3513, avoidance of nesting season if feasible, nesting bird surveys three days prior to site disturbance, and MM BIO-5B which would require buffers to be established around active nests. Adherence to MM BIO-5A and MM BIO-5B would ensure Project implementation would result in a less than significant impact to migratory birds. Therefore, the Project would not 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.

Threshold 4.3-5:	**Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**
	***Level of Significance*:** Less than Significant with incorporation of MM BIO-3A.

As previously discussed, the project site is within the Burrowing Owl Overlay Zone identified on San Bernardino County Biotic Resources Map. However, the project site has been subject to a variety of human disturbances and is bordered by industrial development. These disturbances have heavily impacted the natural plant communities, which reduces potential foraging and nesting/denning opportunities for wildlife species.

Pursuant to San Bernardino requirements, focused surveys and pre-construction surveys for burrowing owl are necessary to determine presence/absence within the project site. As noted above, focused surveys have been conducted, and no burrowing owl individuals or active signs were observed during the general biological survey on October 29, 2024, nor during focused surveys between October 29, 2024, and January 31, 2025. Despite negative survey results, burrowing owl could forage, seek refuge, and/or breed on site in the future due to the presence of suitable habitat and burrows throughout the project site. As set forth in MM BIO-3A, pre-construction clearance surveys for burrowing owls would be conducted in accordance with CDFW's Staff Report on Burrowing Owl Mitigation. As such, the project would not conflict with the County of San Bernardino Biotic Resources Overlay Zones.

As noted above, Rialto General Plan Policy 2-39.3 outlines continued support for the Delhi Sands Flower-loving Fly. It was determined the project site does not contain suitable soils for Delhi Sands flower-loving fly. As such, protocol surveys are not required, and the Rialto General Plan policy related to this species is not applicable. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources.

4.3.7 Cumulative Impacts

Past, present and reasonably foreseeable future projects are required to implement measures, as set forth in their respective CEQA documents, consistent with federal, State, and local regulations to avoid adverse effects to existing biological resources or to mitigate for significant impacts to these resources. The types of measures required for projects impacting protected habitat, species, and regulated resources can include avoidance, project design features, regulatory approvals, best management practices, and mitigation measures. With implementation of MM BIO-1 through MM BIO-6, the proposed Project would not cause a significant impact to biological resources. Mitigation would include construction BMPs to avoid potential impacts and disturbance to special status species, and Parry's spineflower, burrowing owl, nesting bird, Crotch's bumble bee, Coastal whiptail, Coast horned lizard, and Southern California legless lizard pre-construction surveys and avoidance measures. Project level impacts would be less than significant with the implementation of these measures and therefore would not contribute to a

cumulative impact. Additionally, as discussed in this section, the project site does not contain riparian habitat or any other water resources. Additionally, the project site does not contain waters, including wetland waters, that are subject to federal jurisdiction under Section 404 of the CWA. The project site is not located within a designated protected area, which may support species and habitats that are sensitive and rare within the region or may function as a migration corridor for wildlife. Lastly, the Project would not conflict with any local policies or ordinances protecting biological resources. Therefore, with the implementation of MM BIO-1 through MM BIO-6, the Project would not contribute to a cumulative effect on biological resources including sensitive species, protected habitat, or wetland resources. Therefore, the Project would not contribute to a cumulatively considerable impact.

4.3.8 Mitigation Program

Standard Conditions

No standard conditions are applicable.

Mitigation Measures

MM BIO-1 **Rare Plant Mitigation Plan.** Parry's spineflower (CRPR 1B.1) is present on site and impacts are unavoidable; therefore, compensatory mitigation shall be provided to offset impacts. A rare plant mitigation plan shall be prepared and implemented by the applicant or its designee. The plan will demonstrate the feasibility of conserving, enhancing, or restoring Parry's spineflower habitat in areas to be managed as natural open space without conflicting with other resource management objectives. Habitat conservation, enhancement, or restoration will be at a minimum 1:1 ratio (acres conserved, enhanced, or restored to acres impacted).

If the rare plant mitigation plan proposes conservation of an extant population, the plan shall include at a minimum: (a) the location of the conserved habitat and an analysis of its suitability as compensatory mitigation; (b) an assessment of the extant Parry's spineflower populations at the proposed conservation site; (c) a long-term management plan which includes objectives, management practices, monitoring protocols, adaptive management strategies, and reporting requirements; and (d) details regarding the establishment of a non-wasting endowment to perpetually fund management of the conserved land, or such other funding mechanism acceptable to CDFW.

If the rare plant mitigation plan proposes enhancement or restoration, the plan shall include at minimum: (a) collection/salvage measures for plants or seed banks, to retain intact soil conditions and maximize success likelihood; (b) details regarding storage of plants or seed banks; (c) location of the proposed recipient site, and detailed site preparation and plant introduction techniques details for top soil storage, as applicable; (d) time of year that the salvage and replanting or seeding will occur and the methodology of the replanting; (e) a description of the irrigation, if used; (f) success criteria; and (g) a detailed monitoring program, commensurate with the plan's goals.

MM BIO-2 **Best Management Practices.** To avoid impacts to special-status resources and inadvertent disturbance, the following monitoring requirements and Best Management Practices (BMPs) shall be implemented:

a. Construction vehicles shall not exceed 15 miles per hour on unpaved roads adjacent to the project site or the right-of-way accessing the site.

b. The Applicant, or its contractors, shall screen, cover, or elevate at least one foot above ground, all construction pipe, culverts, or similar structures with a diameter of three inches or greater that are stored on site overnight. These pipes, culverts, and similar structures shall be inspected by the project biologist for wildlife before such material is moved, buried, or capped.

c. Construction activities shall occur during daytime hours to the greatest extent feasible. If construction must occur at nighttime, lights shall be oriented in such a way that they direct light downward and toward the active construction, ensuring that no direct light is emitted towards adjacent lands, and shields or deflectors shall be installed on lights to reduce light spill. Nighttime concrete pouring shall be performed in accordance with the City of Rialto Municipal Code.

d. A biologist shall flush special-status species (i.e., avian or other mobile species), with the exception of burrowing owl, from suitable habitat areas within the project development footprint to the maximum extent practicable immediately (e.g., within 24 hours) prior to initial vegetation removal activities. The biologist shall flush wildlife by walking through habitat to be imminently removed and towards adjacent open space.

e. At the end of each workday during construction, the applicant, or its contractors, shall cover all excavated, steep-sided holes or trenches more than eight inches deep and that have sidewalls steeper than 1:1 (45 degree) slope with plywood or similar materials, or provide a minimum of one escape ramp per 100 feet of trenching (with slopes no greater than 3:1) constructed of earth fill or wooden planks. The applicant, or its contractors shall thoroughly inspect holes and trenches for trapped animals each workday.

f. Contractors shall not permit pets on the construction site.

g. If trash and debris need to be stored overnight during maintenance activities, fully covered trash receptacles that are animal-proof and weather-proof shall be used by the maintenance contractor to contain all food, food scraps, food wrappers, beverage containers, and other miscellaneous trash. Alternatively, standard trash receptacles may be used during the day but must be removed or emptied each night.

h. To prevent inadvertent disturbance to areas outside the limits of work, the construction limits shall be clearly demarcated (e.g., installation of flagging or temporary visibility construction fence) prior to ground-disturbance activities, and all construction activities, including equipment staging and maintenance, shall be conducted within the marked disturbance limits. The work limit delineation shall be maintained throughout project construction.

i. The Applicant, or its contractors, shall avoid the use of invasive plant species in the associated landscaping.

j. Prior to initial ground disturbing activities, a Worker Environmental Awareness Program (WEAP) shall be prepared, which will include a training presentation and key fact sheet. The training will instruct construction crews to be aware of and recognize sensitive biological resources that may be encountered within, or adjacent to, the

project. The training will provide workers with instructions to follow in the event a sensitive species is observed or suspected to be on site. Biologists shall provide WEAP training materials, including but not limited to the key fact sheet, to construction personnel before their commencement of work on the project. Additionally, all construction staff shall attend the WEAP training presentation prior to beginning work on site. Upon completion of the WEAP training, each member of the construction crew shall sign a form stating that they attended the training, understood the information presented, and agreed to comply with the requirements set out in the WEAP training. Biologists shall provide updates relevant to the training to construction personnel during the safety ("tailgate") meetings, as needed.

MM BIO-3A **Burrowing Owl Preconstruction Surveys.** No less than 14 days prior to the onset of construction activities, a qualified biologist shall survey the construction limits of the project site and a 500-foot buffer for the presence of burrowing owls and occupied nest burrows. A second survey shall be conducted within 24 hours prior to the onset of construction activities. Time lapses between project activities greater than one week (7 days) would trigger subsequent 24-hour take avoidance surveys to confirm burrowing owl absence. The surveys shall be conducted in accordance with the most current CDFW survey methods. If burrowing owls are not observed during clearance surveys or biological monitoring, no additional conditions are required to avoid impacts to burrowing owl.

The Project Applicant shall submit at least one burrowing owl pre-construction survey report to the satisfaction of the City to document compliance with this mitigation measure. For the purposes of this measure, 'qualified biologist' is a biologist who meets the requirements set forth in the BUOW Guidelines (CDFW 2012).

MM BIO-3B **Burrowing Owl Preconstruction Surveys.** If burrowing owls, active burrows, or signs thereof are confirmed during any survey or biological monitoring, project activities with the potential to impact burrowing owl shall be immediately halted. The qualified biologist shall coordinate with CDFW and prepare a Burrowing Owl Plan that shall be submitted to CDFW for review and approval prior to commencing project activities with the potential to impact burrowing owl. The Burrowing Owl Plan shall describe proposed avoidance, and monitoring actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites, acres of burrowing owl habitat that will be impacted, details of site monitoring, and details on proposed buffers and other avoidance measures if avoidance is proposed. Project activities with the potential to impact burrowing owl shall not occur within 500 feet of an active burrow until CDFW approves the Burrowing Owl Plan.

If project activities, including occupied burrow exclusion and closure, could result in take of burrowing owl, the applicant shall coordinate with CDFW for appropriate CESA authorization (i.e., ITP under CFGC section 2081) prior to commencement of project activities with the potential to impact burrowing owl. The ITP shall describe, at a minimum, project activities and equipment, proposed avoidance/buffers, temporary and permanent impacts, monitoring, relocation and/or translocation, and minimization and compensatory mitigation actions. ITP compensatory mitigation will be fulfilled by one or more of following options: 1) purchase of credits at a CDFW-approved conservation or

mitigation bank (if available); 2) execution of a Mitigation Credit Agreement; or 3) Permittee-responsible mitigation land acquisition.

The conditions of the permit or measures outlined in the plan shall be adhered to by the applicant and any required compensatory mitigation of habitat would be provided.

MM BIO-4A **Crotch's Bumble Bee Surveys.** At a minimum, two pre-construction nesting surveys shall be conducted prior to project implementation. Surveys shall occur within 1) one week; and 2) within 24-hours prior to any vegetation removal or ground-disturbing activities scheduled to occur during the Crotch's bumble bee flight season (February through October). Surveys shall follow the guidelines provided in the CDFW's *Survey Considerations for CESA Candidate Bumble Bee Species* (2024b) and shall occur within the project site and areas adjacent to the project site where suitable habitat exists. The surveyors shall be qualified biologists familiar with Crotch's bumble bee identification and life history.

MM BIO-4B **Crotch's Bumble Bee CESA ITP.** Suitable Crotch's bumble bee habitat and Crotch's bumble bee presence has been confirmed on the site; therefore, a CESA ITP shall be applied for and obtained prior to the commencement of project activities with the potential to impact Crotch's bumble bee. The ITP shall include, at a minimum, a description of project activities and equipment, proposed avoidance/buffers, identification of temporary and permanent impacts, monitoring requirements, relocation and/or translocation protocols, and compensatory mitigation measures. Compensatory mitigation will be at a minimum 1:1 ratio (acres conserved, enhanced, or restored to acres impacted). ITP compensatory mitigation shall be satisfied by one or more of the following mechanisms: 1) purchase of credits at a CDFW-approved conservation or mitigation bank (if available); 2) execution of a Mitigation Credit Agreement; or 3) Permittee-responsible mitigation land acquisition.

MM BIO-4C **Crotch's Bumble Bee Biological Monitor.** A qualified biological monitor shall conduct full-time monitoring during removal of suitable nectar plants that is scheduled to occur during the queen flight period (February through March), colony active period (March through September), and/or gyne flight period (September through October). The monitor shall have authority to temporarily halt or redirect activities as needed to avoid unauthorized impacts.

MM BIO-5A **Nesting Bird Surveys.** To ensure compliance with California Fish and Game Code Sections 3503, 3503.5, and 3513 and to avoid potential impacts to nesting birds, vegetation clearing and ground-disturbing activities shall be conducted outside of the bird nesting season (generally February 15 through August 31), if feasible. Regardless of the time of year, a qualified biologist shall conduct a nesting bird survey within three (3) days prior to any disturbance of the site, including but not limited to vegetation clearing, disking, demolition activities, staging, or grading.

MM BIO-5B **Nesting Bird Surveys.** If active nests are identified, the biologist shall establish suitable buffers around the nests depending on the level of activity within the buffer and species observed. Buffer areas shall be avoided until the nests are no longer occupied, and the juvenile birds can survive independently from the nests. During construction activities, the qualified biologist shall continue biological monitoring activities at a frequency

recommended by the qualified biologist using their best professional judgment. If nesting birds are documented, avoidance and minimization measures may be adjusted and construction activities stopped or redirected by the qualified biologist to avoid take of nesting birds.

If nesting birds are not documented during the pre-construction survey, adherence to additional measures may not be necessary to avoid impacts to nesting birds.

MM BIO-6A **Special-Status Preconstruction Lizard Surveys.** Within 30 days prior to the commencement of any on-site project activities, a qualified biologist shall conduct pre-construction surveys in suitable special-status lizard habitat throughout the project site. Project-related activities that would result in ground disturbance include any construction, vegetation removal, and equipment and vehicle access, parking, and staging.

The qualified biologist shall have familiarity with special-status lizard species as recognized by CDFW. A minimum of one daytime survey during suitable weather for lizard activity shall be conducted by walking linear transects spaced to provide 100 percent coverage of suitable habitat. The location of any observed special-status lizards shall be documented. If feasible, the locations of any special-status lizards shall be avoided. Avoidance measures shall be monitored by the qualified biologist.

MM BIO-6B **Special-Status Preconstruction Lizard Surveys.** If pre-construction surveys are positive for coastal whiptail, coast horned lizard, or Southern California legless lizard and avoidance is not feasible, CDFW shall be notified in writing. In addition, relocation of all observed special-status lizard individuals shall be attempted and, if feasible, lizards would be relocated to the nearest available suitable habitat on conserved land in consultation with CDFW.

4.3.9 Level of Significance After Mitigation

Potential impacts to biological resources would be reduced to a level considered less than significant after implementation of the specified mitigation set forth in this section.

4.3.10 References

California Department of Fish and Wildlife (CDFW). 2024. *California Natural Community List.* Retrieved from: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=153398&inline. Accessed July 1, 2024.

County of San Bernardino. December 2021. *Biotic Resources Map.* Retrieved from: https://lus.sbcounty.gov/wp-content/uploads/sites/48/GeneralPlan/cnty-all-biotic-resources-map-final.pdf. Accessed September 4, 2024.

Rocks Biological Consulting. August 2025. *Biological Technical Report*. Included as **Appendix D** to this EIR.

4.4 CULTURAL RESOURCES

4.4.1 Introduction

This section provides contextual background information on resources on or near the project site, including the area's prehistoric, ethnographic, and historical settings. The extent to which development of the proposed Project could impact existing historic or prehistoric resources is evaluated. A Cultural Resources Assessment was completed for the proposed Project by Kimley-Horn and Associates, Inc. in May 2024 and is included as **Appendix E** of this EIR.

Tribal cultural resources as defined in Public Resources Code Section 21074 (sites, features, places, cultural landscapes, sacred places, and objectives with cultural value to a California Native American tribe) are addressed in **Section 4.16: Tribal Cultural Resources**, of this EIR. Paleontological resources are addressed in **Section 4.6: Geology and Soils**.

4.4.2 Regulatory Setting

Federal Regulations

National Historic Preservation Act of 1966

Pursuant to the National Historic Preservation Act (NHPA) of 1966, as amended, the federal government, acting through the U.S. Department of the Interior's National Park Service, maintains an inventory of historic and archaeological resources — referred to as the National Register of Historic Places (NRHP) — that are worthy of preservation based on meeting certain criteria. The NHPA established the Advisory Council on Historic Preservation and provided procedures for the agency to follow if a proposed action affects a property that is included or may be eligible for inclusion, on the NRHP. The NRHP was developed as a direct result of the NHPA.

The NRHP was established by the NHPA of 1966, as "an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment" (*Code of Federal Regulations* [CFR] 36 § 60.2). To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. A property (districts, sites, buildings, structures, and objects of potential significance) is eligible for the NRHP if it is significant under one or more of the following four established criteria:

- Criterion A: Associated with events that have made a significant contribution to the broad patterns of our history;
- Criterion B: Associated with the lives of persons significant in our past;
- Criterion C: Embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values, represent a significant and distinguishable entity whose components may lack individual distinction;
- Criterion D: Have yielded, or may be likely to yield, information important in prehistory or history.

Eligible properties meet at least one of the criteria and exhibit integrity, measured by the degree to which the resource retains its historical properties and conveys its historical character, the degree to which the original fabric has been retained, and the reversibility of changes to the property.

Unless the property possesses exceptional significance, it must be at least 50 years old to be eligible for listing in the NRHP. In addition to meeting the criteria of significance, a property must have the integrity of location, design, setting, materials, workmanship, feeling, and association. Sites that meet one or more NRHP eligibility criteria but do not retain integrity are not eligible for the NRHP. Guidance regarding the integrity of location, design, setting, materials, workmanship, feeling, and association is provided by National Register Bulletin 15.[1]

State Regulations

California Register of Historic Resources (CRHR)

In 1992, Assembly Bill (AB) 2881 was signed into law establishing the California Register of Historical Resources (CRHR). The CRHR is an authoritative guide in California to be used by State and local agencies, private groups, and citizens to identify the State's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change. Eligibility for the CRHR is determined by the California Office of Historic Preservation in a formal review process in which a resource is proposed for listing. A resource deemed eligible for the NRHP is typically deemed eligible for the CRHR. Certain resources are determined by the statute to be included in the CRHR, including California properties formally determined eligible for or listed in the NRHP, as well as State Landmarks and State Points of Interest. The CRHR is maintained by the Office of Historic Preservation's State Historic Preservation Officer.

For a historic resource to be listed, the resource must meet one or more of the following criteria:

A. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

B. Is associated with lives of persons important in our past;

C. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

D. Has yielded, or may be likely to yield, information important in prehistory or history.

California Public Resources Code

The Public Resources Code establishes the definition and criteria for historical resources. "Historical resources," according to Public Resources Code Section 5020.1(j), "includes, but is not limited to, any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annuals of California." Section 15064.5(a) of the State CEQA Guidelines states that "[g]enerally, a resource shall be considered by the Lead Agency to be 'historically significant' if the resource meets the criteria for listing on the California Register of Historical Resources."

CEQA has established statutory requirements for the formal review and analysis of projects that fall under its jurisdiction. CEQA maintains that any property listed in, determined, or found eligible for listing in the CRHR is a "historical resource" and shall be considered historically significant. Pursuant to Public Resources Code Section 21084.1, a "project that may cause a substantial adverse change in the

[1] NRHP. 2002. *National Register Bulletin 15*. Retrieved from: https://www.nrc.gov/docs/ML1912/ML19120A529.pdf. Accessed September 12, 2024.

significance of a historical resource is a project that may have a significant effect on the environment." Public Resources Code Section 21083.2 additionally requires agencies to determine whether proposed projects would have effects on "unique archaeological resources."

Impacts to cultural resources are considered significant if a project (1) physically destroys or damages all or part of a resource; (2) changes the character of the use of the resource or physical feature within the setting of the resource that contributes to its significance; and/or (3) introduces visual, atmospheric, or audible elements that diminish the integrity of significant features of the resource.

The Lead Agency must concurrently determine whether a project will cause damage to a unique archaeological resource (as defined in Public Resources Code § 21083.2(b)) and, if so, must make reasonable efforts to permit the resources to be preserved in place or left undisturbed. An archaeological resource must be determined to be "unique" or "historic" for an impact to the resource to be considered significant. Section 21083.2(g) of CEQA defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be demonstrated that without merely adding to the existing body of archaeological knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

If a resource is neither unique nor historical, the effects of a project on that resource will not be considered significant effects on the environment (CEQA Guidelines § 15064(C)(4)).

California Health And Safety Code

California Health and Safety Code Sections 7050.5-7055 govern the process for reporting inadvertent discoveries of human remains to the County Coroner; the process for the County Coroner to report human remains of Native American descent to the Native American Heritage Commission (NAHC); and the protections offered against removal or desecration of human remains.

California Code of Regulations

The California Code of Regulations governs the nomination of resources to the CRHR (14 California Code of Regulations §4850). The regulations set forth the criteria for eligibility as well as guidelines for assessing historical integrity and other resources that have special considerations.

California Historic Building Code

The California Historic Building Code-California Code of Regulations, Title 24, Part 8- provides regulations for dealing with structures designated as historical buildings or properties. The California Historic Building Code provides solutions for preservation of these structures, promotes sustainability, provides disability access, provides a cost-effective approach to preservation, and provides for safety of occupants or users.

Local Regulations

Rialto General Plan

General Plan Chapter 7 *Our Roots: Cultural and Historic Resources Element,* recognizes that the "future of Rialto is linked strongly to its past." The following list includes General Plan goals and policies that have been adopted by the City for the purpose of avoiding or mitigating an environmental effect and are applicable to the proposed Project.

Goal 7-1 **Preserve Rialto's significant historical resources as a source of community identity, stability, aesthetic character, and social value**.

Policy 7-1.1 Protect the architectural, historical, agricultural, open space, environmental, and archaeological resources in Rialto.

Goal 7-3 **Identify, document, and protect significant archaeological resources in Rialto.**

Policy 7-3.1 Require archaeological surveys during the development review process for all projects in archaeologically sensitive areas where no previous surveys are recorded.

Policy 7-3.3 Avoid impacts to potentially significant prehistoric and historical archaeological resources and sites containing Native American human remains consistent with State law.

Policy 7-3.4 Reduce adverse impacts to significant archaeological resources that cannot be protected in place through data recovery excavations.

Rialto Airport Specific Plan

The Rialto Airport Specific Plan was adopted by the City in November 1997. The Rialto Municipal Airport ceased operations in 2014 and the former airport property and many of the properties adjacent to the Rialto Municipal Airport that were suited to accommodate development were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. Although the Rialto Municipal Airport is no longer operational, the Rialto Airport Specific Plan serves as the zoning ordinance for parcels that were not removed; these parcels are primarily northwest, west, and east of the former Rialto Municipal Airport. The Rialto Airport Specific Plan also provides a framework to guide future land use and development decisions in this area. The Rialto Airport Specific Plan does not contain specific policies related to cultural resources.

City of Rialto Municipal Code

Municipal Code Chapter 2.20 establishes the Historical Preservation Commission. The commission is authorized to make recommendations, decisions and determinations concerning the designation, preservation, protection, enhancement, and perpetuation of these historical and cultural resources which contribute to the culture and aesthetic values of the City. Government Code Section 37361 empowers cities to adopt regulations and incentives for the protection, enhancement, perpetuation and use of such places, buildings, structures and other objects. The adoption of reasonable and fair regulations is necessary as a means of recognition, documentation, preservation and maintenance of resources of cultural, aesthetic, or historical significance. Such regulation serves to integrate the preservation of resources and the extraction of relevant data from such resources into public and private land management and development processes, and to identify as early as possible and resolve conflicts

between the preservation of cultural resources and alternative land uses. Chapter 2.20 is intended to carry out the goals and policies of the General Plan.

4.4.3 Existing Conditions

Natural Setting

The project site is situated to the southwest of the Cajon Pass, 2.5 miles southeast of the San Bernardino National Forest in the northwestern portion of the City of Rialto. On-site elevations range from approximately 1,612 to 1,649 feet above mean sea level; the site generally slopes from northwest to southeast on an approximately 2 to 9 percent grade. The City is largely urbanized and bordered by other developed areas; the setting surrounding the project site is primarily light and heavy industrial. Residential land uses are located east of Locust Avenue. Previous on-site land uses include a historic ammunition complex and stockpiling and storage activities. The project site has been heavily disturbed and currently vacant and contains vegetation noted as a mix of chaparral and non-native grasslands.

Historic Setting

Typical of many San Bernardino County towns, the area that would one day become Rialto was a fertile agricultural area due to the warm, dry climate. Southern California's citrus culture can be traced to the Mission San Gabriel; an orange grove was planted on mission lands in 1804. In 1841, William Wolfskill used seedlings from the San Gabriel orchard to plant his own larger orchard. Wolfskill is credited with establishing citrus commercially. Small ranching operations were established in the Rialto area in the mid-19th century. In 1887, the first railroad connection was established and the land that now comprises Rialto was purchased by the Semi Tropic Land and Water Company. The company named the community Rialto and began development in the area. Shortly thereafter, a group of midwestern Methodists immigrated to Rialto and furthered its development. By the late 19th century, Rialto was an agricultural community for which citrus was the main crop. In 1893, the community contained approximately 35 homes with 250 residents, a few local businesses, and the Hotel del Rialto. The first citrus packing house was built in 1894, and a citrus association was established.

Rialto was incorporated in 1911. Citrus agriculture was the most important industry to Rialto in the 20th century. Connections to improved transportation resulted in steady growth as the small agricultural community was able to expand the market for their local product. In addition to the Santa Fe Railroad connection, in 1914, Pacific Electric Railway completed the San Bernardino line through the City. Improved transportation through Rialto not only included the rail line but also the repaving of Foothill Boulevard (the main east-west transportation route) in 1913, which eventually became part of U.S. Highway 66, better known as the transnational Route 66. With these improved transportation connections, small local agricultural operations developed into a robust citrus packing industry.

The project site was vacant until the 1940s when the City expanded its infrastructure to support the war effort, when the U.S. Army built rail spurs and bunkers for weapon and ammunition storage. The ammunitions bunker area was over 2,000 acres of land located in the northern portion of the City that overlaps with the project site. The bunkers were abandoned after the war effort and used as a place for storing, manufacturing, and storing explosives until 1994.

Since then, the site has been mainly clear of any development with limited portions of the site used for additional storage by various facilities adjacent to the site. Site reconnaissance identified an empty

munitions bunker remaining from the U.S. Army use and two empty poly totes (**Appendix G1**).[2] The bunker as well as a small brick and mortar structure were observed at the southern portion of the L-shaped project site.

Native American Tribal Setting

Please refer to **Section 4.16: Tribal Cultural Resources**, of this EIR.

4.4.4 Methodology

An archaeological and historical records search was conducted at the South Central Coastal Information Center (SCCIC) of the California Historic Resources Inventory System on April 3, 2024, by Kimley-Horn, which included the project site and a half-mile buffer around the site. The search included a review of all recorded archaeological and built-environment resources as well as a review of cultural resource reports on file. A Sacred Lands File search for the project site and immediate vicinity through the Native American Heritage Commission was also performed. Historic aerial photographs and historic USGS topographic maps of the project site were consulted. Kimley-Horn Cultural Resources Management staff conducted a pedestrian survey of the project site on April 9, 2024. Transects were spaced approximately 15 meters apart and all surface exposures were inspected. Ground visibility ranged from poor to excellent, with graded/vacant areas having high visibility and densely vegetated areas having low visibility.

Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, where warranted, to avoid or reduce the Project's potentially significant environmental impacts.

4.4.5 Thresholds of Significance

The following significance criteria for cultural resources were derived from the Environmental Checklist in CEQA Guidelines Appendix G. The proposed Project would result in a significant impact related to cultural resources if it would:

- Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
- Disturb any human remains, including those interred outside of formal cemeteries.

4.4.6 Project Impacts and Mitigation

Threshold 4.4-1:	**Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?** ***Level of Significance:*** Less than Significant with the incorporation of MM CUL-1 through MM CUL-5.

CEQA Guidelines Section 16064.5 defines "historical resources" as being a resource listed in or eligible for listing as a significant resource in State or local registers of historical resources, or by determination of a

[2] Phase I Environmental Site Assessment (ESA), Hazard Management Consulting, Inc., July 2023; **Appendix G1** of this EIR.

lead agency which is supported by substantial evidence. The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to Public Resources Code § 5020.1(k)), or identified in an historical resources survey (meeting the criteria in Public Resources Code § 5024.1(g)) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1.

Kimley-Horn conducted a records search of cultural resources at the SCCIC for the project site plus a 0.5-mile buffer. The results of the record search indicated that three cultural resources have been previously recorded within the search area, with one historic age resource, CA-SBR-8696H, partially located within the southwestern portion of the project site.

The record search results also identified 12 cultural resource studies that had been completed within the search area, four of which include a portion of the project site. Three of the studies overlap with the project site and focus on cultural resource CA-SBR-8696H; no other resources were identified. The fourth study was conducted in 2007 and analyzed the same area as the project site. Again, the only resource identified was CA-SBR-8969H.

Resource CA-SBR-8696H is a historic-age resource originally recorded in 1996 and encompasses 2,822 acres including a World War II-era complex with 20 earth-covered bunkers, one of which is located within the boundaries of the project site and was given the resource name Rialto Military Munitions Bunker Complex. Upon review of previous reports and site records, it was noted that different portions of the historic site were re-visited in 1997, 1998, 2006, and 2010, with the 1998 visitation resulting in a large-scale evaluation effort for the entirety of the site (**Appendix E**). As a result of this evaluation, CA-SBR-8969H was not recommended eligible for listing in the National Register of Historic Places (NRHP) under any criteria. During the 2006 site visit, it was noted that much of the site had been destroyed by development and it was recommended that the site was not eligible for listing in the NRHP or the California Register of Historical Resources (CRHR). The site visit in 2010 noted additional destruction to the historic site and overall lack of integrity. None of the previous cultural resource studies conducted found resource CA-SBR-8969H eligible for listing in the NRHP or the CRHR.

The intensive-level pedestrian survey conducted of the project site for this EIR found the entire site highly disturbed due to prior grading and development with various instances of modern dumping and squatting observed. The field survey also confirmed the presence of resource CA-SBR-8696H at the project site and noted the collapsing entry structure to the bunker and historic debris. As such, Kimley-Horn cultural staff concurred with the prior recommendations that CA-SBR-8696H is not eligible for listing in the NRHP or CRHR and further noted that the site does not meet the definition of a “Historical Resource” or “Unique Archaeological Resource” under CEQA. No new or other resources were identified at the project site as a result of the survey.

In addition to the walkover survey, research within the National Register, California Register, National Historic Landmarks list, and other cultural databases revealed no other cultural resources. Historical aerial imagery was also reviewed for the presence of a potential resource. The imagery revealed development associated with the Rialto Military Munitions Bunker Complex and grading activities occurring in the northern and southern portions of the project site from the 1980s through the 2000s. No other potential cultural resources were revealed.

Although the project site was noted as highly disturbed due to prior grading and development, and no known NRHP or CRHR eligible historical resources were identified, there is the potential for Project implementation to unearth and impact unknown, subsurface cultural resources. Therefore, Mitigation Measure (MM) CUL-1 requires the retention of an archaeologist, MM CUL-2 requires the preparation of a Cultural Resource Management Plan for the project, MM CUL-3 requires cultural sensitivity training, MM CUL-4 requires archaeological monitoring, and MM CUL-5 outlines appropriate protocol and treatment in the event a cultural resource is discovered. MM CUL-1 through MM CUL-5 would ensure that if an unknown cultural resource is unearthed during Project construction it would not result in a substantial adverse change in the significance of the resource. Therefore, potential impacts to historical resources pursuant to Section 15064.5 would be reduced to a less than significant level.

Impact 4.4-2:	**Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?** ***Level of Significance:*** Less than Significant with the incorporation of MM CUL-1 through MM CUL-5.

As noted above, one cultural resource, the World War II-era complex CA-SBR-8696H, was identified as partially located within the southwestern portion of the project site. In concurrence with prior recommendations, CA-SBR-8696H was found not eligible for listing in the NRHP or CRHR, and the site does not meet the definition of a "Historical Resource" or "Unique Archaeological Resource" under CEQA.

The intensive-level pedestrian survey conducted for the project site found the entire site highly disturbed due to prior grading and development. The field survey confirmed the presence of CA-SBR-8696H at the project site and noted the collapsing entry structure to the bunker and historic debris. No new or other cultural resources (including other architectural historical resources, prehistoric archaeological resources, or historic archaeological resources) were identified on the project site as a result of the survey. Further, the extent of prior disturbance indicates there is low potential for intact buried cultural resources at the project site.

Although low, there is the potential for Project implementation to unearth and impact an unknown, subsurface archaeological resource that could be determined a "Unique Archaeological Resource." Despite the low likelihood of discovery, if a "Unique Archaeological Resource" is discovered during the Project's ground-disturbing activities, a substantial adverse change in the significance of such a resource could occur. As outlined above the Project would comply with MM CUL-1 through MM CUL-5, which would ensure the discovery of unrecorded cultural resources during construction activities would not result in potential impacts to archaeological resources pursuant to Section 15064.5 and impacts would be less than significant.

Impact 4.4-3:	**Would the Project disturb any human remains, including those interred outside of formal cemeteries?** ***Level of Significance:*** Less than Significant Impact

There are no dedicated cemeteries on or near the project site. The disturbance of most Native American human remains is typically in association with prehistoric archaeological sites. As discussed previously, the project site is not near an identified archaeological resource and the pedestrian survey conducted did

not identify any human remains (**Appendix E**). Additionally, as noted above the project site is highly disturbed. Given the absence of known archaeological resources and the extent of on-site disturbance, there is low potential for Project excavation and grading to encounter human remains. Despite the low likelihood of discovery, if previously unknown human remains are discovered during the Project's ground-disturbing activities, a substantial adverse change in the significance of such a resource could occur. Therefore, in the event human remains are encountered during excavation or disturbance activities, compliance with the California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, outlined below and identified in Standard Condition (SC) CUL-1 would preclude significant impacts to human remains.

Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 require proper treatment in accordance with applicable laws and describe the general provisions for the treatment of human remains. Specifically, Health and Safety Code Section 7050.5 prescribes the requirements for the treatment of any human remains that are accidentally discovered during site excavation. Health and Safety Code Section 7050.5 also requires that all activities cease immediately and that a qualified archaeologist and Native American monitor be contacted immediately. As required by State law, the future development facilitated by the Project would implement the procedures set forth in Public Resources Code Section 5087.98, including evaluation by the County Coroner and notification of the NAHC in the unlikely event that Native American human remains are discovered during ground disturbing activities. The NAHC would designate the "Most Likely Descendent" of the unearthed human remains. If excavation results in the discovery of human remains, the future development would halt excavation near the find and any area that is reasonably suspected to overlay adjacent remains shall remain undisturbed until the County Coroner has investigated, and appropriate recommendations have been made for treatment and disposition of the remains. Therefore, following compliance with the established regulatory framework, specifically SC CUL-1, future development facilitated by the Project would have a less than significant impact concerning human remains. No mitigation is required.

4.4.7 Cumulative Impacts

For purposes of cumulative impact analysis to cultural resources, the geographic context for cumulative analysis of the Project is regional and considers both direct and indirect impacts over a wide area. This geographic scope of analysis is appropriate because the archaeological and historical resources within this area are expected to be similar to those that occur on the project site due to their similar environment, geology, and hydrology. This discussion is focused on the Project's potential for resulting in site-specific impacts that could contribute to a cumulative loss. However, cultural resources impacts are site-specific and not generally subject to cumulative impacts unless multiple projects impact a common resource, or a significant affected resource extends off the site, such as a historic townsite or district. With this consideration, the cumulative analyses for historical and archaeological resources considers whether the Project, in combination with the past, present, and reasonably foreseeable projects, could cumulatively affect any common cultural resources.

The Project could result in potential site-specific impacts to unknown cultural resources discovered during Project construction, especially ground-disturbing activities. However, implementation of MM CUL-1 through MM CUL-5 would reduce the Project's incremental potential impacts to historical and archaeological resources to less than significant and ensure site-specific impacts to cultural resources would not be cumulatively considerable. Other projects within the cumulative study area also have the

potential to result in damage and/or loss to unknown cultural resources. Similar to the proposed Project, past, present, and reasonably foreseeable projects in the City would be required to comply with all applicable State, federal, and local regulations concerning preservation, salvage, or handling of cultural resources. Therefore, the Project's contribution to cumulative impacts would be less than significant.

As discussed above, Project construction has the potential to disturb unknown human remains. Compliance with Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, as outlined in SC CUL-1, would require proper treatment in accordance with applicable laws for human remains and reduce potential site-specific impacts to less than significant. Similar to the proposed Project, past, present, and reasonably foreseeable projects in the City would also be required to comply with Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 which would reduce potential adverse impacts to human remains in the cumulative study area. Therefore, the Project's incremental effect is not cumulatively considerable when viewed in connection with the effects of other closely related past projects, the effects of other current projects, and the effects of probable future projects. Thus, cumulative impacts to cultural resources would be less than significant.

4.4.8 Mitigation Program

Standard Conditions

SC CUL-1: If human remains are encountered during the undertaking, California State Health and Safety Code Section 7050.5 states that excavation shall stop and no further disturbance shall occur within 100 feet of the discovery until the County Coroner has made a determination of origin and disposition of the remains pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery within 48 hours of notification. If the NAHC is unable to identify an MLD, the MLD fails to make a recommendation, or the landowner or his/her authorized representative rejects the recommendation, the human remains and associated items will be interred on the property with appropriate dignity in a location that will not be subject to future disturbance.

Mitigation Measures

MM CUL-1: **Retention of Archaeologist.** Prior to issuance of any permit for ground-disturbing activities, the Project Applicant shall provide evidence to the City of Rialto that a qualified professional archaeologist meeting Secretary of the Interior professional qualifications (Project Archaeologist) has been retained.

MM CUL-2: **Cultural Resources Management Plan.** Prior to any ground-disturbing activities the Project Archaeologist shall develop a Cultural Resource Management Plan (CRMP) to address the details, timing, and responsibilities of all archaeological and cultural resource activities that occur on the project site. The CRMP shall be written in consultation with the Consulting Tribes and shall include the following: approved Mitigation Measures (MM)/ Conditions of Approval (COA), contact information for all pertinent parties, parties'

responsibilities, procedures for each MM or COA, and an overview of the Project schedule.

MM CUL-3: **Cultural Resources Sensitivity Training.** A Cultural Resources Training shall be provided to all construction managers and construction personnel prior to commencing any ground disturbance work within the project area. The training shall be prepared and conducted or overseen by the Project Archaeologist. The training content shall include, but is not limited to, information about any known cultural resources in Project area and vicinity and the process for inadvertent discovery. The training may be discontinued when ground disturbance is completed. Construction personnel shall not be permitted to operate equipment within the construction area unless they have attended the training. The Qualified Archeologist or designated Archaeological Monitor and Monitoring Tribes' designated representatives shall attend the pre-grade meeting with the grading contractors to conduct the initial training and explain and coordinate the requirements of the Cultural Resource Management Plan.

MM CUL-4: **Archaeological Monitoring.** The Project Archaeologist shall monitor or supervise archaeological monitors (Monitors) for initial ground disturbing activities. After initial grading, should no cultural resources be present and/or subsurface soils indicate a low likelihood for significant intact resources, the Project Archaeologist shall have the ability to recommend archaeological monitoring be decreased or eliminated after initial ground-disturbing activities are complete, which shall be approved in writing by the City. Any such recommendation shall be specific to archaeological monitoring and not impact the implementation of Mitigation Measures TCR-1 and/or TCR-2.

MM CUL-5: **Inadvertent Discovery of Cultural Resources.** In the event that cultural resources are discovered during Project implementation, all earthwork and ground-disturbing activities shall halt within a buffer of the discovery established by the Project Archaeologist and the Project Archaeologist shall assess the nature and significance of the find. The Project Archaeologist shall coordinate with the City and identify whether the resource is potentially significant and if it requires further evaluation. Work on the other portions of the project site outside of the buffered area may continue during this assessment period. If the cultural resources are Native American in origin, the Consulting Tribes must be immediately contacted and consulted regarding potential significance and treatment of the resource. Specifically, the Consulting Tribes shall be contacted, as detailed within Tribal Cultural Resources (TCR) Mitigation Measure 3, regarding any pre-contact finds and shall be provided information after the Project Archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regard to significance and treatment. For any potential significant cultural resources, the Project Archaeologist shall make recommendations to the City to avoid or mitigate impacts to the resource. If significant pre-contact cultural resources, as defined by CEQA, are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to the Consulting Tribes for review and comment, as detailed within TCR-1. The Project Archaeologist shall monitor the remainder of the project and implement the Plan accordingly. Preservation in place (i.e. avoidance) is the preferred manner of treatment. If preservation in place is not feasible,

treatment may include implementation of archaeological data recovery to excavate the resource along with subsequent laboratory processing and analysis.

Disposition of significant Native American archaeological materials, such as reburial or curation by a qualified repository within San Bernardino County, shall be agreed upon by the City and Consulting Tribes. Any significant non-Native American archaeological material shall be curated at a public, non-profit institution with a research interest in the materials within San Bernardino County, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes. All identified cultural resources shall be recorded on appropriate California Department of Parks and Recreation (CA DPR 523) series forms and evaluated for significance. All findings shall be included within a Monitoring Report drafted by the Project Archaeologist and submitted to the City and Consulting Tribes for review. Final copies of the Monitoring Report shall be submitted to the City, Consulting Tribes, and South Central Coastal Information Center (SCCIC).

4.4.9 Level of Significance After Mitigation

Potential impacts to cultural resources would be reduced to a level considered less than significant after implementation of the specified mitigation set forth in this section.

4.4.10 References

Hazard Management Consulting, Inc. July 2023. *Phase I Environmental Site Assessment (ESA)*, included as **Appendix G1** to this EIR.

Kimley-Horn and Associates, Inc. May 2024. *Cultural Resources Assessment for the Locust Gateway Logistics Project,* included as **Appendix E** to this EIR.

NRHP, 2002. *National Register Bulletin 15*, Retrieved from: https://www.nrc.gov/docs/ML1912/ML19120A529.pdf, Accessed September 12, 2024.

4.5 ENERGY

4.5.1 Introduction

This EIR section examines the existing setting as it relates to energy conservation, identifies associated regulatory conditions and requirements, and presents the criteria used to evaluate potential impacts related to use of fuel and energy upon implementation of the Project. Energy calculations for the Project are included in **Appendix B: Air Quality, Energy, and Greenhouse Gas Modeling Data** of this EIR**.**

4.5.2 Regulatory Setting

Federal Regulations

National Energy Conservation Policy Act

The National Energy Conservation Policy Act serves as the underlying authority for federal energy management goals and requirements. Signed into law in 1978, it has been regularly updated and amended by subsequent laws and regulations. This Act is the foundation of most federal energy requirements.

Federal Energy Regulatory Commission

The Federal Energy Regulatory Commission (FERC) is an independent agency that regulates the interstate transmission of natural gas, oil, and electricity. FERC also regulates natural gas and hydropower projects. As part of that responsibility, FERC regulates the transmission and sale of natural gas for resale in interstate commerce, the transmission of oil by pipeline in interstate commerce, and the transmission and wholesale sales of electricity in interstate commerce. FERC also licenses and inspects private, municipal, and state hydroelectric projects; approves the siting and abandonment of interstate natural gas facilities, including pipeline, storage, and liquefied natural gas facilities; oversees environmental matters related to natural gas and hydroelectricity projects as well as major electricity policy initiatives; and administers accounting and financial reporting regulations and the conduct of regulated companies. Electricity is run by the states; however, FERC has jurisdiction over certain matters.

Energy Policy Act of 1992 and 2005

The Energy Policy Act of 1992 was passed to reduce the country's dependence on foreign petroleum and improve air quality. The act includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. The Act requires certain federal, state, and local government and private fleets to purchase a percentage of light-duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are also included in the Act. Federal tax deductions are allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the Energy Policy Act to consider a variety of incentive programs to help promote AFVs. The Energy Policy Act of 2005 provides renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act (EISA; Public Law 110-140) was signed into law by former President George W. Bush on December 19, 2007. The Act's goal is to achieve energy security in the United States by increasing renewable fuel production, improving energy efficiency and performance, protecting consumers, improving vehicle fuel economy, and promoting research on greenhouse gas (GHG) capture

and storage. Under the EISA, the Renewable Fuel Standard program (RFS2) was expanded in several key ways:

- Expanded the RFS program to include diesel, in addition to gasoline;
- Increased the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022;
- Established new categories of renewable fuel and set separate volume requirements for each; and
- Required U.S. Environmental Protection Agency (U.S. EPA) to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHGs than the petroleum fuel it replaces.

RFS2 lays the foundation for achieving significant reductions of GHG emissions from the use of renewable fuels, for reducing imported petroleum, and encouraging the development and expansion of our nation's renewable fuels sector.

The EISA also includes a variety of new standards for lighting and for residential and commercial appliance equipment. The equipment includes residential refrigerators, freezers, refrigerator-freezers, metal halide lamps, and commercial walk-in coolers and freezers.

State Regulations

Assembly Bill 32 and Senate Bill 32

California's major initiative for reducing GHG emissions is outlined in Assembly Bill (AB) 32, the "California Global Warming Solutions Act of 2006." AB 32 codifies the Statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 15 percent reduction below 2005 emission levels; the same requirement as under S-3-05) and requires the California Air Resources Board (CARB) to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of Statewide GHG emissions. Reductions in overall energy consumption have been implemented to reduce emissions.

In September 2016, then Governor Jerry Brown signed into legislation Senate Bill (SB) 32, which builds on AB 32 and requires the state to cut GHG emissions to 40 percent below 1990 levels by 2030. With SB 32, the Legislature also passed AB 197, which provides additional direction for updating the Scoping Plan to meet the 2030 GHG reduction target codified in SB 32. Adopted December 15, 2022, CARB's *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. Additional energy efficiency measures beyond the current regulations are needed to meet these goals as well as the AB 32 GHG reduction goal of reducing statewide GHG emissions to 1990 levels by 2020, the SB 32 goal of 40 percent below 1990 levels by 2030, and the AB 1279 goal of 85 percent below 1990 levels by 2045; see **Section 4.7: Greenhouse Gas Emissions** for a discussion of AB 32, SB 32, and AB 1279). To achieve the targets of AB 1279, the 2022 Scoping Plan relies on existing and emerging fossil fuel alternatives and clean technologies, as well as carbon capture and storage. Specifically, the 2022 Scoping Plan focuses on zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high GWP; providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel

fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen.

Advanced Clean Cars II

The Advanced Clean Cars II regulations will rapidly scale down light-duty-passenger, pickup truck and sports utility vehicle emissions starting with the 2026 model year through 2035. The regulations will first amend the Zero-emission Vehicle Regulation to require an increasing number of zero-emission vehicles and rely on currently available advanced vehicle technologies (i.e., battery-electric, hydrogen fuel cell electric and plug-in hybrid) to meet air quality and climate change emissions standards. Second, the Low-emission Vehicle Regulations were amended to include increasingly stringent standards for gasoline cars and heavier passenger trucks to continue to reduce smog-forming emissions. The regulations will substantially reduce air pollutants that cause climate change and threaten public health. In addition, the regulations will provide public health benefits of at least 12 billion dollars over the life of reductions by reducing premature deaths, hospitalizations and lost workdays associated with exposure to air pollution.

Advanced Clean Trucks

The Advanced Clean Trucks regulations is a manufacturer zero-emissions vehicle (ZEV) sales requirement and a one-time reporting requirement for fleets and large entities. The development and use of advanced clean trucks will help CARB achieve its emissions reduction strategies as outlined in the State Implementation Plan (SIP), Sustainable Freight Action Plan, SB 350, and AB 32.

On January 13, 2025, CARB withdrew its requests for CAA waivers from the U.S. EPA needed to support four adopted vehicle emissions regulations: (1) the Advanced Clean Fleets Regulations; 2) the In-Use Locomotive Regulations; 3) part of the Commercial Harbor Craft and Ocean-Going Vessels At-Berth Regulations; and 4) part of the Transport Refrigeration Unit Engine Standards Regulations. Implementation of these regulations is currently unknown.

Renewable Portfolio Standards[1]

In 2002, California established its Renewable Portfolio Standard program with the goal of increasing the annual percentage of renewable energy in the State's electricity mix by the equivalent of at least one percent of sales, with an aggregate total of 20 percent by 2017. The California Public Utilities Commission subsequently accelerated that goal to 2010 for retail sellers of electricity (Public Utilities Code §399.15(b)(1)). Then-Governor Schwarzenegger signed Executive Order S-14-08 in 2008, increasing the target to 33 percent renewable energy by 2020. In September 2009, Governor Schwarzenegger continued California's commitment to the Renewable Portfolio Standard by signing Executive Order S-21-09, which directs the California Air Resources Board (CARB) under its AB 32 authority to enact regulations to help the State meet its Renewable Portfolio Standard goal of 33 percent renewable energy by 2020. In September 2010, CARB adopted its Renewable Electricity Standard regulations, which require all of the State's load-serving entities to meet this target. In October 2015, then-Governor Brown signed into legislation SB 350, which requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030. Signed in 2018, SB 100 revised the goal of the program to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030.

[1] California Public Utilities Commission. 2021. *Renewable Portfolio Standard (RPS) Program.* Retrieved from: https://www.cpuc.ca.gov/rps/. Accessed August 9, 2024.

SB 100 established a further goal to have an electric grid that is entirely powered by clean energy by 2045. Under SB 100, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target. Approved in 2022, SB 1020 revised the State policy to provide that eligible renewable energy resources and zero-carbon resources supply 90 percent of all retail sales of electricity to California end-use customers by December 31, 2035; 95 percent of all retail sales of electricity to California end-use customers by December 31, 2040; 100 percent of all retail sales of electricity to California end-use customers by December 31, 2045; and, 100 percent of electricity procured to serve all State agencies by December 31, 2035.

California ISO

The California Independent System Operator (Cal ISO) is a non-profit Independent System Operator serving California. The California ISO manages the flow of electricity across high-voltage, long-distance power lines, operates a competitive wholesale energy market, and oversees transmission planning by and to its member utilities.

State of California Energy Plan

The California Energy Commission (CEC) is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies several strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled (VMT) and accommodate pedestrian and bicycle access.

California Building Energy Efficiency Standards: Title 24, Part 6 (California Energy Code)

The Code California Energy Code (Title 24, Part 6) was created as part of the California Building Standards Code (Title 24 of the California Code of Regulations) by the California Building Standards Commission in 1978 to establish statewide building energy efficiency standards to reduce California's energy use. In general, Title 24 energy code is designed to reduce wasteful and unnecessary energy consumption in newly constructed and existing buildings. The CEC updates the Title 24 Energy Efficiency Standards every three years to allow consideration and possible incorporation of new energy efficiency technologies and methods. The Title 24 Energy Efficiency Standards conserve nonrenewable resources, such as natural gas, and ensure renewable resources are extended as far as possible to reduce the need for constructing new power plants.

On August 11, 2021, the CEC adopted the 2022 Energy Code. In December 2022, it was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic (PV) and battery storage standards, strengthens ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Energy Code.

The Title 24 Energy Efficiency Standards include provisions applicable to all buildings, residential and non-residential, which describe requirements for documentation and certificates that the building meets the standards. These provisions include mandatory requirements for efficiency and design of the following types of systems, equipment, and appliances: air conditioning systems; heat pumps; water chillers; gas- and oil-fired boilers; cooling equipment; water heaters and equipment; pool and spa heaters and

equipment; gas-fired equipment including furnaces and stoves/ovens; windows and exterior doors; joints and other building structure openings (envelope); insulation and cool roofs; lighting control devices; and solar PV systems.

The standards include additional mandatory requirements for space conditioning (cooling and heating), water heating, indoor and outdoor lighting systems, as well as equipment in non-residential, high-rise residential, and hotel or motel buildings. Mandatory requirements for low-rise residential buildings cover indoor and outdoor lighting, fireplaces, space cooling and heating equipment (including ducts and fans), and insulation of the structure, foundation, and water piping. The standards require solar PV systems for new homes. In addition to the mandatory requirements, the standards call for further energy efficiency that can be provided through a choice between performance and prescriptive compliance approaches. Separate sections apply to low-rise residential and to non-residential, high-rise residential, and hotel or motel buildings. In buildings designed for mixed use (e.g., commercial and residential), each section must meet the standards applicable to that type of occupancy.

The performance approach set forth under these standards provides for the calculation of an energy budget for each building and allows flexibility in building systems and features to meet the budget. The energy budget addresses space-conditioning (cooling and heating), lighting, and water heating. Compliance with the budget is determined using a CEC-approved computer software energy model. The alternative prescriptive standards require demonstrating compliance with specific minimum efficiency for components of the building such as building envelope insulation R-values, fenestration (areas, U-factor and solar heat gain coefficients of windows and doors) and heating and cooling, water heating and lighting system design requirements. These requirements vary depending on the building's location in the State's 16 climate zones.

California Green Building Standards

The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. CALGreen standards require new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt which encourage or require additional measures in the five green building topics. The CEC approved the 2022 California Green Building Standards Code on September 30, 2022, and the code went into effect on January 1, 2023.

2008 California Energy Action Plan

The 2008 Energy Action Plan Update provides a status update to the 2005 Energy Action Plan II, which is the State of California's principal energy planning and policy document (CPUC and CEC, 2008). The plan continues the goals of the original Energy Action Plan, describes a coordinated implementation plan for State energy policies, and identifies specific action areas to ensure that California's energy is adequate, affordable, technologically advanced, and environmentally sound. First-priority actions to address California's increasing energy demands are energy efficiency, demand response (i.e., reduction of customer energy usage during peak periods in order to address system reliability and support the best use of energy infrastructure), and the use of renewable sources of power. If these actions are unable to satisfy the increasing energy and capacity needs, the plan supports clean and efficient fossil-fired generation.

CEQA Guidelines Appendix F

CEQA Section 21100(b)(3) and CEQA Guidelines Section 15126.4 require EIRs to describe, where relevant, the wasteful, inefficient, and unnecessary use of energy caused by a project. In 1975, largely in response to the oil crisis of the 1970s, the California State Legislature adopted AB 1575, which created the CEC. The CEC's statutory mission is to forecast future energy needs, license thermal power plants of 50 megawatts or larger, develop energy technologies and renewable energy resources, plan for and direct State responses to energy emergencies, and promote energy efficiency through the adoption and enforcement of appliance and building energy efficiency standards. AB 1575 also amended CEQA Section 21100(b)(3) to require EIRs to consider the wasteful, inefficient, and unnecessary use of energy caused by a project. In addition, CEQA Guidelines Section 15126.4 was adopted in 1998 which requires that an EIR describe feasible mitigation measures which would minimize the inefficient and unnecessary use of energy. Thereafter, the State Resources Agency created CEQA Guidelines Appendix F – Energy Conservation.

Pursuant to Appendix F, an EIR must include a "discussion of the potential energy impacts of proposed projects…"[2] However, because lead agencies have not consistently included such analysis in their EIRs, California's Natural Resources Agency amended Appendix F to the CEQA Guidelines in 2009 "to ensure that lead agencies comply with the substantive directive in § 21100(b)(3)." CEQA Guidelines Appendix F lists environmental impacts and mitigation measures that an EIR may include. What is required is a "discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy." Potential impacts that may be discussed include:

- A project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of a project including construction, operation, maintenance, or removal. If appropriate, the energy intensiveness of materials may be discussed.
- The effects of a project on local and regional energy supplies and on requirements for additional capacity.
- The effects of a project on peak and base period demands for electricity and other forms of energy.
- The degree to which a project complies with existing energy standards.
- The effects of a project on energy resources.
- A project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

CEQA Guidelines, Appendix F assists EIR preparers in determining whether a project will result in the inefficient, wasteful, and unnecessary use of energy.

Executive Order B-30-15, Senate Bill 350, and Senate Bill 100

In April 2015, then Governor Jerry Brown issued Executive Order B-30-15, which established a GHG reduction target of 40 percent below 1990 levels by 2030. SB 350 (Chapter 547, Statutes of 2015) advanced these goals through two measures. First, the law increases the renewable power goal from 33 percent renewables by 2020 to 50 percent by 2030. Second, the law requires the CEC to establish annual targets to double energy efficiency in buildings by 2030. The law also requires the California Public Utilities

[2] California Association of Environmental Professionals (AEP). 2025. *California Environmental Quality Act, Appendix F Energy Conservation.* Retrieved from: https://www.califaep.org/docs/CEQA_Handbook_2025combined.pdf.

Commission (CPUC) to direct electric utilities to establish annual efficiency targets and implement demand-reduction measures to achieve this goal. In 2018, SB 100 revised the goal of the program to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

Executive Order B-55-18 to Achieve Carbon Neutrality

In September 2018, then Governor Jerry Brown issued Executive Order B-55-18, which established a new statewide goal to achieve carbon neutrality no later than 2045 and maintain net negative emissions thereafter. The law requires CARB to work with relevant state agencies to develop a framework that implements and tracks the progress toward said goal. CARB will also be required to work with relevant state agencies to ensure future Scoping Plans identify measures to achieve the carbon neutrality goal (State of California, 2018, p.2). Carbon neutrality, or having a net zero carbon footprint, refers to achieving net zero carbon dioxide emissions by balancing carbon emissions with carbon removal or simply eliminating carbon emissions altogether.

Regional and Local Regulations

Rialto General Plan

The General Plan Chapter 2 *Managing Our Land Supply Element* identifies goals and policies for conservation techniques to reduce energy use and minimize depletion of energy resources. The *Managing Our Land Supply Element* describes the conservation goals and policies that the City of Rialto has identified for implementation to provide a high quality of life for residents and the overall community. The following includes General Plan goals and policies that have been adopted by the City for the purpose of avoiding or mitigating an environmental effect and are applicable to the proposed Project.

Goal 2-31	**Incorporate green building and other sustainable building practices into development projects.**
Policy 2-31.1	Explore and adopt the use of green building standards and Leadership in Energy and Environmental Design (LEED) or similar in both private and public projects.
Policy 2-31.2	Promote sustainable building practices that go beyond the requirements of Title 24 of the California Administrative Code, and encourage energy-efficient design elements, as appropriate.
Policy 2-31.3	Support sustainable building practices that integrate building materials and methods that promote environmental quality, economic vitality, and social benefit through the design, construction, and operation of the built environment.
Goal 2-32	**Conserve energy resources.**
Policy 2-32.1	Require the incorporation of energy conservation features into the design of all new construction and site development activities.

Rialto Airport Specific Plan

The Rialto Airport Specific Plan was adopted by the City in November 1997. The Rialto Municipal Airport ceased operations in 2014 and the former airport property and many of the properties adjacent to the Rialto Municipal Airport that were suited to accommodate development were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City

in 2010. The Rialto Airport Specific Plan serves as the zoning ordinance for parcels that were not removed; these parcels are primarily northwest, west, and east of the former Rialto Municipal Airport. The Rialto Airport Specific Plan also provides a framework to guide future land use and development decisions in this area. The Rialto Airport Specific Plan does not contain specific policies related to energy.

City of Rialto Climate Adaptation Plan[3]

The City of Rialto Climate Adaptation Plan outlines goals to reduce energy consumption and GHG emissions to become a more sustainable community. Goals include:

- Prevent truck routes from disproportionately impacting disadvantaged communities;
- Create a clean air checklist for new development of sensitive land uses;
- Increase use of low-emission and electric vehicles where feasible;
- Adopt building and maintenance standards that reflect the regional best practices in reducing urban heat island effect.

4.5.3 Existing Conditions

Existing Electricity and Natural Gas Supplies

Electricity

Electricity as a utility is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands.

Energy capacity, or electrical power, is generally measured in watts (W) while energy use is measured in watt-hours (Wh). For example, if a light bulb has a capacity rating of 100 W, the energy required to keep the bulb on for 1 hour would be 100 Wh. If ten 100 W bulbs were on for 1 hour, the energy required would be 1,000 Wh or 1 kilowatt-hour (kWh). On a utility scale, a generator's capacity is typically rated in megawatts (MW), which is one million watts, while energy use is measured in megawatt-hours (MWh) or gigawatt-hours (GWh), which is one billion watt-hours.

Electrical services are provided to the area by Southern California Edison (SCE). SCE provides electricity to approximately 15 million people, 180 incorporated cities, 15 counties, 5,000 large businesses, and 280,000 small businesses throughout its 50,000-square-mile service area.[4] SCE provides electrical services to the City of Rialto (City) through State-regulated public utility contracts. SCE produces and purchases their energy from a mix of conventional and renewable generating sources. **Table 4.5-1: Energy Resources Used to Generate Electricity for SCE** shows the SCE electric power mix in 2022 compared to the statewide

[3] City of Rialto. 2021. *Climate Adaptation Plan*. Retrieved from: https://www.rialtoca.gov/DocumentCenter/View/2248/Final-Rialto-Climate-Adaptation-Plan. Accessed August 9, 2024.

[4] SCE. 2020. *By the Numbers: Who We Serve*. Retrieved from: https://www.sce.com/about-us/who-we-are. Accessed August 9, 2024.

2022 power mix. In 2022, electricity use attributable to the County of San Bernardino was approximately 16,630 GWh from non-residential and residential sectors.[5]

Table 4.5-1: Energy Resources Used to Generate Electricity for SCE (2022)

Energy Resources	2022 SCE Power Mix	2022 CA Power Mix
Eligible Renewable:	33.2%:	35.8%:
Biomass and Biowaste	*0.1%*	*2.1%*
Geothermal	*5.7%*	*4.7%*
Eligible Hydroelectric	*0.5%*	*1.1%*
Solar	*17.0%*	*17.0%*
Wind	*9.8%*	*10.8%*
Coal	0.0%	2.1%
Large Hydroelectric	3.4%	9.2%
Natural Gas	24.7%	36.4%
Nuclear	8.3%	9.2%
Other	0.1%	0.1%
Unspecified Sources of Power[1]	30.3%	7.1%
Total	**100%**	**100%**

1 Unspecified power is electricity that has been purchased through open market transactions and is not traceable to a specific generation source.

Source: SCE. 2022. *2022 Power Content Label, Southern California Edison*. Retrieved from: https://www.sce.com/sites/default/files/custom-files/PDF_Files/SCE_2022_Power_Content_Label_B%26W.pdf. Accessed August 9, 2024.

Natural Gas

The Southern California Gas Company (SoCalGas), the service provider for the project area, services approximately 21 million people in a 20,000-square-mile service territory.[6] SoCalGas has four storage fields: Aliso Canyon, Honor Rancho, La Goleta, and Playa del Rey, as well as a combined storage capacity of approximately 134 billion cubic feet. According to the CEC, natural gas demand in the SoCalGas service area was approximately 5,027 million therms in 2022.[7]

SoCalGas projects that total demand for natural gas will decline at an annual rate of 0.7 percent from 2024 to 2040.[8] The decline in demand is driven by increased energy efficiency and updated fuel substitutions assumptions. Factors that contribute to the downward trend include Title 20 and Title 24 Code and Standards and renewable energy goals that impact gas-fired electricity.

Energy Consumption

Energy use is typically quantified using the British Thermal Unit (BTU). Total energy consumption in California was 6,882 trillion BTU in 2022[9] (the most recent year for which this specific data is available),

5 California Energy Commission (CEC). 2022. *Electricity Consumption by County*. Retrieved from: http://ecdms.energy.ca.gov/elecbycounty.aspx. Accessed August 9, 2024.

6 Southern California Gas Company. ND. *Natural Gas Transmission*. Retrieved from: Electricity Consumption. Accessed August 12, 2024.

7 California Energy Commission (CEC). 2022. *Gas Consumption by Entity, Southern California Gas*. Retrieved from: https://ecdms.energy.ca.gov/gasbyutil.aspx. Accessed August 24, 2024.

8 *California Gas and Electric Utilities.* 2024. *2024 California Gas Report.* Retrieved from: https://www.socalgas.com/sites/default/files/2024-08/2024-California-Gas-Report-Final.pdf. Accessed August 12, 2024.

9 US Energy Information Administration (2024). *California Energy Consumption Estimates*. Retrieved from: https://www.eia.gov/state/print.php?sid=CA. Accessed August 12, 2024.

which equates to an average of approximately 176 million BTU per capita. Of California's total energy use, the breakdown by sector is approximately 43 percent transportation, 22 percent industrial, 18 percent residential, and 17 percent commercial. Electricity and natural gas in California are generally used by stationary sources such as residences, commercial sites, and industrial facilities, whereas petroleum use is generally accounted for by transportation-related energy use. In 2023, taxable gasoline sales (including aviation gasoline) in California accounted for 13,584,697,639 gallons of gasoline.[10] The County's electricity consumption from 2012 to 2022 is shown in **Table 4.5-2: Electricity Consumption in San Bernardino County 2012-2022**. As indicated in the table, the County's energy consumption has steadily increased between 2012 and 2022.

Table 4.5-2: Electricity Consumption in San Bernardino County 2012-2022

Year	Electricity Consumption (in millions of kilowatt hours)
2012	14,308
2013	14,315
2014	14,680
2015	14,685
2016	14,902
2017	15,237
2018	15,326
2019	15,259
2020	15,910
2021	16,169
2022	16,630

Source: California Energy Commission, *Electricity Consumption by County.* Workbook: California Electricity Consumption. Accessed August 20, 2024.

The County's natural gas consumption from 2012 to 2022 is shown in **Table 4.5-3: Natural Gas Consumption in San Bernardino County 2012-2022**. As shown in the table, the County's natural gas consumption steadily increased from 2012 to 2022.

[10] California Department of Tax and Fee Administration (CDTFA). (2024). *Motor Vehicle Fuel, Net Taxable Gasoline Gallons*. Retrieved from: https://www.cdtfa.ca.gov/taxes-and-fees/spftrpts.htm. Accessed on August 12, 2024.

Table 4.5-3: Natural Gas Consumption in San Bernardino County 2012-2022	
Year	**Natural Gas Consumption (in millions of therms)**
2012	489
2013	511
2014	469
2015	485
2016	494
2017	493
2018	500
2019	547
2020	527
2021	561
2022	562
Source: California Energy Commission. *Natural Gas Consumption by County.* Natural Gas Consumption. Accessed August 20, 2024.	

The County's automotive fuel consumption from 2012 to 2022 is shown in **Table 4.5-4: Automotive Fuel Consumption in San Bernardino County 2012-2022**. As shown in **Table 4.5-4**, the County's on-road automotive fuel consumption steadily increased from 2012 to 2019, decreased in 2020, and increased again in 2021. Heavy-duty vehicle fuel consumption has generally increased since 2012.

Table 4.5-4: Automotive Fuel Consumption in San Bernardino County 2012-2022		
Year	**On-Road Automotive Fuel Consumption (gallons)**	**Heavy-Duty Vehicle/Diesel Fuel Consumption**
2012	823,824,155	221,468,396
2013	823,575,913	231,100,540
2014	833,908,390	233,757,358
2015	862,282,542	236,687,334
2016	886,951,688	251,535,041
2017	894,270,493	263,723,118
2018	894,127,745	259,783,109
2019	894,821,914	261,139,639
2020	763,765,305	265,477,739
2021	869,262,611	272,787,528
2022	867,249,837	276,240,473
Source: California Air Resources Board, EMFAC2021.		

4.5.4 Methodology

This section analyzes energy use on three sources of energy that are relevant to the proposed Project, including electricity, natural gas, and transportation fuel for vehicle trips associated with new development, as well as the fuel necessary for Project construction. The analysis of the Project's electricity and natural gas use is based on the California Emissions Estimator Model (CalEEMod), which quantifies energy use for occupancy. The results of CalEEMod are included in **Appendix B** to this EIR. Modeling related to Project energy use was based primarily on the default settings in CalEEMod. The amount of

operational fuel use was estimated using CalEEMod outputs for the Project and CARB Emissions Factor (EMFAC) 2021 computer program for typical daily fuel use in San Bernardino County. Construction fuel was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry.

The Project is evaluated against the significance criteria/thresholds below, as the basis for determining the impact's level of significance concerning energy. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, where warranted, to avoid or reduce the Project's potentially significant environmental impacts.

4.5.5 Thresholds of Significance

The following significance criteria for energy resources were derived from the Environmental Checklist in CEQA Guidelines Appendix G. The proposed Project would result in a significant impact to energy resources if it would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

4.5.6 Project Impacts and Mitigation

Threshold 4.5-1:	**Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**
	Level of Significance: Less than Significant Impact

Construction

The energy associated with Project construction includes electricity use associated with water utilized for dust control, diesel fuel from on-road hauling trips, vendor trips, and off-road construction diesel equipment, as well as gasoline fuel from on-road worker commute trips. Because construction activities typically do not require natural gas, it is not included. The methodology for each category is discussed below. This analysis relies on the construction equipment list and operational characteristics from CalEEMod; refer to **Appendix B: Air Quality, Energy, and Greenhouse Gas Modeling Data**. Energy consumption associated with the Project is summarized in **Table 4.5-5: Energy Use During Construction**.

Table 4.5-5: Energy Use During Construction

Project Source	Total Construction Energy[4]	San Bernardino County Annual Energy Consumption	Percentage of Countywide Construction
Electricity Use: GWh			
Water Use[1]	0.0080	16,630	0.00005%
Diesel Use: Gallons			
On-Road Construction Trips[2]	37,397	281,399,849	0.013%
Off-Road Construction Equipment[3]	60,373		0.021%
Construction Diesel Total	97,770		0.035%
Gasoline: Gallons			
On-Road Construction Trips	35,998	828,612,797	0.004%

1. Construction water use based on acres disturbed per day per construction sequencing and estimated water use per acre.
2. On-Road mobile source fuel use based on vehicle miles traveled (VMT) from CalEEMod and fleet-average fuel consumption in gallons per mile from EMFAC2021 in San Bernardino County for construction year 2025.
3. Construction fuel use was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry.
4. Total Construction Energy is the combined energy usage over approximately 15 months of construction.

Source: Refer to **Appendix B** for data assumptions used in this analysis and energy calculations.

Electricity

Water for Construction Dust Control. Electricity use associated with water use for construction dust control is calculated based on total water use and the energy intensity for supply, distribution, and treatment of water. The total number of gallons of water used is calculated based on acreage disturbed during grading and site preparation, as well as the daily watering rate per acre disturbed.

- The total acres disturbed are calculated using the methodology described in Chapter 4.2 of Appendix A of the CalEEMod User's Guide, available at: http://www.caleemod.com/.
- The water application rate of 3,020 gallons per acre per day is from the Air and Waste Management Association's Air Pollution Engineering Manual (1992).

The energy intensity value is based on the CalEEMod default energy intensity per gallon of water for San Bernardino County. As summarized in **Table 4.5-5**, the total electricity demand associated with water use for construction dust control would be approximately 0.0080 GWh over the duration of construction.

Petroleum Fuel

On-Road Diesel Construction Trips. The diesel fuel associated with on-road construction mobile trips is calculated based on vehicle miles traveled (VMT) from vehicle trips (i.e., worker, vendor, and hauling), the CalEEMod default diesel fleet percentage, and vehicle fuel efficiency in miles per gallon (mpg). VMT for the entire construction period is calculated based on the number of trips multiplied by the trip lengths for each phase shown in CalEEMod. Construction fuel was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry. In summary, the total diesel fuel associated with on-road construction trips would be approximately 37,397 gallons over the duration of buildout of the Project (see **Table 4.5-5**).

Off-Road Diesel Construction Equipment. Similarly, the construction diesel fuel associated with the off-road construction equipment is calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry. The total diesel fuel associated with off-road construction equipment is approximately 60,373 gallons for the duration of buildout of the Project (see **Table 4.5-5**).

On-Road Gasoline Construction Trips. The gasoline fuel associated with on-road construction mobile trips is calculated based on VMT from vehicle trips (i.e., worker, vendor, and hauling), the CalEEMod default gasoline fleet percentage, and vehicle fuel efficiency in mpg using the same methodology as the construction on-road trip diesel fuel calculation discussed above. The total gasoline fuel associated with on-road construction trips would be approximately 35,998 gallons over the duration of buildout of the Project (see **Table 4.5-5**).

Construction Energy Use Analysis

The Project would have construction activities that would use energy, primarily in the form of diesel fuel (e.g., mobile construction equipment) and electricity (e.g., power tools). In total, construction of the Project would use approximately 0.0080 GWh of electricity, 35,998 gallons of gasoline, and 97,770 gallons of diesel. In 2022, San Bernardino County used 16,630 GWh of electricity. Project construction electricity use would represent less than 0.0001 percent of the current electricity use in San Bernardino County.

In 2025 (the year Project construction is anticipated to commence), San Bernardino County is anticipated to use approximately 828,612,797 gallons of gasoline and approximately 281,399,849 gallons of diesel fuel. During construction, gasoline fuel consumption would constitute 0.004 percent of average annual gasoline usage in the County and diesel fuel consumption would constitute 0.035 percent of average annual diesel used in the County. Based on the Project's relatively low construction fuel use proportional to annual County use, the Project would not substantially affect existing energy fuel supplies or resources. New capacity or additional sources of construction fuel are not anticipated to be required.

Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, current crude oil production would be sufficient to meet 50 years of worldwide consumption.[11] As such, it is expected that existing and planned transportation fuel supplies would be sufficient to serve the Project's construction demand.

SCE's total energy sales are projected to be 103,561 GWh of electricity in 2025.[12] Therefore, the Project's construction-related annual electricity consumption of 0.0080 GWh would represent less than 0.0001 percent of SCE's projected annual sales. Thus, it is anticipated that SCE's existing and planned electricity capacity and electricity supplies would be sufficient to serve the Project's temporary construction electricity demand.

Some energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest U.S. EPA and CARB engine emissions standards. These engines use highly efficient combustion engines to minimize unnecessary fuel use.

Contractors would be required to monitor air quality emissions of construction activities using applicable regulatory guidance such as from South Coast Air Quality Management District (SCAQMD) CEQA Guidelines. Additionally, construction is subject to and would comply with California regulations (e.g., California Code of Regulations, Title 13, Sections 2485 and 2449), which reduce diesel particulate matter and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. This requirement indirectly relates to construction energy conservation because when air pollutant emissions are reduced from the monitoring and the efficient use of equipment and materials, energy use is reduced. There are no aspects of the

[11] BP Global, *Statistical Review of World Energy*, 2021.

[12] California Energy Commission, *CED 2023 Baseline Forecast – SCE High Demand Case*, January 2024.

Project that would foreseeably result in the inefficient, wasteful, or unnecessary use of energy during construction activities.

Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary use of energy during construction. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive and that there is a significant cost-savings potential in green building practices. Substantial reduction in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than non-recycled materials. The project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes, and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest in minimizing the costs of business.

As addressed, the Project's fuel from the entire construction period would increase fuel use in the County by less than one percent. It should be noted that the CEQA Guidelines Appendix G and Appendix F criteria require a project's effects on local and regional energy supplies and on the requirements for additional capacity to be addressed. A less than one percent increase in construction fuel demand is not anticipated to trigger the need for additional capacity. Additionally, use of construction fuel would be temporary and would cease once the Project is fully developed. As such, Project construction would have a nominal effect on the local and regional energy supplies.

There are no unusual characteristics that necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. Therefore, it is expected that construction fuel use associated with the Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. Therefore, potential energy resource impacts are considered less than significant, and no mitigation is required.

Operations

The energy consumption associated with Project operations would occur from building energy (electricity and natural gas) use, water use, and transportation-related fuel use. The Project is anticipated to be operational in 2026. The Project's annual energy use during operations is shown in **Table 4.5-6: Annual Energy Use During Operations.** The methodology for each category is discussed below.

Petroleum Fuel

The gasoline and diesel fuel associated with on-road vehicular trips is calculated based on total VMT calculated for the analyses in **Section 4.2: Air Quality**, **Section 4.7: Greenhouse Gas Emissions**, and average fuel efficiency is calculated from the EMFAC model. The EMFAC fuel efficiency data incorporates the Pavley Clean Car Standards and the Advanced Clean Cars Program.[13] As summarized in **Table 4.5-6**, the Project's total unmitigated gasoline and diesel fuel would be approximately 187,870 gallons per year and 728,982 gallons per year, respectively (each less than 1% of Countywide consumption). The Project's air quality analysis includes Mitigation Measure (MM) AQ-3 and MM AQ-4, which would also serve to

[13] The CARB EMFAC 2017 Technical Documentation from March 2018 notes that emissions are estimated with all current controls active, except Low Carbon Fuel Standards (LCFS). The reason for excluding LCFS is that most of the emissions benefits due to the LCFS come from the production cycle (upstream emissions) of the fuel rather than the combustion cycle (tailpipe). As a result, LCFS is assumed to not have a significant impact on CO_2 emissions from EMFAC's tailpipe emission estimates.

reduce fuel consumption. MM AQ-3 requires landscaping equipment to be 100 percent electric. MM AQ-4 requires the implementation of a Transportation Demand Management (TDM) program to reduce single-occupant vehicle trips and encourage public transit. It should be noted that energy consumption values shown in **Table 4.5-6** conservatively do not include all reductions from MM AQ-4 since the majority of the TDM program is not quantifiable in CalEEMod. However, TDM measures such as carpool/ vanpool/rideshare use were able to be quantified in CalEEMod; therefore, there was a reduction in operational gasoline consumption. With implementation of MM AQ-3 and MM AQ-4, the total mitigated gasoline consumption would be approximately 180,492 gallons per year.

Table 4.5-6: Annual Energy Use During Operations

Project Source	Project Annual Energy Consumption	San Bernardino County Annual Energy Consumption	Percentage of Countywide Consumption	Project Annual Energy Consumption	San Bernardino County Annual Energy Consumption	Percentage of Countywide Consumption
	Unmitigated			Mitigated		
Electricity Use						
Area[1,3]	0.946 GWh	16,630 GWh	0.0057%	0.0000 GWh	16,630 GWh	0.0000%
Water[1]	1.061 GWh		0.0064%	0.958 GWh		0.0058%
Total Electricity	2.007 GWh		0.0121%	0.958 GWh		0.0058%
Natural Gas Use						
Area[1,3]	126,662 therms	562,123,065 therms	0.0225%	0 therms	562,123,065 therms	0.0000%
Diesel Use						
Mobile[2]	728,982 gallons	281,589,289 gallons	0.2589%	728,982 gallons	281,589,289 gallons	0.2589%
Gasoline Use						
Mobile[2]	187,870 gallons	811,280,390 gallons	0.0232%	180,492 gallons	811,280,390 gallons	0.0222%

Notes:
1 The electricity, natural gas, and water usage are based on project-specific estimates and CalEEMod defaults.
2 Calculated based on the mobile source fuel use based on vehicle miles traveled (VMT) and fleet-average fuel consumption (in gallons per mile) from EMFAC2021 for operational year 2026.
3 Mitigated energy consumption includes implementation of Mitigation Measure (MM) AQ-2 that requires all-electric appliances instead of natural gas and no connections to natural gas utility lines, MM AQ-3 that requires all-electric landscape equipment, MM AQ-4 requires the implementation of a Transportation Demand Management (TDM) program to reduce single-occupant vehicle trips and encourage public transit, MM AQ-5 requires outdoor cargo handling equipment to be zero emissions or alternatively fueled, MM GHG-1 requires renewable energy to offset 100 percent of the expected building load energy consumption, MM GHG-2 requires buildings to meet or exceed CALGreen Tier 2 standards, and MM GHG-4 requires implementation of a Water Use Efficiency and Conservation Plan (refer to **Section 4.2: Air Quality** and **Section 4.7: Greenhouse Gas**).

Source: Refer to energy calculations in **Appendix B**.

Electricity

The electricity use during Project operations is based on CalEEMod defaults. The Project's total unmitigated electricity consumption would be approximately 2.007 GWh of electricity onsite per year (see **Table 4.5-6**). The electricity associated with operational water use is estimated based on the annual water use and the energy intensity factor is the CalEEMod default energy intensity per gallon of water for San Bernardino County. Project area water use is based on the CalEEMod default rates. The Project would use approximately 156.5 million gallons of water annually, which would require approximately 1.061 GWh per year for conveyance and treatment. **Section 4.7: Greenhouse Gas Emissions** includes MM GHG-1, MM GHG-2, and MM GHG-4 which would also reduce electricity consumption. MM GHG-1 requires renewable

energy to offset 100 percent of the expected building load energy consumption, MM GHG-2 requires buildings to meet or exceed CALGreen Tier 2 standards, and MM GHG-4 requires implementation of a Water Use Efficiency and Conservation Plan. With implementation of these mitigation measures, the total mitigated electricity consumption would be approximately 0.958 GWh per year.

Natural Gas

The methodology used to calculate the natural gas use associated with the Project is based on CalEEMod default rates. The Project's total unmitigated natural gas consumption would be approximately 126,662 therms per year (see **Table 4.5-6**). **Section 4.2: Air Quality** includes MM AQ-2, which requires the Project to use all-electric appliances and end uses instead of natural gas. MM AQ-2 also requires that the Project not include natural gas utility lines or connections. With implementation of this mitigation measure, the Project's total mitigated natural gas consumption would be approximately 0 therms on the site per year (see **Table 4.5-6**).

Operational Energy Use Analysis

Project operations would annually use approximately 0.958 GWh of electricity, 0 therms of natural gas, 180,492 gallons of gasoline, and 728,982 gallons of diesel with incorporation of MM AQ-2 through MM AQ-5, MM GHG-1, MM GHG-2, and MM GHG-4.

Californians used 287,826 GWh of electricity in 2022, of which San Bernardino County used 16,630 GWh. The Project's operational electricity use would represent less than 0.001 percent of electricity used in the State and 0.0058 percent of the energy use in San Bernardino County. The Project's mitigated electricity consumption estimated above includes reductions associated with MM AQ-2, MM AQ-3, MM AQ-4, MM AQ-5, MM GHG-1, MM GHG-2, and MM GHG-4. Regarding natural gas, Californians used 11,711 million therms of natural gas and 562 million therms of natural gas in San Bernardino County in 2022. The Project's unmitigated operational natural gas use would represent less than 0.001 percent of natural gas used in the State, and less than 0.1 percent of natural gas use in San Bernardino County. However, MM AQ-2 would require the Project to use all-electric appliances instead of natural gas and would prohibit connection to natural gas utility lines; therefore, the Project would not consume natural gas. Even without the application of mitigation, the Project's electricity and natural gas use would not be potentially significant due to wasteful, inefficient, or unnecessary consumption.

In 2026, Californians are anticipated to use approximately 13,429,720,378 gallons of gasoline and approximately 3,179,723,204 gallons of diesel fuel.[14] San Bernardino County annual gasoline fuel use in 2025 is anticipated to be 811,280,390 gallons and diesel fuel is anticipated to be 281,589,289 gallons. The expected Project operational use of gasoline and diesel would represent 0.000013 percent of current gasoline use and 0.000229 percent of current diesel use in the State. Project operational use of gasoline and diesel would represent 0.0222 percent of gasoline use and 0.2589 percent of diesel use in the County.

Based on the California Energy Demand 2023 Baseline Forecast (February 2022),[15] SCE's total energy sales in 2026 will be 96,356 GWh of electricity. As such, the project-related net annual electricity consumption of 0.958 GWh would represent approximately 0.00001 percent of SCE's projected sales in 2026. SCE would review the Project's estimated electricity consumption in order to ensure that the estimated power requirement would be part of the total load growth forecast for their service area and accounted for in

[14] California Air Resources Board, *EMFAC2021*.
[15] California Energy Commission, *CED 2023 Baseline Forecast – LSE and BA Tables High Demand Case*, January 2024.

the planned growth of the power system. Based on these factors, SCE's existing and planned electricity capacity and electricity supplies would be sufficient to serve the Project's electricity demand.

Based on the 2023 California Gas Report,[16] the California Energy and Electric Utilities estimates natural gas consumption within SoCalGas' planning area will be approximately 2,458 million cubic feet per day in 2022.[1] As previously mentioned, MM AQ-2 would require the Project to use all-electric appliances instead of natural gas and would prohibit connection to natural gas utility lines. Therefore, the Project would not impact SoCalGas' projected consumption and supplies for the area as the Project would not consume natural gas. According to the U.S. Energy Information Administration, the United States currently has over 80 years of natural gas reserves based on 2018 consumption.[17]

Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, current crude oil production would be sufficient to meet 50 years of worldwide consumption.[18] As such, it is expected that existing and planned transportation fuel supplies would be sufficient to serve the Project's demand.

None of the unmitigated Project energy uses exceed one percent of their corresponding County use. Project operations would not substantially affect existing energy or fuel supplies or resources. The Project would comply with applicable energy standards and new capacity would not be required. Therefore, unmitigated energy consumption impacts would be less than significant, and no mitigation is required.

It is noted that MM AQ-2, MM AQ-3, and MM AQ-5 in **Section 4.2: Air Quality** and MM GHG-1, MM GHG-2, and MM GHG-4 in **Section 4.7: Greenhouse Gas Emissions** were assumed in CalEEMod to reduce air quality and GHG emission impacts. Implementation of these mitigation measures would subsequently reduce operational energy consumption, although energy impacts would be less than significant without mitigation.

Energy Efficiency Measures

As discussed above, California's Energy Efficiency Standards for Residential and Non-Residential Buildings create uniform building codes to reduce California's energy use and provide energy efficiency standards for residential and non-residential buildings. These standards are incorporated within the California Building Code and are expected to substantially reduce the growth in electricity and natural gas use. For example, requirements for energy-efficient lighting, heating and cooling systems, and green building materials are expected to save additional electricity and natural gas. These savings are cumulative, doubling as years go by.

Regarding water energy conservation, the Project would incorporate drought-tolerant landscaping throughout portions of the site. Water-efficient irrigation controls would also be used in landscape areas. Comprehensive water conservation strategies would be developed to each respective land use as part of the Project plan development. Buildings would incorporate water-efficient fixtures and appliances to comply with Title 24. It should also be noted that SCE is subject to California's Renewable Portfolio Standard (RPS) Program. The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase total procurement from eligible renewable energy resources to 33 percent by 2020 and 50 percent by 2030. SB 100 revised the goal of the program to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by

[16] California Gas and Electric Utilities, *2024 California Gas Report*, 2024.

[17] U.S. Energy Information Administration, Frequently Asked Questions, *How Much Natural Gas Does the United States Have, and How Long Will It Last?* Retrieved from: https://www.eia.gov/tools/faqs/faq.php?id=58&t=8. Accessed August 9, 2024.

[18] BP Global, *Statistical Review of World Energy*, 2021.

December 31, 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat.

As discussed above, California's Energy Efficiency Standards create uniform building codes to reduce California's energy use and provide energy efficiency standards for residential and non-residential buildings. These standards are incorporated within the California Building Code and are expected to substantially reduce the growth in electricity and natural gas use.

None of the Project energy uses would exceed one percent of the corresponding uses within the County. Project operations would not substantially affect existing energy or fuel supplies or resources. All Project buildings would comply with energy and fuel efficiency laws and regulations; therefore, the Project would not be wasteful or inefficient. Impacts would be less than significant, and no mitigation is required.

Threshold 4.5-2:	**Would the Project conflict with or obstruct a State or Local plan for renewable energy or energy efficiency.**
	Level of Significance: Less than Significant Impact

As discussed under Threshold 4.5-1, the energy conservation policies and plans relevant to the Project include the California Title 24 energy standards and the CALGreen Building Code. The Project would be required to comply with these existing energy standards. Compliance with State and local energy efficiency standards would ensure that the Project meets all applicable energy conservation policies and regulations. As such, the Project would not conflict with applicable plans for renewable energy or energy efficiency. SCAG's 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) or Connect SoCal, adopted in April 2024, integrates transportation, land use, and housing to meet GHG reduction targets set by CARB. The document establishes GHG emissions goals for automobiles and light-duty trucks, as well as an overall GHG target for the region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of SB 375. The Project would not conflict with the stated goals of the Connect SoCal; refer to **Section 4.7: Greenhouse Gas Emissions**. Energy consumption impacts would be less than significant, and no mitigation is required.

4.5.7 Cumulative Impacts

Construction and operations associated with implementation of the Project would result in the use of energy, but not in a wasteful manner, as discussed under Threshold 4.5-1. The use of energy would not be substantial in comparison to statewide electricity, natural gas, gasoline, and diesel demand; refer to **Table 4.5-5** and **Table 4.5-6**. As discussed above, the project-related construction electricity consumption would represent approximately 0.00005 percent of county-generated electricity. Therefore, the Project's construction electricity consumption would be negligible relative to SCE's generated electricity and electricity supplies would be sufficient to serve the Project's temporary construction electricity demand.

During operations, the project-related net annual electricity consumption would represent approximately 0.001 percent of SCE's projected sales in 2026. SCE would review the Project's estimated electricity consumption in order to ensure that the estimated power requirement would be part of the total load growth forecast for their service area and accounted for in the planned growth of the power system. The Project would not use natural gas and, therefore, would not impact SoCalGas's projected consumption and supplies for the service area. It should be noted that the planning projections of SCE and SoCalGas

consider planned development for their service areas and are in and of themselves providing for cumulative growth. Therefore, it is likely that the cumulative growth associated with the related projects is already accounted for in the planning of future supplies to cover projected demand.

Furthermore, transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, current crude oil production would be sufficient to meet 50 years of worldwide consumption.[19] As such, it is expected that existing and planned transportation fuel supplies would be sufficient to serve the Project's construction and operational demand. New capacity or supplies of energy resources would not be required. Additionally, the Project would be subject to compliance with all federal, State, and local requirements for energy efficiency.

The Project and new development projects located within the cumulative study area would also be required to comply with all the same applicable federal, State, and local measures aimed at reducing fossil fuel consumption and the conservation of energy. The anticipated Project impacts, in conjunction with cumulative development in the vicinity, would increase urbanization and result in increased energy use. Potential land use impacts are site-specific and require evaluation on a case-by-case basis. As noted above, the Project would not result in significant impacts to State or local plans for renewable energy or energy efficiency. Therefore, the Project and identified cumulative projects are not anticipated to result in a significant cumulative impact. Therefore, potential impacts are considered less than significant.

4.5.8 Mitigation Program

Standard Conditions

No standard conditions are applicable.

Mitigation Measures

Although not required to reduce energy impacts to less than significant, MM AQ-2, MM AQ-3, MM AQ-4, and MM AQ-5 in **Section 4.2: Air Quality** and MM GHG-1, MM GHG-2, and MM GHG-4 in **Section 4.7: Greenhouse Gas Emissions** are applicable to the Project and would serve to further reduce energy consumption.

4.5.9 Level of Significance After Mitigation

Potential energy impacts would be less than significant.

4.5.10 References

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[19] BP Global, *Statistical Review of World Energy*, 2021.

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4.6 GEOLOGY AND SOILS

4.6.1 Introduction

This section of the EIR describes the project site's existing setting as it relates to geology and soils; identifies applicable regulatory conditions and requirements; presents the criteria used to evaluate potential impacts on geology and soils; and identifies measures to reduce or avoid significant impacts. The analysis in this section is in part based on information from the Geotechnical Investigation and Infiltration Testing, prepared for the Project by Southern California Geotechnical, Inc. on June 26, 2023, and included as **Appendix F1: Geotechnical Investigation** and **Appendix F2: Infiltration Testing Report** to this EIR. In addition, paleontological records search results, prepared by the Western Science Center on May 13, 2024, were relied upon as well and are included as **Appendix F3: Paleontological Resources Memorandum** to this EIR.

4.6.2 Regulatory Setting

Federal Regulations

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act of 1977 (Public Law 95-124) established the National Earthquake Hazards Reduction Program (Program) which is coordinated through the Federal Emergency Management Agency, the United States Geological Survey (USGS), the National Science Foundation, and the National Institute of Standards and Technology. The purpose of the program is to establish measures for earthquake hazards reduction and promote the adoption of earthquake hazards reduction measures by federal, state, and local governments; national standards and model code organizations; architects and engineers; building owners; and others with a role in planning and constructing buildings, structures, and lifelines through (1) grants, contracts, cooperative agreements, and technical assistance; (2) development of standards, guidelines, and voluntary consensus codes for earthquake hazards reduction for buildings, structures, and lifelines; and (3) development and maintenance of a repository of information, including technical data, on seismic risk and hazards reduction. The program is intended to improve the understanding of earthquakes and their effects on communities, buildings, structures, and lifelines through interdisciplinary research that involves engineering, natural sciences, and social, economic, and decisions sciences.

Clean Water Act Section 402

Section 402 of the Clean Water Act authorizes the State Water Resources Control Board (SWRCB), a department of the California Environmental Protection Agency (CalEPA), to issue National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit (Water Quality Order 2022-0057-DWQ), referred to as the "General Construction Permit." Construction activities can comply with and be covered under the General Construction Permit provided they:

- Develop and implement a Storm Water Pollution Prevention Plan (SWPPP) which specifies Best Management Practices (BMPs) that will prevent all construction pollutants from contacting stormwater and with the intent of keeping all products of erosion from moving off-site into receiving waters;
- Eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the nation; and

- Perform inspections of all BMPs.

The SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the construction site discharges directly to a water body listed on the 303(d) list for sediment. The SWPPP would also include an Erosion Control Plan that would identify specific measures to control on-site and off-site erosion from the time ground disturbing activities are initiated through completion of grading. The Erosion Control Plan is included with a project's grading plan and would be subject to approval by the City Engineer.

Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources

The Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources outlines methods for assessing potential impacts to fossils and mitigating impacts from development. Impact mitigation includes pre-project survey and salvage, monitoring and screen washing during excavation to salvage fossils, conservation and inventory, and final reports and specimen curation.

Measures for adequate protection or salvage of significant paleontological resources are applied to areas determined to contain rock units that have either a high or undetermined potential for containing significant fossils. Specific mitigation measures generally need not be developed for areas of low paleontological potential. Developers (public and private) and contractors should be made aware, however, that if there is not an on-site monitor it will be necessary to contact a qualified professional paleontologist if fossils are unearthed in the course of excavation. This contingency should be planned for in advance. In order to save time and project delays, in the advance planning phases of a project, the developer should contact a qualified professional paleontologist and arrange for the salvage of any unanticipated fossils. The paleontologist will then salvage the fossils and assess the necessity for further mitigation measures, if applicable. Decisions regarding the intensity of the paleontological resource impact mitigation program will be made by the project paleontologist on the basis of the significance of the paleontological resources, and their biostratigraphic, biochronologic, paleoecologic, taphonomic, and taxonomic attributes, not on the ability of a project proponent to fund the paleontological resource impact mitigation program.

All phases of mitigation must be supervised by a qualified professional paleontologist who maintains the necessary paleontological collecting permits and repository agreements. All field teams are to be supervised by a paleontologist qualified to deal with the significant resources that might be encountered. The lead agency must assure compliance with the measures developed to mitigate impacts of excavation. To assure compliance at the start of a project, a statement that confirms a site's paleontological potential, confirms the repository agreement with an established public institution, and describes the program for impact mitigation, must be deposited with the lead agency and contractor(s) before any ground disturbance begins. In many cases, it will be necessary to conduct a salvage program prior to grading to prevent damage to known paleontological resources and to avoid delays to construction schedules. The impact mitigation program must include preparation, identification, cataloging, and curation of any salvaged specimens. All field notes, photographs, stratigraphic sections, and other data associated with the recovery of the specimens must be deposited with the institution receiving the specimens. Since it is not professionally acceptable to salvage specimens without preparation and curation of specimens and associated data, costs for this phase of the program must be included in the project budget. The mitigation

program must be reviewed and accepted by the lead agency. If a mitigation program is initiated early during the course of project planning, construction delays due to paleontological salvage activities can be minimized or even completely avoided.

State Regulations

Alquist-Priolo Earthquake Fault Zoning Act of 1972

The Alquist-Priolo Earthquake Fault Zoning Act, Public Resources Code (PRC) Sections 2621–2630, regulates development and construction of buildings intended for human occupancy to avoid the hazard of surface fault rupture. The Alquist-Priolo Earthquake Fault Zoning Act categorizes faults as active, potentially active, and inactive. Historic and Holocene age faults are considered active, Late Quaternary and Quaternary age faults are considered potentially active, and pre-Quaternary age faults are considered inactive. These classifications are qualified by the conditions that a fault must be shown to be "sufficiently active" and "well defined" by detailed site-specific geologic explorations to determine whether building setbacks should be established.

California Building Code

The 2022 California Building Code (CBC) is based on the 2021 International Building Code (IBC). The purpose of the CBC is to establish uniform standards for the construction and maintenance of buildings, electrical systems, plumbing systems, mechanical systems, and fire and life safety systems. The CBC is another name for the body of regulations known as the California Code of Regulations (CCR), Title 24, Part 2, which is a part of the California Building Standards Code and establishes minimum requirements for a building's structural strength and stability to safeguard the public health, safety, and general welfare and are updated every three years. Title 24 is assigned to the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. Under State law, all building standards must be centralized in Title 24 or they are not enforceable.

California Health and Safety Code

Section 19100 et seq. of the California Health and Safety Code establishes the State's regulations for earthquake protection. This section of the code requires structural designs to be capable of resisting likely stresses produced by phenomena such as strong winds and earthquakes.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990, PRC Sections 2690–2699, directs the California Department of Conservation, California Geological Survey (CGS) to delineate Seismic Hazard Zones. The purpose of the Seismic Hazards Mapping Act is to reduce the threat to public health and safety and to minimize the loss of life and property by identifying and mitigating seismic hazards. Cities, counties, and State agencies are directed to use seismic hazard zone maps developed by CGS in their land-use planning and permitting processes. The Seismic Hazards Mapping Act requires that site-specific geotechnical investigations be performed prior to permitting most urban development projects within seismic hazard zones.

California Penal Code Section 622.5

2020 California Penal Code Part 1 - Of Crimes and Punishments Title 14 – Malicious Mischief Section 622½ states "Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor."

Public Resources Code Section 5097.5

Requirements for paleontological resource management are included in PRC Division 5, Chapter 1.7, Section 5097.5, and Division 20, Chapter 3, Section 30244, which state:

> *No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.*

These statutes prohibit the removal, without permission, of any paleontological site or feature from lands under the jurisdiction of the State or any city, county, district, authority, or public corporation, or any agency thereof. Consequently, local agencies are required to comply with PRC Section 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. PRC Section 5097.5 also establishes the removal of paleontological resources as a misdemeanor and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public (State, county, city, and district) lands.

California Public Resource Code Section 5097.5

California Public Resources Code Division 5 – Parks and Monuments Chapter 1.7 – Archaeological, Paleontological, and Historical Sites Section 5097.5 states:

> *A person shall not knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.*

Regional and Local Regulations

Rialto General Plan

The General Plan Chapter 5 *Safety and Noise Element* notes that Rialto emphasizes a proactive approach to planning which involves mitigating hazards present in the environment that may adversely affect property and threaten lives. Rialto recognizes the importance of providing a safe living environment for its residents. The City identifies policies to help minimize the effects of hazards. The following list includes General Plan goals and policies that have been adopted by the City for the purpose of avoiding or mitigating an environmental effect and are applicable to the proposed Project.

Goal 5-5 **Minimize impacts to public health, safety, and welfare as a result of seismic and geologic hazards.**

Policy 5–5.1 Require geotechnical investigations by certified engineering geologist or other qualified professionals for all grading and construction projects subject to geologic hazards, including fault rupture, severe ground shaking, liquefaction, landslides, and collapsible or expansive soils. Particular attention should be paid to areas within Alquist-Priolo Earthquake Fault Zones.

Policy 5–5.2 Require all construction to be in conformance with the California Building Code (CBC), and to be consistent with the Municipal Code as it provides for earthquake resistant design, excavation, and grading.

Rialto Airport Specific Plan

The Rialto Airport Specific Plan was adopted by the City in November 1997. The Rialto Municipal Airport ceased operations in 2014 and the former airport property and many of the properties adjacent to the Rialto Municipal Airport that were suited to accommodate development were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. Although the Rialto Municipal Airport is no longer operational, the Rialto Airport Specific Plan serves as the zoning ordinance for parcels that were not removed; these parcels are primarily northwest, west, and east of the former Rialto Municipal Airport. The Rialto Airport Specific Plan also provides a framework to guide future land use and development decisions in this area. The Rialto Airport Specific Plan does not contain specific policies related to geology and soils.

City of Rialto Municipal Code

Title 15: Building and Construction. Title 15 of the Rialto Municipal Code identifies the City's building and construction requirements and permitting process, including provisions related to seismic safety, soil erosion, excavation, and grading.

4.6.3 Existing Conditions

Project Setting

The approximately 40-acre project site is mostly vacant and contains scattered, small bushes, weeds and grass and remains of a munitions bunker on the southwestern corner; see **Figure 3-2: Project Vicinity Map**. The site is relatively flat and generally slopes from the northwest to southeast with elevations ranging from 1,612 to 1,649 above mean sea level (msl). The project site is vacant and undeveloped except for the northern and southern portions which appear to have been graded.

Regional Geologic Setting

The project site is located within the Rialto-Colton Subbasin near the northwestern boundary of the Peninsular Ranges Geomorphic Province of Southern California. The Peninsular Ranges Geomorphic Province consists of a series of topographical features moving northwesterly that abuts the Transverse Ranges Province. Within the Transverse Ranges Province are the San Gabriel and San Bernardino Mountains to the north of the project site (**Appendix G1**). According to the USGS, the project site is within an area denoted as having young deposits of alluvial fans from the late Holocene epoch, containing unconsolidated to slightly consolidated fine and coarse-grained sands and pebble-boulder gravel.[1]

Site Geologic Setting

Geologic Materials. The project site consists of undocumented fills overlying natural soils. The existing fill materials are generally medium dense to very dense and consist of silty sands, gravelly sands, and occasional loose silty sands. The project site's natural soils consist predominately of dense to very dense gravelly sands and sandy gravels, and occasional medium dense to very dense sands and silty sands with

[1] USGS. *Geologic Map of the San Bernardino and Santa Ana 30' x 60' Quadrangles, California.* Retrieved from: https://pubs.usgs.gov/of/2006/1217/of2006-1217_map/of2006-1217_geol_map.pdf. Accessed on March 28, 2024.

favorable consolidation/collapse characteristics along with occasional cobbles. Scattered boulders were also encountered on the project site.

Groundwater. Borings reaching down to a maximum depth of 25 feet below ground surface did not encounter groundwater. The depth to historically high ground water levels in the vicinity of the project site is approximately 279 feet below the ground surface recorded in 1993 (**Appendix F1**). According to the Phase I ESA conducted for the Project, groundwater in 2022 has been recorded at a depth of 460 feet below ground surface in the Project vicinity and is anticipated to be in excess of 400 feet below ground surface at the project site (**Appendix G1**).

Corrosive Soils. The project site soils are considered not corrosive to ferrous metals.

Seismically Induced Settlement. The project site is not located in a Seismic Hazards Zone for liquefaction nor earthquake induced landslide zones. Further, on-site natural soils are dense and not inclined to having potential for seismic induced settlement.

Faulting and Seismicity

There are no known active or potentially active faults within the project site, including Alquist-Priolo Earthquake Fault Zones. However, there are numerous active faults located in the regional area. Active and potentially active faults proximate to the project site are identified on **Table 4.6-1: Regional Faults and Seismicity**. Major faults delineated as Alquist-Priolo Fault Zones are approximately 1.4, 2.5, and 4.8 miles from the project site, and include the San Jacinto fault zone, San Andreas fault zone, and Cucamonga fault zone. The closest fault, the San Jacinto fault is located approximately 1.4 miles east of the project site. This San Jacinto fault is part of the larger Sierra Madre-Cucamonga fault system and is considered to be a blind thrust fault. Blind thrust faults are fault areas that do not intersect the ground surface and therefore are not classified as active or potentially active in the same manner as faults that are present at the earth's surface. Blind thrust faults are "buried" under the uppermost layers of rock in the crust.

Table 4.6-1: Regional Faults and Seismicity

Fault Segment	Approximate Distance from Project Site (miles)	Direction From Site	Probable Moment Magnitudes (M_W)
San Jacinto	1.4	East	6.5-7.5
San Andreas	4.8	North/Northeast	6.8-8.0
Cucamonga	2.5	Northwest	6.0-7.0

Source: California Department of Conservation, 2024; California Institute of Technology Southern California Earthquake Data Center, 2013.

Surface Fault Rupture. Fault rupture is the surface displacement that occurs when movement on a fault deep within the earth breaks through to the surface. Fault rupture and displacement almost always follows preexisting faults, which are zones of weakness; however, not all earthquakes result in surface rupture (i.e., earthquakes that occur on blind thrusts do not result in surface fault rupture. Rupture may occur suddenly during an earthquake or slowly in the form of fault creep). In addition to damage caused by ground shaking from an earthquake, fault rupture is also damaging to buildings and other structures due to the differential ground surface displacement and deformation that occurs from the fault offset. This leads to damage or collapse of structures across this zone. Fault rupture displacements in large earthquakes can range from several feet to greater than 15 feet. Surface fault rupture would not occur at the project site due to no known active or potentially active faults that cross the project site.

Ground Shaking. An earthquake is classified by the amount of energy released, which traditionally has been quantified using the Richter scale (M_L). However, seismologists most commonly use the Moment Magnitude (M_W) scale because it provides a more accurate measurement for major and great earthquake sizes For earthquakes of less than M_W 7.0, the Moment and Richter Magnitude scales are nearly identical. For earthquake magnitudes greater than M_W 7.0, readings on the Moment Magnitude scale are slightly greater than a corresponding Richter Magnitude.

The intensity of seismic shaking, or strong ground motion, during an earthquake is dependent on the distance between a site and the earthquake epicenter, the magnitude, and the geologic conditions underlying and surrounding a site. Earthquakes occurring on faults closest to a project site would most likely generate the largest ground motion. However, there are no known active or potentially active faults that cross the project site.

Liquefaction. Liquefaction tends to occur in loose, saturated fine-grained sands, course silts, or clays with low plasticity. The liquefaction process typically occurs at depths less than 50 feet below the ground surface, although liquefaction can occur at deeper intervals, given the right conditions. The most susceptible zone occurs at depths shallower than 30 feet below the ground surface.

For liquefaction to occur, there must be proper soil type, soil saturation, and cyclic accelerations of sufficient magnitude to progressively increase the water pressures within the soil mass. Non-cohesive soil shear strength is developed by the point-to-point contact of soil grains. As the water pressures increase in the void spaces surrounding the soil grains, soil particles become supported more by water than point-to-point contact. When water pressures increase sufficiently, soil grains lose the strength to hold to each other and the soils begin to liquefy.

Liquefaction can lead to several types of ground failure, depending on slope conditions and the geological and hydrological settings. The four most common types of ground failure are lateral spreads, flow failures, ground oscillation, and loss of bearing strength.

The site is not located in a zone identified as having a potential for liquefaction by the County of San Bernardino.[2] As noted above, borings conducted on-site reached a maximum depth of 25 feet below ground surface and did not encounter groundwater (**Appendix F1**). Further, according to the Phase I ESA conducted for the Project, groundwater in 2022 has been recorded at a depth of 460 feet below ground surface in the Project vicinity and is anticipated to be in excess of 400 feet below ground surface at the project site (**Appendix G1**). Therefore the project site's soils are not susceptible to liquefaction and the potential for liquefaction at the site is low.

Landslides. Landslides are gravity-driven movements of earth materials that may include rock, soil, unconsolidated sediment, or combinations of such materials. The primary factors influencing the stability of a slope are the nature of underlying soil or bedrock, the slope geometry (height and steepness), and rainfall. The presence of historic landslide deposits is a good indicator of future landslides. Landslides are commonly triggered by unusually high rainfall and the resulting soil saturation, by earthquakes, or a

[2] County of San Bernardino. 2020. *HZ-2 Liquefaction and Landslides*. Retrieved from: https://www.arcgis.com/apps/webappviewer/index.html?id=5864a434814c4e53adc74101b34b1905. Accessed July 15, 2024.

combination of these conditions. The project site is not located in a zone identified by the County of San Bernardino as being susceptible to landslides.[3]

Lateral Spreading. Lateral spreading generally is a phenomenon where blocks of intact, non-liquefied soil move downslope on a liquefied substrate of large areal extent. For lateral spreading to occur, a sloping site with an open face within or at some distance from the site typically exists and there is a potential for liquefaction to occur near the base of the open face. Since the potential for liquefaction to occur at the site is low, the potential for lateral spreading is also low.

Soil Expansion. Expansive soils can undergo significant volume change with changes in moisture content. In general, expansive soils shrink and harden when dried and swell and soften when wetted. Such changes can cause distress to building foundations and structures, slabs on grade, pavements, and other surface improvements. Expansive soils contain minerals such as clays, which are capable of absorbing water. The project site's natural soils consist predominately of silty sands and gravelly sands with no appreciable clay content. Although not tested, these soils are considered to have a very low expansion potential.

Subsidence. The project site is located within a widespread area of recorded subsidence due to groundwater withdrawal/pumping (historical and current) across California.[4] Subsidence is a potential hazard in areas where there are significant thicknesses of alluvial soils and where groundwater withdrawal is anticipated. As noted above, the Phase I ESA conducted for the Project, estimates groundwater to be in excess of 400 feet below ground surface at the project site (**Appendix G1**).

Soils encountered at the boring and trench locations indicate that the project site is underlain by artificial fill and alluvium (**Appendix F1**). The artificial fill soils were encountered at ground surface and extended to depths of 2 to 4 feet below site grades and generally consisted of medium dense to very dense silty sands and gravelly sands, and occasional loose silty sands. Alluvium soils were also encountered at ground surface and beneath the artificial fill soils extending to the maximum depth explored at 25 feet below site grades. Alluvium generally consists of dense to very dense gravelly sands and sandy gravels, and occasional medium dense to very dense sands and silty sands. The Geotechnical Investigation concluded the potential for subsidence to effect the site is considered low (**Appendix F1**).

Paleontological Resources

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. These resources are valued for the information they yield about the history of the Earth and its past ecological settings. The potential for fossil occurrence depends on the rock type exposed at the surface in a given area.

The City of Rialto General Plan EIR identifies surface exposures of several sedimentary units. Of these units, mapped surface Pleistocene deposits are identified to have high paleontological sensitivity as other units across the region have been reported to yield significant fossils of extinct animals from the Ice Age.[5] According to the Rialto General Plan Draft EIR Exhibit 4.6.2, the project site contains young alluvial fan deposits, which have low paleontological sensitivity. Further, additional alluvial subsurface Holocene sand and gravel deposits may be encountered as indicated in the paleontological records search. While

[3] Ibid.

[4] USGS. 2024. *Areas of Land Subsidence in California*. Retrieved from: https://ca.water.usgs.gov/land_subsidence/california-subsidence-areas.html. Accessed July 15, 2024.

[5] City of Rialto. 2010. *Rialto General Plan EIR*. pg. 114. Accessed 2024.

Holocene soils are not paleontologically sensitive, underlying older soils that are highly sensitive such as soils from the earliest parts of the Holocene and late Pleistocene era may be present.

4.6.4 Methodology

The technical analyses supporting the geotechnical impact conclusions in the following section and the paleontological impact analysis used data provided in **Appendix F1, Appendix F2,** and **Appendix F3**. Data from these reports was supplemented through literature review and application of policies and guidelines of the General Plan for geology, soils, and paleontological resources.

The proposed Project is evaluated against the significance criteria/thresholds, as the basis for determining the impact's level of significance concerning geology and soils. In addition to project design features, this analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce a potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, where warranted, to avoid or reduce the proposed Project's potentially significant environmental impacts.

4.6.5 Thresholds of Significance

The following significance criteria for geology and soils, and paleontological resources were derived from the Environmental Checklist in CEQA Guidelines Appendix G. The proposed Project would result in a significant impact related to geology and soils, or paleontological resources if it would:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.
- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure including liquefaction.
- Result in substantial soil erosion or the loss of topsoil.
- 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.
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

As addressed in **Section 5.1: Effects Found Not to be Significant**, the City has determined that the proposed Project would not have a significant impact on the following thresholds for the reasons stated below, and that no further analysis was required in the EIR:

- Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the 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?

There are no known active or potentially active faults at the project site, and the site is not within an Alquist-Priolo Earthquake Fault Zone as designated by the CGS. The closest known fault to the site is the San Jacinto fault, which is mapped about 1.4 miles to the northeast. Therefore, the Project would not

directly, or indirectly, cause potential substantial adverse effects involving rupture of a known earthquake fault.

- Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

The project site has an average elevation of approximately 1,620 feet above mean sea level. Due to the area's relatively flat topography, landslides are not anticipated. The project site is not located in a zone identified as being susceptible to landslides by the County of San Bernardino.[6] Therefore, given landslides are not anticipated due to the project site's location and topography, Project implementation would not expose people or structures to potential substantial adverse effects involving landslides, and no loss, injury, or death involving landslides would occur.

- Would the Project 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?

The Project would connect to the City's existing sewer system and would not include the use of septic tanks or alternative wastewater disposal systems. Therefore, the Project would have no impact concerning 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. **Section 4.17: Utilities** of this EIR addresses wastewater service and facilities.

4.6.6 Project Impacts and Mitigation

Threshold 4.6-1:	**Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?** ***Level of Significance:*** Less than Significant Impact

While there are no known active or potentially active faults or Alquist-Priolo Earthquake Fault Zones at the project site, there are numerous faults in the region. Rupture of any of these faults or of an unknown fault in the region could cause seismic ground shaking.

State laws and local ordinances require that, prior to construction, potential seismic hazards be identified and mitigated, as needed, to protect public health and safety from substantial risks through appropriate engineering practices. Project construction would be required to conform to CBC and California Health and Safety Code seismic design requirements (or applicable adopted code at the time of plan submittal or grading and building permit issuance for construction). The building and safety standards established by these codes have been developed to address structural integrity during a seismic event. To further reduce potential impacts associated with seismic activity, the Project would implement Standard Condition (SC) GEO-1, which would require the Project Applicant to provide a site-specific, design-level geotechnical investigation for review and approval to the City of Rialto Community Development Department and Public Works Department. The City would review all Project plans for grading, foundation, structural, infrastructure, and all other relevant construction permits relative to the Preliminary Geotechnical Investigation's recommendations and code requirements. The project site is not

[6] County of San Bernardino. 2020. *HZ-2 Liquefaction & Landslides*. Retrieved from: https://www.arcgis.com/apps/webappviewer/index.html?id=5864a434814c4e53adc74101b34b1905. Accessed July 14, 2024.

traversed by an active fault. With the implementation of SC GEO-1 and considering the Project would comply with applicable seismic design requirements, impacts associated with strong seismic ground shaking would be less than significant.

Threshold 4.6-2:	**Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?**
	Level of Significance: Less than Significant Impact

The project site is not located in a zone identified as having a potential for liquefaction by the County of San Bernardino. As noted above, according to the Phase I ESA conducted for the Project, in 2022 groundwater was recorded at a depth of 460 feet below ground surface in the vicinity of the project site and is anticipated to be in excess of 400 feet below ground surface at the project site (**Appendix G1**). Thus, groundwater is considered too deep to induce liquefaction on the project site near surface soils. In addition, the project site is underlain by dense and very dense coarsely granular alluvial fan deposits, which are soils less susceptible to liquefaction.[7] Therefore, liquefaction potential is considered low due to soil composition and deep groundwater depth.

As previously addressed, State laws and local ordinances require that, prior to construction, potential seismic hazards be identified and mitigated, as needed, to protect public health and safety from substantial risks through appropriate engineering practices. Project construction would be required to conform to CBC and California Health and Safety Code seismic design requirements (or applicable adopted code at the time of plan submittal or grading and building permit issuance for construction). The building and safety standards established by these codes have been developed to address structural integrity during a seismic event. To further reduce potential impacts associated with seismic activity, the Project would implement SC GEO-1, which would require the Project Applicant to provide a site-specific, design-level geotechnical investigation for review and approval to the City of Rialto Community Development Department and Public Works Department. The potential for seismic-related ground failure, including liquefaction would be less than significant and no mitigation is required.

Threshold 4.6-3:	**Would the Project result in substantial soil erosion or the loss of topsoil?**
	Level of Significance: Less than Significant Impact

Soil erosion occurs when surface materials are worn away from the earth's surface due to land disturbance and/or natural factors such as wind and precipitation. The potential for soil erosion is determined by characteristics including soil texture and content, surface roughness, vegetation cover, and slope grade and length. Wind erosion typically occurs when fine-grained non-cohesive soils are exposed to high-velocity winds, while water erosion tends to occur when loose soils on moderate to steep slopes are exposed to high-intensity storm events.

On-site surface soils consist predominately of artificial fill with silt sands and gravelly sands, and occasional loose silty sands in addition to natural alluvial soils consisting of dense gravelly sands and sandy gravels with varying amounts of gravel and cobbles. These materials have a relatively low to moderate potential

[7] As identified by boring samples in **Appendix F2**.

for water erosion depending on drainage patterns. The Project would also require cuts and fills of surface soils to remove existing undocumented artificial fill thereby reducing the potential for such erosion by removing loose soils. During grading and construction, topsoil would be exposed resulting in potential wind and water erosion. However, the Project would be required to comply with the NPDES permitting process which would minimize soil erosion. **Section 4.9: Hydrology and Water Quality** identifies the NPDES compliance requirements for the Project. The NPDES permit would require the Project to prepare and implement a SWPPP and erosion control plan that includes construction erosion-controlling BMPs. Typical SWPPP erosion BMPs include, but are not limited to, stabilization of construction entrances, straw wattles on embankments, and sediment filters on existing inlets. These BMPs would protect exposed slope areas, control surface water flows over exposed soils, and implement a sediment monitoring plan.[8] Therefore, given that compliance with applicable State and federal regulations (i.e., the NPDES Construction General Permit) would minimize soil erosion and topsoil loss, Project construction soil erosion and topsoil loss would be relatively low and impacts would be less than significant and no mitigation is required.

Following site development, the project site would be primarily impervious surfaces. Upon completion of construction, the project site would be substantially covered with pavement, buildings, and landscaping that would reduce the potential for wind and water erosion during operations. Pervious areas would be landscaped to prevent soil erosion; the remainder of the project site would be impervious and therefore not subject to soil erosion. Accordingly, the Project would not result in substantial soil erosion or loss of topsoil. As a result, impacts associated with soil erosion and loss of topsoil would be less than significant and no mitigation is required.

Threshold 4.6-4:	**Would the Project 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?**
	Level of Significance: Less than Significant Impact

Landslides. As noted above, the project site is not subject to landslides due to location and topography. In addition, the project site is not located in a zone identified as being susceptible to landslides by the County of San Bernardino.[9] Therefore, given no landslides would occur due to project site and area location and topography, there would be no impact as a result of landslides and no mitigation is required.

Lateral Spreading. Lateral spreading is the finite, horizontal movement of material associated with pore pressure build-up or liquefaction. This process can occur in a shallow underlying deposit during an earthquake in areas susceptible to liquefaction. To occur, lateral spreading requires the existence of a continuous and laterally unconstrained liquefiable zone. Given the very low probability of liquefaction, impacts from lateral spreading would be less than significant and no mitigation is required.

Subsidence. Soil subsidence is characterized by sinking or descending soils that occur as the result of a heavy load being placed on underlying sediments and may be triggered by seismic events. Seismically-induced settlement depends on the relative subsurface soil density. Settlements from collapsible soils can be relatively large and damaging to improvements. Site soils are mainly dense with occasional loose soil

[8] Rialto, California Municipal Code Section 17.40.010 (Ord. 1234 (part), 1995: Ord. 684 Section 23, 1975).

[9] County of San Bernardino. 2020. *HZ-2 Liquefaction and Landslides*. Retrieved from: https://www.arcgis.com/apps/webappviewer/index.html?id=5864a434814c4e53adc74101b34b1905. Accessed August 28, 2024.

deposits. Project construction would remove unsuitable soils based the Geotechnical Investigation recommendations per SC GEO-1. Further, Project implementation would not involve groundwater, gas, oil, geothermal energy extraction and therefore would not cause subsidence. Therefore, given that subsidence would not affect the project site due to compliance with SC GEO-1 and existing groundwater depth, impacts would be less than significant and no mitigation is required.

Liquefaction. Liquefaction potential is considerably low due to existing soil composition and groundwater depths. The Geotechnical Investigation makes preliminary recommendations concerning design parameters, foundations, slabs, and general earthwork and grading, among other factors. The City Building Division would review construction plans to verify compliance with standard engineering practices, the CBC, and the Geotechnical Investigation's recommendation, including those concerning subsidence. Following compliance with standard engineering practices, the established regulatory framework (i.e., CBC), and the Geotechnical Investigation's recommendations (SC GEO-1), the Project would not be located on a geologic unit or soil that would become unstable and potentially result in subsidence. Therefore, given that subsidence and liquefaction would not affect the project site due to existing soil characteristics and deep groundwater depth, impacts would be less than significant and no mitigation is required.

Threshold 4.6-5:	**Would the Project 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?** ***Level of Significance:*** Less than Significant Impact

Soils that expand and contract in volume ("shrink-swell" pattern) are considered to be expansive and may cause damage to aboveground infrastructure as a result of density changes that shift overlying materials. Fine-grain clay sediments are most likely to exhibit shrink-swell patterns in response to changing moisture levels. According to the Geotechnical Investigation, project site soils include alluvium, artificial fill, and cobbles, which do not include any substantive amount of clay (**Appendix F1**). Therefore, given that soil expansion is unlikely due to the site's existing soil composition, impacts from expansive soils would be less than significant and no mitigation is required.

Threshold 4.6-6:	**Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?** ***Level of Significance:*** Less than Significant Impact with the incorporation of MM-GEO 1.

A paleontological records search conducted by Western Science Center was prepared for the Project on May 13, 2024, which indicates that no known fossil localities have been recorded at the project site; see **Appendix F3**. The project site contains surface artificial fill underlain by Holocene-aged younger alluvium. These Holocene alluvial deposits are considered too young to potentially yield paleontological resources. Therefore, the project site's underlying soils have low paleontological sensitivity. As such, it is considered unlikely that unknown paleontological resources would be unearthed during Project implementation. However, if development requires any substantial depth of disturbance, the likelihood of reaching Pleistocene alluvial sediments would increase.

In the event previously unknown paleontological resources are unearthed during Project construction, significant impacts could occur. MM GEO-1 requires the retention of a qualified paleontologist to monitor the site on an as-needed basis. With the implementation of MM GEO-1, potential impacts to paleontological resources would be reduced to a less than significant level.

4.6.7 Cumulative Impacts

Geology and Soils. Southern California is a seismically active region with a range of geological and soil conditions. These conditions can vary widely within a limited geographical area due to factors, including differences in landforms and proximity to fault zones, among others. Therefore, while geotechnical impacts may be associated with the cumulative development, by the impacts' very nature (i.e., landslides and expansive and compressible soils), the constraints are typically site-specific and there is a low, if any, cumulative relationship between the development of a proposed project and development within a larger cumulative area, such as citywide development. Additionally, while seismic conditions are regional in nature, seismic impacts on a given project site are site-specific. For example, development within the site or surrounding area would not alter geologic events or soil features/characteristics (such as ground-shaking, seismic intensity, or soil expansion); therefore, the Project would not affect the level of intensity at which a seismic event on an adjacent site is experienced. However, Project development and future development in the area may expose more persons to seismic hazards.

In accordance with the thresholds of significance, impacts associated with seismic events and hazards would be considered significant if the effects of an earthquake on a property could not be mitigated by an engineered solution. The significance criteria do not require elimination of structural damage potential from seismic hazards. Instead, the criteria require an evaluation of whether the seismic conditions on a site can be overcome through engineering design solutions that would reduce the substantial risk of exposing people or structures to loss, injury, or death to less than significant.

The project site is not in an Alquist-Priolo Earthquake Fault Zone, or landslide, liquefaction, or preliminary fault rupture study area. In addition, the proposed Project would be constructed in compliance with applicable codes and in accordance with the Mitigation Program set forth in this EIR, which are designed to reduce the exposure of people or structures to substantial risk of loss, injury, or death related to geological conditions or seismic events.

Accordingly, the Project's contribution to any cumulative impact related to the exposure of people or structures to potential substantial adverse effects involving fault rupture, ground shaking, or ground failure, as well as unstable geologic units or expansive soil, would not be cumulatively considerable and the cumulative impact would be reduced to a level of less than significant.

Similar to the Project, future projects would be required to follow City of Rialto Building standards, SCAQMD's requirements for dust control, and Regional Water Quality Control Board regulations pertaining to surface water runoff and water quality (which would require BMPs) for construction projects greater and smaller than one acre of disturbance, would prevent significant cumulative impacts related to erosion and other geological impacts. Therefore, the Project's contribution to any cumulative impact related to soil erosion would not be cumulatively considerable and the cumulative impact would be reduced to a level of less than significant.

Paleontology. Cumulative impacts related to paleontological resources are typically site-specific. The analysis herein determined that the proposed Project could result in potentially significant impacts related

to the destruction of a previously unknown unique paleontological resource given that the project site may contain soils conducive for such resources. MM GEO-1 would address this potential as it requires the retention of a qualified paleontologist for monitoring and therefore would reduce impacts to less than significant. Therefore, the Project would not result in incremental effects to paleontology that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. Therefore, with inclusion of the above referenced mitigation measure, the Project would not result in a cumulatively considerable impact.

4.6.8 Mitigation Program

Standard Conditions

SC GEO-1: The Applicant shall submit to the City of Rialto Community Development Department and Public Works Department for review and approval, a site-specific design-level geotechnical investigation prepared for the project site by a registered geotechnical engineer. The investigation shall comply with all applicable State and local code requirements[10] and:

a) Include an analysis of the expected ground motions at the site from known active faults using accepted methodologies;

b) Determine structural design requirements as prescribed by the most current version of the California Building Code, including applicable City amendments, to ensure that structures can withstand ground accelerations expected from known active faults; and

c) Determine the final design parameters for walls, foundations, foundation slabs, utilities, roadways, parking lots, sidewalks, and other surrounding related improvements.

Project plans for foundation design, earthwork, and site preparation shall incorporate all of the mitigation in the site-specific investigations. The structural engineer shall review the site-specific investigations, provide any additional necessary measures to meet Building Code requirements, and incorporate all applicable recommendations from the investigation in the structural design plans and shall ensure that all structural plans for the Project meet current Building Code requirements.

The City's registered geotechnical engineer or third-party registered engineer retained to review the geotechnical reports shall review each site-specific geotechnical investigation, approve the final report, and require compliance with all geotechnical requirements contained in the investigation in the plans submitted for the grading, foundation, structural, infrastructure and all other relevant construction permits.

The City shall review all Project plans for grading, foundations, structural, infrastructure and all other relevant construction permits to ensure compliance with the applicable geotechnical investigation and other applicable Code requirements.

[10] Rialto, CA Municipal Code Section 11.12.070 (Ord. 1234 (part), 1995: Ord. 649 §1 (part), 1973: 1965 Code Title XIII, Ch. 11, §7). Accessed September 5, 2024.

Mitigation Measures

MM GEO-1 **Paleontological Monitoring.** Prior to the issuance of any grading permits, or any permit authorizing ground disturbance, the Project Applicant shall, to the satisfaction of the City of Rialto Community Development Director, demonstrate that a qualified paleontologist has been retained to respond on an as-needed basis to address unanticipated paleontological discoveries. A paleontologist is defined as an individual with an M.S./M.A. or Ph.D. in paleontology or geology who is familiar with paleontological procedures and techniques, and who is knowledgeable in the geology and paleontology of the area.

In the event that fossils or fossil-bearing deposits are inadvertently unearthed during excavation and grading activities, all earth disturbing activities within a 100-foot radius of the area of discovery shall be temporarily halted or diverted. The qualified paleontologist shall be contacted to evaluate the significance of the finding and determine an appropriate course of action in accordance with Society of Vertebrate Paleontology standards and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If in consultation with the paleontologist, City staff and the Project Applicant determine that avoidance is not feasible, the paleontologist shall prepare an excavation plan for reducing the effect of the Project on the qualities that make the resource important. The plan shall be submitted to the City for review and approval and the Project Applicant shall implement the approval plan.

4.6.9 Level of Significance After Mitigation

With implementation of the Mitigation Program set forth in this section, potential impacts related to geology and soils, and paleontological resources would be reduced to a level considered less than significant.

4.6.10 References

City of Rialto. 2010. *Rialto General Plan EIR*. pg. 114. Accessed July 15, 2024.

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4.7 GREENHOUSE GAS EMISSIONS

4.7.1 Introduction

This section of the EIR discusses potential greenhouse gas (GHG) emission impacts associated with development and implementation of the Project. A quantified estimate of GHG emissions that would result from the Project, and an analysis of the significance of the impact of these GHGs were analyzed. In the case where impacts were found to be potentially significant, mitigation is proposed to reduce their significance. The current conditions were observed as the baseline for the analysis along with relevant federal, State, and local air pollutant regulations. GHG emissions modeling for the proposed Project is included in **Appendix G: GHG Emissions Modeling Data** of this EIR.

4.7.2 Regulatory Setting

Federal Regulations

To date, national standards have not been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level. Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

U.S. Environmental Protection Agency Endangerment Finding

The U.S. Environmental Protection Agency (U.S. EPA) authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Federal Clean Air Act (FCAA) and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the U.S. EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) constitute a threat to public health and welfare. It is the Supreme Court's interpretation of the existing FCAA and the U.S. EPA's assessment of the scientific evidence that form the basis for the U.S. EPA's regulatory actions.

Federal Vehicle Standards

In response to the U.S. Supreme Court ruling discussed above, Executive Order 13432 was issued in 2007 directing the U.S. EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011, and in 2010, the U.S. EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, an Executive Memorandum was issued directing the Department of Transportation, Department of Energy, U.S. EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the U.S. EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of CO_2 in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021, and NHTSA intends to set standards for model years 2022–2025 in a future rulemaking. On January 12, 2017, the U.S. EPA finalized its decision to maintain the current GHG emissions standards for model years 2022–2025 cars and light trucks. It should be noted that the U.S. EPA is currently proposing to freeze the vehicle fuel efficiency standards at their planned 2020 level (37 miles per gallon [mpg]), canceling any future strengthening (currently 54.5 mpg by 2026).

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the U.S. EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the U.S. EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines.

In August 2016, the U.S. EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program applies to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards lower CO_2 emissions by approximately 1.1 billion metric tons and reduce oil consumption by up to two billion barrels over the lifetime of the vehicles sold under the program.

On September 27, 2019, the U.S. EPA and the NHTSA published the "Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program" (84 Fed. Reg. 51,310 (Sept. 27, 2019). The SAFE Rule (Part One) revoked California's authority to set its own GHG emissions standards and set zero-emission vehicle mandates in California. On March 31, 2020, the U.S. EPA and NHTSA finalized rulemaking for SAFE Part Two, which sets CO_2 emissions standards and corporate average fuel economy (CAFE) standards for passenger vehicles and light duty trucks, covering model years 2021-2026. The current U.S. EPA administration repealed SAFE Rule Part One, effective January 28, 2022, and is reconsidering Part Two.

As of April 1, 2022, the CAFE standards require an industry-wide fleet average of approximately 49 mpg for passenger cars and light trucks in model year 2026. The new CAFE standards for model year 2024-2026

will reduce fuel use by more than 200 billion gallons through 2050, as compared to continuing under the old standards.[1]

State Regulations

California Air Resources Board

The California Air Resources Board (CARB) is responsible for the coordination and oversight of State and local air pollution control programs in California. Various statewide and local initiatives to reduce California's contribution to GHG emissions have raised awareness about climate change and its potential for severe long-term adverse environmental, social, and economic effects. California is a significant emitter of CO_2 equivalents (CO_2e) in the world and produced 459 million gross metric tons of CO_2e in 2013. In the State, the transportation sector is the largest emitter of GHGs, followed by industrial operations such as manufacturing and oil and gas extraction.

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation, such as the landmark Assembly Bill (AB) 32, California Global Warming Solutions Act of 2006, was specifically enacted to address GHG emissions. Other legislation, such as Title 24 building efficiency standards and Title 20 appliance energy standards, were originally adopted for other purposes such as energy and water conservation but also provide GHG reductions. This section describes the major provisions of the legislation.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

AB 32 instructs the CARB to develop and enforce regulations for the reporting and verification of statewide GHG emissions. AB 32 also directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. It set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

California Air Resource Board Scoping Plan

CARB adopted the Scoping Plan to achieve the goals of AB 32. The Scoping Plan establishes an overall framework for the measures that would be adopted to reduce California's GHG emissions. CARB determined that achieving the 1990 emissions level would require a reduction of GHG emissions of approximately 29 percent below what would otherwise occur in 2020 in the absence of new laws and regulations (referred to as "business-as-usual").[2] The Scoping Plan evaluates opportunities for sector-specific reductions, integrates early actions and additional GHG reduction measures by both CARB and the State's Climate Action Team, identifies additional measures to be pursued as regulations, and outlines the adopted role of a cap-and-trade program.[3] Additional development of these measures and adoption of the appropriate regulations occurred through the end of 2013. Key elements of the Scoping Plan are:

- Expanding and strengthening existing energy efficiency programs, as well as building and appliance standards.

[1] National Highway Traffic Safety Administration, *USDOT Announces New Vehicle Fuel Economy Standards for Model Year 2024-2026*, available at: https://www.nhtsa.gov/press-releases/usdot-announces-new-vehicle-fuel-economy-standards-model-year-2024-2026.

[2] CARB defines business-as-usual (BAU) 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-generating sector were compiled and used to estimate emissions for 2020 based on 2002–2004 emissions intensities. Under CARB's definition of BAU, new growth is assumed to have the same carbon intensities as was typical from 2002 through 2004.

[3] The Climate Action Team, led by the secretary of the California Environmental Protection Agency, is a group of State agency secretaries and heads of agencies, boards, and departments. Team members work to coordinate statewide efforts to implement global warming emissions reduction programs and the State's Climate Adaptation Strategy.

- Achieving a statewide renewables energy mix of 33 percent by 2020.
- Developing a California cap-and-trade program that links with other programs to create a regional market system and caps sources contributing 85 percent of California's GHG emissions (adopted in 2011).
- Establishing targets for transportation-related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets (several sustainable community strategies have been adopted).
- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, heavy-duty truck measures, the Low Carbon Fuel Standard (amendments to the Pavley Standard adopted 2009; Advanced Clean Car standard adopted 2012), goods movement measures, and the Low Carbon Fuel Standard (adopted 2009).
- Creating targeted fees, including a public goods charge on water use, fees on gases with high global warming potential, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation.
- The California Sustainable Freight Action Plan was developed in 2016 and provides a vision for California's transition to a more efficient, more economically competitive, and less polluting freight transport system. This transition of California's freight transport system is essential to supporting the State's economic development in coming decades while reducing pollution.
- CARB's Mobile Source Strategy demonstrates how the State can simultaneously meet air quality standards, achieve GHG emission reduction targets, decrease health risk from transportation emissions, and reduce petroleum consumption over the next fifteen years. The mobile Source Strategy includes increasing zero emission vehicles (ZEV) buses and trucks.

In 2012, CARB released revised estimates of the expected 2020 emissions reductions. The revised analysis relied on emissions projections updated in light of current economic forecasts that accounted for the economic downturn since 2008, reduction measures already approved and put in place relating to future fuel and energy demand, and other factors. This update reduced the projected 2020 emissions from 596 million metric tons of CO_2e ($MMTCO_2e$) to 545 $MMTCO_2e$. The reduction in forecasted 2020 emissions means that the revised business-as-usual reduction necessary to achieve AB 32's goal of reaching 1990 levels by 2020 is now 21.7 percent, down from 29 percent. CARB also provided a lower 2020 inventory forecast that incorporated State-led GHG emissions reduction measures already in place. When this lower forecast is considered, the necessary reduction from business-as-usual needed to achieve the goals of AB 32 is approximately 16 percent.

CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan summarized the most recent science related to climate change, including anticipated impacts to California and the levels of GHG emissions reductions necessary to likely avoid risking irreparable damage. It identified the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. By 2016, California had reduced GHG emissions below 1990 levels, achieving AB 32's 2020 goal four years ahead of schedule.

In 2016, the Legislature passed Senate Bill (SB) 32, which codifies a 2030 GHG emissions reduction target of 40 percent below 1990 levels. With SB 32, the Legislature passed companion legislation, AB 197, which

provides additional direction for developing the Scoping Plan. On December 14, 2017, CARB adopted a second update to the Scoping Plan.[4] The 2017 Scoping Plan details how the State will reduce GHG emissions to meet the 2030 target set by Executive Order B-30-15 and codified by SB 32. Other objectives listed in the 2017 Scoping plan are to provide direct GHG emissions reductions; support climate investment in disadvantaged communities; and support the Clean Power Plan and other Federal actions.

Adopted December 15, 2022, CARB's 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. To achieve the targets of AB 1279, the 2022 Scoping Plan relies on existing and emerging fossil fuel alternatives and clean technologies, as well as carbon capture and storage. Specifically, the 2022 Scoping Plan focuses on zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high Global Warming Potential (GWP); providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen. The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world. Unlike the 2017 Scoping Plan, CARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (i.e., Climate Action Plan) consistent with CEQA Guidelines Section 15183.5.

The key elements of the *2022 CARB Scoping Plan* focus on transportation. Specifically, the 2022 Scoping Plan aims to rapidly move towards zero-emission transportation (i.e., electrifying cars, buses, trains, and trucks), which constitutes California's single largest source of GHGs. The regulations that impact the transportation sector are adopted and enforced by CARB on vehicle manufacturers and are outside the jurisdiction and control of local governments. The 2022 Scoping Plan accelerates development of new regulations as well as amendments to strengthen regulations and programs already in place.

Included in the 2022 Scoping Plan is a set of Local Actions (2022 Scoping Plan Appendix D) aimed at providing local jurisdictions with tools to reduce GHGs and assist the state in meeting the ambitious targets set forth in the 2022 Scoping Plan. Appendix D to the 2022 Scoping Plan includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In this section, CARB identifies several recommendations and strategies that should be considered for new development in order to determine consistency with the 2022 Scoping Plan. Notably, this section is focused on Residential and Mixed-Use projects.[5] CARB specifically states that Appendix D does not address other land uses (e.g., industrial) as contemplated by the Project.[6] However, CARB plans to explore new approaches for other land use types in the future.[7] As such, it would be inappropriate to apply the requirements contained in Appendix D of the 2022 Scoping Plan to any land use types other than residential or mixed-use residential development.

CARB Advanced Clean Truck Regulation

CARB adopted the Advanced Clean Truck Regulation in June 2020 requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every

[4] California Air Resources Board, *California's 2017 Climate Change Scoping Plan,* Retrieved from: https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed August 2024.

[5] California Air Resources Board, *2022 Scoping Plan for Achieving Carbon Neutrality, Appendix D: Local Actions*, Page 21, November 2022.

[6] Ibid.

[7] Ibid.

new truck sold in California is required to be zero-emission. This rule directly addresses disproportionate risks and health and pollution burdens and puts California on the path for an all zero-emission short-haul drayage fleet in ports and railyards by 2035, and zero-emission "last-mile" delivery trucks and vans by 2040. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8. The regulation has two components including a manufacturer sales requirement, and a reporting requirement:

- Zero-Emission Truck Sales: Manufacturers who certify Class 2b through 8 chassis or complete vehicles with combustion engines are required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales need to be 55 percent of Class 2b – 3 truck sales, 75 percent of Class 4 – 8 straight truck sales, and 40 percent of truck tractor sales.
- Company and Fleet Reporting: Large employers including retailers, manufacturers, brokers and others would be required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, would be required to report about their existing fleet operations. This information would help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

On January 13, 2025, CARB withdrew its requests for CAA waivers from the U.S. EPA needed to support four adopted vehicle emissions regulations: (1) the Advanced Clean Fleets Regulations; 2) the In-Use Locomotive Regulations; 3) part of the Commercial Harbor Craft and Ocean-Going Vessels At-Berth Regulations; and 4) part of the Transport Refrigeration Unit Engine Standards Regulations. The implementation of these regulations is currently unknown.

Senate Bill 32 (California Global Warming Solutions Act of 2006: Emissions Limit)

Signed into law in September 2016, SB 32 codified the 2030 GHG reduction target in Executive Order B-30-15 (40% below 1990 levels by 2030). The bill authorized CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

SB 375 (The Sustainable Communities and Climate Protection Act of 2008)

Signed into law on September 30, 2008, SB 375 provided a process to coordinate land use planning, regional transportation plans, and funding priorities to help California meet the GHG reduction goals established by AB 32. SB 375 requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, aligns planning for transportation and housing, and creates specified incentives for the implementation of the strategies.

AB 1493 (Pavley Regulations and Fuel Efficiency Standards)

AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by the U.S. EPA's denial of an implementation waiver. The U.S. EPA subsequently granted the requested waiver in 2009, which was upheld by the U.S. District Court for the District of Columbia in 2011. The regulations establish one set of emission standards for model years 2009–2016 and a second set of emissions standards for model years 2017 to 2025. By 2025, when all rules will be fully implemented, new automobiles will emit 34 percent fewer CO_2e emissions and 75 percent fewer smog-forming emissions.

SB 1368 (Emission Performance Standards)

SB 1368 is the companion bill of AB 32, which directs the California Public Utilities Commission (CPUC) to adopt a performance standard for GHG emissions for the future power purchases of California utilities. SB 1368 limits carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than 5 years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. The new law effectively prevents California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. The CPUC adopted the regulations required by SB 1368 on August 29, 2007. The regulations implementing SB 1368 establish a standard for baseload generation owned by, or under long-term contract to publicly owned utilities, for 1,100 pounds of CO_2 per megawatt-hour.

SB 1078, SB 107, and SBX1-2 (Renewable Electricity Standards)

SB 1078 (2002) required California to generate 20 percent of its electricity from renewable energy by 2017. SB 107 (2006) changed the due date to 2010 instead of 2017. On November 17, 2008, then-Governor Arnold Schwarzenegger signed Executive Order S-14-08, which established a Renewable Portfolio Standard target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Executive Order S-21-09 also directed CARB to adopt a regulation by July 31, 2010, requiring the State's load serving entities to meet a 33 percent renewable energy target by 2020. CARB approved the Renewable Electricity Standard on September 23, 2010, by Resolution 10-23. SBX1-2, which codified the 33 percent by 2020 goal.

SB 350 (Clean Energy and Pollution Reduction Act of 2015)

Signed into law on October 7, 2015, SB 350 implemented the goals of Executive Order B-30-15. The objectives of SB 350 are to increase the procurement of electricity from renewable sources from 33 percent to 50 percent (with interim targets of 40% by 2024 and 25% by 2027) and to double the energy efficiency savings in electricity and natural gas end uses of retail customers through energy efficiency and conservation. SB 350 also reorganized the Independent System Operator to develop more regional electricity transmission markets and improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

AB 398 (Market-Based Compliance Mechanisms)

Signed on July 25, 2017, AB 398 extended the duration of the Cap-and-Trade program from 2020 to 2030. AB 398 required CARB to update the Scoping Plan and for all GHG rules and regulations adopted by the State. It also designated CARB as the statewide regulatory body responsible for ensuring that California meets its statewide carbon pollution reduction targets, while retaining local air districts' responsibility and authority to curb toxic air contaminants (TACs) and criteria pollutants from local sources that severely impact public health. AB 398 also decreased free carbon allowances over 40 percent by 2030 and prioritized Cap-and-Trade spending to various programs including reducing diesel emissions in impacted communities.

SB 150 (Regional Transportation Plans)

Signed on October 10, 2017, SB 150 aligns local and regional GHG reduction targets with State targets (i.e., 40% below 1990 levels by 2030). SB 150 creates a process to include communities in discussions on how to monitor their regions' progress on meeting these goals. The bill also requires the CARB to regularly report on that progress, as well as on the successes and the challenges regions experience associated with

achieving their targets. SB 150 provides for accounting of climate change efforts and GHG reductions and identify effective reduction strategies.

SB 100 (California Renewables Portfolio Standard Program: Emissions of Greenhouse Gases)

Signed into law in September 2018, SB 100 increased California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

AB 1346 (Air Pollution: Small Off-Road Engines)

Signed into law in October 2021, AB 1346 required CARB to adopt cost-effective and technologically feasible regulations to prohibit engine exhaust and evaporative emissions from new small off-road engines, consistent with federal law, by July 1, 2022. The bill required CARB to identify and, to the extent feasible, make available funding for commercial rebates or similar incentive funding as part of any updates to existing applicable funding program guidelines to local air pollution control districts and air quality management districts to implement to support the transition to zero-emission small off-road equipment operations.

AB 1279 (The California Climate Crisis Act)

AB 1279 establishes the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045; to maintain net negative GHG emissions thereafter; and to ensure that by 2045 statewide anthropogenic GHG emissions are reduced by at least 85 percent below 1990 levels. The bill requires CARB to ensure that Scoping Plan updates identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable CO_2 removal solutions and carbon capture, utilization, and storage technologies.

SB 1020 (100 Percent Clean Electric Grid)

Signed on September 16, 2022, SB 1020 provides additional goals for the path to the 2045 goal of 100 percent clean electricity retail sales. It creates a target of 90 percent clean electricity retail sales by 2035 and 95 percent clean electricity retail sales by 2040.

SB 905 (Carbon Sequestration Program)

Signed on September 16, 2022, SB 905 establishes regulatory framework and policies that involve carbon removal, carbon capture, utilization, and sequestration. It also prohibits the injection of concentrated carbon dioxide fluid into a Class II injection well for the purpose of enhanced oil recovery.

AB 1757 (Nature-Based Solutions)

Signed on September 16, 2022, AB 1757 requires state agencies to develop a range of targets for natural carbon sequestration and nature-based climate solutions that reduce GHG emissions to meet the 2030, 2038, and 2045 goals which would be integrated into a scoping plan addressing natural and working lands.

Executive Orders Related to GHG Emissions

California's Executive Branch has taken several actions to reduce GHGs using executive orders. Although not regulatory, they set the tone for the State and guide the actions of State agencies. They are not legally enforceable for local governments or the private sector.

Executive Order S-3-05. Executive Order S-3-05 was issued on June 1, 2005, which established the following GHG emissions reduction targets:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be a mid-term target.

Executive Order S-01-07. Issued on January 18, 2007, Executive Order S 01-07 mandated that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. The executive order established a Low Carbon Fuel Standard and directed the Secretary for Environmental Protection to coordinate the actions of the California Energy Commission (CEC), CARB, the University of California, and other agencies to develop and propose protocols for measuring the "life-cycle carbon intensity" of transportation fuels. CARB adopted the Low Carbon Fuel Standard on April 23, 2009.

Executive Order S-13-08. Issued on November 14, 2008, Executive Order S-13-08 facilitated the California Natural Resources Agency development of the 2009 California Climate Adaptation Strategy. Objectives include analyzing risks of climate change in California, identifying, and exploring strategies to adapt to climate change, and specifying a direction for future research.

Executive Order S-14-08. Issued on November 17, 2008, Executive Order S-14-08 expands the State's Renewable Energy Standard to 33 percent renewable power by 2020. Additionally, Executive Order S-21-09 (signed on September 15, 2009) directs CARB to adopt regulations requiring 33 percent of electricity sold in the State come from renewable energy by 2020. CARB adopted the Renewable Electricity Standard on September 23, 2010, which requires 33 percent renewable energy by 2020 for most publicly owned electricity retailers.

Executive Order S-21-09. Issued on July 17, 2009, Executive Order S-21-09 directs CARB to adopt regulations to increase California's RPS to 33 percent by 2020. This builds upon SB 1078 (2002), which established the California RPS program, requiring 20 percent renewable energy by 2017, and SB 107 (2006), which advanced the 20 percent deadline to 2010, a goal which was expanded to 33 percent by 2020 in the 2005 Energy Action Plan II.

Executive Order B-30-15. Issued on April 29, 2015, Executive Order B-30-15 established a California GHG reduction target of 40 percent below 1990 levels by 2030 and directs CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of $MMTCO_2e$. The 2030 target acts as an interim goal on the way to achieving reductions of 80 percent below 1990 levels by 2050, a goal set by Executive Order S-3-05. The executive order also requires the State's climate adaptation plan to be updated every three years and for the State to continue its climate change research program, among other provisions. With the enactment of SB 32 in 2016, the Legislature codified the goal of reducing GHG emissions by 2030 to 40 percent below 1990 levels.

Executive Order B-55-18. Issued on September 10, 2018, Executive Order B-55-18 establishes a goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter. This goal is in addition to the existing statewide targets of reducing GHG emissions. The executive order requires CARB to work with relevant state agencies to develop a framework for implementing this goal. It also requires CARB to update the Scoping Plan to identify and

recommend measures to achieve carbon neutrality. The executive order also requires state agencies to develop sequestration targets in the Natural and Working Lands Climate Change Implementation Plan.

Executive Order N-79-20. Signed in September 2020, Executive Order N-79-20 establishes as a goal that where feasible, all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035. The executive order sets a similar goal requiring that all medium and heavy-duty vehicles will be zero-emission by 2045 where feasible. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment "requiring increasing volumes" of new zero emission vehicles (ZEVs) "towards the target of 100 percent." The executive order directs the California Environmental Protection Agency (CalGEM), the California Geologic Energy Management Division, and the California Natural Resources Agency to transition and repurpose oil production facilities with a goal toward meeting carbon neutrality by 2045. Executive Order N-79-20 builds upon the CARB Advanced Clean Trucks regulation, which was adopted by CARB in July 2020.

California Regulations and Building Codes

California has a long history of adopting regulations to improve energy efficiency in new and remodeled buildings. These regulations have kept California's energy consumption relatively flat even with rapid population growth.

Title 20 Appliance Efficiency Regulations. The appliance efficiency regulations (California Code of Regulations (CCR) Title 20, Sections 1601-1608) include standards for new appliances. Twenty-three categories of appliances are included in the scope of these regulations. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

Title 24 Building Energy Efficiency Standards. California's Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6) was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The CEC adopted the 2022 Energy Code on August 11, 2021, which was subsequently approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2022 Title 24 standards will result in less energy use, thereby reducing air pollutant emissions associated with energy consumption across California. For example, the 2022 Title 24 standards require efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, and strengthen ventilation standards.

Title 24 California Green Building Standards Code. The California Green Building Standards Code (CCR Title 24, Part 11) commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code went into effect on January 1, 2023 (2022 CALGreen). The 2022 CALGreen standards continue to

improve upon the existing standards for new construction of, and additions and alterations to, residential and nonresidential buildings.

Regional and Local Regulations

South Coast Air Quality Management District Rule 2305 (Warehouse Indirect Source Rule)

Rule 2305 was adopted by the South Coast Air Quality Management District (SCAQMD) Governing Board on May 7, 2021, to reduce NO_X and particulate matter emissions associated with warehouses and mobile sources attracted to warehouses. Rule 2305 would also reduce GHG emissions. This rule applies to all existing and proposed warehouses over 100,000 square feet located in the SCAQMD. Rule 2305 requires warehouse operators to track annual vehicle miles traveled associated with truck trips to and from the warehouse. These trip miles are used to calculate a warehouse's Warehouse Actions and Investments to Reduce Emissions (WAIRE) Points Compliance Obligation. WAIRE Points are earned based on emission reduction measures and warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. Reduction strategies listed in the WAIRE menu include acquire zero emission (ZE) or near zero emission (NZE) trucks; require ZE/NZE truck visits; require ZE yard trucks; install on-site ZE charging/fueling infrastructure; install on-site energy systems; and install filtration systems in residences, schools, and other buildings in the adjacent community. Warehouse operators that do not earn a sufficient number of WAIRE points to satisfy the WAIRE Points Compliance Obligation would be required to pay a mitigation fee. Funds from the mitigation fee will be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby.

South Coast Air Quality Management District Thresholds

The SCAQMD formed a GHG California Environmental Quality Act (CEQA) Significance Threshold Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. This working group was formed to assist SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research, CARB, the Attorney General's Office, a variety of city and county planning departments in the SCAB, various utilities such as sanitation and power companies throughout the SCAB, industry groups, and environmental and professional organizations. The Working Group has proposed a tiered approach to evaluating GHG emissions for development projects where SCAQMD is not the lead agency, wherein projects are evaluated sequentially through a series of "tiers" to determine whether the project is likely to result in a potentially significant impact due to GHG emissions.

With the tiered approach, a project is compared against the requirements of each tier sequentially and would not result in a significant impact if it complies with any tier. Tier 1 excludes projects that are specifically exempt from SB 97 from resulting in a significant impact. Tier 2 excludes projects that are consistent with a GHG reduction plan that has a certified final CEQA document and complies with AB 32 GHG reduction goals. Tier 3 excludes projects with annual emissions lower than a screening threshold. The SCAQMD has adopted a threshold of 10,000 metric tons of CO_2e ($MTCO_2e$) per year for industrial projects and a 3,000 $MTCO_2e$ threshold was proposed for non-industrial projects but has not been adopted. During Working Group Meeting #7 it was explained that this threshold was derived using a 90 percent capture rate of a large sampling of industrial facilities. During Meeting #8, the Working Group defined industrial uses as production, manufacturing, and fabrication activities or storage and distribution (e.g., warehouse, transfer facility, etc.). The Working Group indicated that the 10,000 $MTCO_2e$ per year threshold applies to both emissions from construction and operational phases plus indirect emissions

(electricity, water use, etc.). The SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact.

Tier 4 consists of three options. Under the Tier 4 first option, SCAQMD initially outlined that a project would be excluded if design features and/or mitigation measures resulted in emissions 30 percent lower than business as usual emissions. However, the Working Group did not provide a recommendation for this approach. The Working Group folded the Tier 4 second option into the third option. Under the Tier 4 third option, a project would be excluded if it was below an efficiency-based threshold of 4.8 $MTCO_2e$ per service population per year. Tier 5 would exclude projects that implement off-site mitigation (GHG reduction projects) or purchase offsets to reduce GHG emission impacts to less than the proposed screening level.

Tier 3 Screening Thresholds

When the tiered approach is applied to a proposed project and the project is found not to comply with Tier 1 or Tier 2, a project's emissions are compared against a screening threshold, as described above, for Tier 3. The screening threshold formally adopted by SCAQMD is an "interim" screening threshold for stationary source industrial projects where the SCAQMD is the lead agency under CEQA. The threshold was termed "interim" because the SCAQMD anticipated that CARB would adopt a statewide significance threshold that would inform and provide guidance to SCAQMD in its adoption of a final threshold. However, no statewide threshold was ever adopted and the interim threshold remains in effect.

For projects for which SCAQMD is not the lead agency, no screening thresholds have been formally adopted. However, the SCAQMD Working Group recommended a threshold of 10,000 $MTCO_2e$/year for industrial projects and 3,000 $MTCO_2e$/year for residential and commercial projects. SCAQMD determined that these thresholds would "capture" 90 percent of GHG emissions from these sectors, "capture" meaning that 90 percent of total emissions from all new projects would be subject to some type of CEQA analysis (i.e., found potentially significant).[8]

Southern California Association of Governments

On April 4, 2024, SCAG's Regional Council adopted the *2024-2050 Regional Transportation Plan/Sustainable Communities Strategy* [RTP/SCS] or Connect SoCal. The RTP/SCS charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. The strategy was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The RTP/SCS is a long-range vision plan that balances future mobility and housing needs with economic, environmental, and public health goals. The SCAG region strives toward sustainability through integrated land use and transportation planning. The SCAG region must achieve specific federal air quality standards and is required by state law to lower regional GHG emissions.

[8] SCAQMD, *"Staff Report: Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans,"* December 5, 2008, Attachment E: "Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold," October 2008, page 3-2.

Rialto General Plan

General Plan Chapter 2, *Managing Our Land Supply*, identifies goals related to greenhouse gas emissions in the City. The following includes General Plan goals and policies that have been adopted by the City for the purpose of avoiding or mitigating an environmental effect and are applicable to the proposed Project.[9]

Goal 2-31	**Incorporate green building and other sustainable building practices into development projects.**
Policy 2.31.1	Explore and adopt the use of green building standards and Leadership in Energy and Environmental Design (LEED) or similar in both private and public projects.
Policy 2-31.2	Promote sustainable building practices that go beyond the requirements of Title 24 of the California Administrative Code, and encourage energy-efficient design elements, as appropriate.
Policy 2-31.3	Support sustainable building practices that integrate building materials and methods that promote environmental quality, economic vitality, and social benefit through the design, construction, and operation of the built environment.
Goal 2-32	**Conserve energy resources.**
Policy 2-32.1	Require the incorporation of energy conservation features into the design of all new construction and site development activities.
Goal 2-35	**Achieve waste recycling levels that meet or exceed State mandates. Achieve maximum waste recycling in all sectors of the community: residential, commercial, industrial, institutional, and construction.**
Policy 2-35.2	Utilize source reduction, recycling, and other appropriate measures to reduce the amount of solid waste generated in Rialto that is disposed of in landfills.
Goal 2-36	**Reduce air pollution emissions from both mobile and stationary sources in the City.**
Policy 2-36.2	Require that new development projects incorporate design features that encourage ridesharing, transit use, park and ride facilities, and bicycle and pedestrian circulation.
Policy 2-36.3	Establish a balanced land use pattern and facilitate developments that provide jobs for City residents in order to reduce vehicle trips citywide.
Goal 2-39	**Mitigate against climate change.**
Policy 2-39.1	Consult with State agencies, SCAG, and the San Bernardino Associated Governments (SANBAG) to implement AB32 and SB375 by utilizing incentives to facilitate infill and transit-oriented development.
Policy 2-39.3	Provide enhanced bicycling and walking infrastructure, and support public transit, including public bus service, the Metrolink, and the potential for Bus Rapid Transit (BRT).

[9] City of Rialto. 2010, as amended. *The City of Rialto General Plan*. Retrieved from: https://www.rialtoca.gov/DocumentCenter/View/4457/2023-Land-Use-Element?bidId=. Accessed August 13, 2024.

Rialto Airport Specific Plan

The Rialto Airport Specific Plan was adopted by the City in November 1997. The Rialto Municipal Airport ceased operations in 2014 and the former airport property and many of the properties adjacent to the Rialto Municipal Airport that were suited to accommodate development were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. Although the Rialto Municipal Airport is no longer operational, the Rialto Airport Specific Plan serves as the zoning ordinance for parcels that were not removed; these parcels are primarily northwest, west, and east of the former Rialto Municipal Airport. The Rialto Airport Specific Plan also provides a framework to guide future land use and development decisions in this area.

City of Rialto Climate Adaptation Plan[10]

The City of Rialto Climate Adaptation Plan outlines goals to reduce energy consumption and GHG emissions to become a more sustainable community. Goals include:

- Prevent truck routes from disproportionately impacting disadvantaged communities;
- Create a clean air checklist for new development of sensitive land uses;
- Increase use of low-emission and electric vehicles where feasible;
- Adopt building and maintenance standards that reflect the regional best practices in reducing urban heat island effect.

4.7.3 Existing Conditions

Certain gases in the earth's atmosphere classified as GHGs play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion is reflected toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. Because the earth has a much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

The primary GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. Examples of fluorinated gases include chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF6), and nitrogen trifluoride (NF_3); however, it is noted that these gases are not associated with typical land use development. Human-caused emissions of GHGs exceeding natural ambient concentrations are believed to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the Earth's climate, known as global climate change or global warming.

GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants (TACs), which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to

[10] City of Rialto. 2021. *Climate Adaptation Plan*. Retrieved from: https://www.rialtoca.gov/DocumentCenter/View/2248/Final-Rialto-Climate-Adaptation-Plan. Accessed August 13, 2024.

several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of a GHG molecule is dependent on multiple variables and cannot be pinpointed, more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms of carbon sequestration. Of the total annual human-caused CO_2 emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO_2 emissions remains stored in the atmosphere.[11] **Table 4.7-1: Description of Greenhouse Gases** describes the primary GHGs attributed to global climate change, including their physical properties.

Table 4.7-1: Description of Greenhouse Gases

Greenhouse Gas	Description
Carbon Dioxide (CO_2)	CO_2 is a colorless, odorless gas that is emitted naturally and through human activities. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood. The largest source of CO_2 emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, and industrial facilities. The atmospheric lifetime of CO_2 is variable because it is readily exchanged in the atmosphere. CO_2 is the most widely emitted GHG and is the reference gas (Global Warming Potential of 1) for determining Global Warming Potentials for other GHGs.
Nitrous Oxide (N_2O)	N_2O is largely attributable to agricultural practices and soil management. Primary human-related sources of N_2O include agricultural soil management, sewage treatment, combustion of fossil fuels, and adipic and nitric acid production. N_2O is produced from biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N_2O is approximately 120 years. The Global Warming Potential of N_2O is 298.
Methane (CH_4)	CH_4, a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. Methane is the major component of natural gas, about 87 percent by volume. Human-related sources include fossil fuel production, animal husbandry, rice cultivation, biomass burning, and waste management. Natural sources of CH_4 include wetlands, gas hydrates, termites, oceans, freshwater bodies, non-wetland soils, and wildfires. The atmospheric lifetime of CH_4 is about 12 years and the Global Warming Potential is 25.
Hydrofluorocarbons (HFCs)	HFCs are typically used as refrigerants for both stationary refrigeration and mobile air conditioning. The use of HFCs for cooling and foam blowing is increasing, as the continued phase out of CFCs and HCFCs gains momentum. The 100-year Global Warming Potential of HFCs range from 124 for HFC-152 to 14,800 for HFC-23.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Two main sources of PFCs are primary aluminum production and semiconductor manufacturing. Global Warming Potentials range from 6,500 to 9,200.
Chlorofluorocarbons (CFCs)	CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. They are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). CFCs were synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. The Montreal Protocol on Substances that Deplete the Ozone Layer prohibited their production in 1987. Global Warming Potentials for CFCs range from 3,800 to 14,400.
Sulfur Hexafluoride (SF_6)	SF_6 is an inorganic, odorless, colorless, and nontoxic, nonflammable gas. It has a lifetime of 3,200 years. This gas is manmade and used for insulation in electric power transmission equipment, in

[11] Intergovernmental Panel on Climate Change, *Carbon and Other Biogeochemical Cycles. In: Climate Change 2013: The Physical Science Basis*, *Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, 2013. http://www.climatechange2013.org/ images/report/WG1AR5_ALL_FINAL.pdf.

Table 4.7-1: Description of Greenhouse Gases

Greenhouse Gas	Description
	the magnesium industry, in semiconductor manufacturing, and as a tracer gas. The Global Warming Potential of SF_6 is 23,900.
Hydrochlorofluoro-carbons (HCFCs)	HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, HCFCs are subject to a consumption cap and gradual phase out. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The 100-year Global Warming Potentials of HCFCs range from 90 for HCFC-123 to 1,800 for HCFC-142b.
Nitrogen Trifluoride (NF_3)	NF_3 was added to Health and Safety Code section 38505(g)(7) as a GHG of concern. This gas is used in electronics manufacturing for semiconductors and liquid crystal displays. It has a high global warming potential of 17,200.

Source: Compiled from U.S. EPA, *Overview of Greenhouse Gases*, (https://www.epa.gov/ghgemissions/overview-greenhouse-gases), 2018; U.S. EPA, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2016*, 2018; Intergovernmental Panel on Climate Change, *Climate Change 2007: The Physical Science Basis*, 2007; National Research Council, Advancing the Science of Climate Change, 2010; U.S. EPA, *Methane and Nitrous Oxide Emission from Natural Sources*, April 2010.

4.7.4 Methodology

Global climate change is, by definition, a cumulative impact of GHG emissions. Therefore, there is no project-level analysis. The baseline against which to compare potential impacts of the Project includes the natural and anthropogenic drivers of global climate change, including world-wide GHG emissions from human activities which almost doubled between 1970 and 2010 from approximately 27 gigatonnes (Gt) of CO_2/year to nearly 49 $GtCO_2$/year.[12] As such, the geographic extent of climate change and GHG emissions cumulative impact discussion is worldwide.

The Project's construction and operational emissions were calculated using the California Emissions Estimator Model version 2022.1 (CalEEMod). For construction, CalEEMod calculates emissions from off-road equipment usage and on-road vehicle travel associated with haul, delivery, and construction worker trips. GHG emissions during construction were forecasted based on the proposed construction schedule and applying the mobile-source and fugitive dust emissions factors derived from CalEEMod. The Project's construction-related GHG emissions would be generated from off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. The Project's construction is anticipated to occur over a duration of approximately 15 months, beginning in 2025.

The Project's operational GHG emissions would be generated by vehicular traffic including passenger automobiles and trucks, off-road equipment, area sources (e.g., landscaping maintenance, consumer products), electrical generation, water supply and wastewater treatment, and solid waste. These emissions categories are discussed further in **Appendix B**.

4.7.5 Thresholds of Significance

The following significance criteria for GHG impacts were derived from the Environmental Checklist in CEQA Guidelines Appendix G. The proposed Project would result in a significant impact related to GHG if it would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or

[12] Intergovernmental Panel on Climate Change, *Climate Change 2014 Mitigation of Climate Change Working Group III Contribution to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, 2014.

- Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Addressing GHG emissions generation impacts requires an agency to determine what constitutes a significant impact. The amendments to the CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is left to determine whether a project's GHG emissions will have a "significant" impact on the environment. The guidelines direct that agencies are to use "careful judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" a project's GHG emissions.[13]

GHG Thresholds

On December 5, 2008, the SCAQMD Governing Board adopted a 10,000 $MTCO_2e$ industrial threshold for projects where the SCAQMD is lead agency. During the GHG CEQA Significance Threshold Working Group Meeting #15, the SCAQMD noted that it was considering extending the industrial GHG significance threshold for use by all lead agencies. This Working Group was formed to assist SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research, CARB, the Attorney General's Office, a variety of city and county planning departments in the SCAB, various utilities such as sanitation and power companies throughout the SCAB, industry groups, and environmental and professional organizations. However, the SCAQMD has not announced when staff is expecting to present GHG thresholds for land use projects where the SCAQMD is not the lead agency to the governing board. During Meeting #8, the Working Group defined industrial uses as production, manufacturing, and fabrication activities or storage and distribution (e.g., warehouse, transfer facility, etc.). Additionally, the SCAQMD GHG Significance Threshold Stakeholder Working Group has specified that a warehouse is considered to be an industrial project.[14] Further, the Working Group indicated that the 10,000 $MTCO_2e$ per year threshold applies to both emissions from construction and operational phases plus indirect emissions (electricity, water use, etc.).

Although the screening threshold for industrial projects is 10,000 $MTCO_2e$ per year, this analysis conservatively uses 3,000 $MTCO_2e$ per year as the Project GHG threshold.

4.7.6 Project Impacts and Mitigation

Threshold 4.7-1:	**Would the Project generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment?**
	Level of Significance: Significant and Unavoidable Impact. Emissions would be reduced but would remain significant and unavoidable with the incorporation of MM AQ-2 through MM AQ-5 and MM GHG-1 through MM GHG-4.

Short-Term Construction Greenhouse Gas Emissions

The Project would result in direct emissions of CO_2, N_2O, and CH_4 from construction equipment and the transport of materials and construction workers to and from the project site. The GHG emissions only occur during temporary construction activities and would cease once construction is complete. The total

[13] 14 California Code of Regulations, Section 15064.4a

[14] South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #8*, 2009.

GHG emissions generated during the construction of the Project are shown in **Table 4.7-2: Construction-Related Greenhouse Gas Emissions**.

Table 4.7-2: Construction-Related Greenhouse Gas Emissions

Category	$MTCO_2e$
Construction Year 1	480
Construction Year 2	835
Total Construction Emissions	1,315
30-Year Amortized Construction Emissions	**44**

Source: CalEEMod version 2022.1. Refer to **Appendix B** for model outputs.

As shown, the Project would result in the generation of approximately 1,315 $MTCO_2e$ throughout the course of construction. Construction GHG emissions are typically summed and amortized over a 30-year period and then added to the operational emissions.[15] The Project's amortized construction emissions would be 44 $MTCO_2e$ per year. Once construction is complete, the generation of these GHG emissions would cease.

It is also noted that in response to the increase in warehouse development in California, the State of California Department of Justice issued a memorandum in March 2021, entitled *Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act* (Memorandum). The Memorandum encourages warehouse projects to implement certain best practices, one of which is that construction equipment not in use for more than three minutes be turned off.

Long-Term Operational Greenhouse Gas Emissions

Operational or long-term emissions occur over the life of the Project. GHG emissions would result from direct emissions such as project-generated vehicular traffic including passenger automobiles and trucks, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to, and wastewater from the Project, the emissions associated with solid waste generated from the Project, and any fugitive refrigerants from air conditioning or refrigerators. GHG emissions associated with the Project are summarized in **Table 4.7-3: Project Greenhouse Gas Emissions**.

Table 4.7-3 shows that the Project's unmitigated emissions would be approximately 11,596 $MTCO_2e$ annually from operations with amortized construction. Therefore, project-related GHG emissions would exceed the 3,000 $MTCO_2e$ per year threshold. It should be noted that the majority of the unmitigated GHG emissions (82%) are associated with non-construction related mobile sources. Emissions of motor vehicles are controlled by State and federal standards, and neither the Project Applicant nor the City has control over these standards.

[15] The amortization period of 30 years is based on the standard assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13,* August 26, 2009).

Table 4.7-3: Project Greenhouse Gas Emissions

Emissions Source	$MTCO_2e$ per Year	
	Unmitigated	Mitigated
Area and Indirect Sources		
Construction Amortized Over 30 Years	44	44
Area Source[1]	14	0
Energy – Electricity[2]	229	5
Energy – Natural Gas[3]	674	0
Off-road – Yard Trucks[4]	111	35
Off-Road – Forklifts[4]	354	112
Emergency Backup Generator	8	8
Waste[5]	196	49
Water and Wastewater[6]	467	421
Mobile Sources		
Trucks	8,029	8,029
Passenger Cars[7]	1,469	1,469
Total	***11,596***	***10,172***
Threshold	*3,000*	*3,000*
Exceeds Threshold?	**Yes**	**Yes**

1. Mitigation Measure (MM) AQ-3 requires 100 percent electric landscaping equipment, which would reduce area source emissions.
2. MM GHG-1 requires renewable energy to offset energy emissions and MM GHG-2 requires buildings to meet or exceed CALGreen Tier 2 standards.
3. MM AQ-2 requires the Project to use all-electric appliances, and end uses instead of natural gas, as well as prohibits installation of natural gas utility lines or connections (refer to **Section 4.2: Air Quality**).
4. MM AQ-5 requires outdoor cargo handling equipment to be zero emissions or alternatively fueled (refer to **Section 4.2: Air Quality**).
5. MM GHG-3 requires the Project to divert 75 percent of waste from landfills.
6. MM GHG-4 requires to implement a Water Use Efficiency and Conservation Plan.
7. MM AQ-4 requires the implementation of a Transportation Demand Management (TDM) program to reduce single-occupant vehicle trips and encourage public transit (refer to **Section 4.2: Air Quality**). However, emission reductions associated with MM AQ-4 were conservatively not included in this table.

Source: CalEEMod version 2022.1. Refer to **Appendix B** for model outputs.

Section 4.2: Air Quality discusses numerous mitigation measures (MM) that would also reduce GHG emissions. For example, MM AQ-2 through MM AQ-5 have been identified to reduce operational emissions. MM AQ-2 requires the Project to use all-electric appliances, and end uses instead of natural gas, as well as prohibits installation of natural gas utility lines or connections. MM AQ-3 requires landscape equipment to be 100 percent electric. MM AQ-4 requires the implementation of a Transportation Demand Management (TDM) program to reduce single-occupant vehicle trips and encourage public transit. MM AQ-5 requires outdoor cargo handling equipment to be zero emissions or alternatively fueled.

Further, the Project would implement MMs GHG-1 through GHG-4. MM GHG-1 requires renewable energy to offset energy emissions. MM GHG-2 requires the Project to meet or exceed CALGreen Tier 2 standards to further improve energy efficiency. MM GHG-3 requires the Project to divert 75 percent of waste from landfills. MM GHG-4 requires the Project to implement a Water Use Efficiency and Conservation Plan.

Table 4.7-3 shows that implementation of these mitigation measures would reduce GHG emissions to 10,172 $MTCO_2e$. As previously noted, the majority of the Project's GHG emissions are generated by mobile emissions. The TDM program required by MM AQ-4 would reduce GHG emissions from commuting.

Additional mitigation to reduce the Project's mobile emissions is not feasible due to the limited ability of the City to address emissions resulting from mobile sources and/or emissions generated by cars and trucks outside of the City's jurisdictional limits. As with all land use projects, the Project's mobile and transportation related GHG emissions are a function of two parameters: emissions control technology and vehicle miles traveled (VMT).

CARB is directly responsible for regulating mobile and transportation source emissions in the State. Regarding the first parameter, California addresses emissions control technology through a variety of legislation and regulatory schemes, including the State's Low Carbon Fuel Standard (Executive Order S-01-07) (LCFS), a regulatory program designed to encourage the use of cleaner low-carbon transportation fuels in California, encourage the production of those fuels, and therefore, reduce GHG emissions and decrease petroleum dependence in the transportation sector. The regulatory standards are expressed in terms of the "carbon intensity" of gasoline and diesel fuel and their substitutes. Different types of fuels are evaluated to determine their "life cycle emissions" which include the emissions associated with producing, transporting, and using the fuels. Each fuel is then given a carbon intensity score and compared against a declining carbon intensity benchmark for each year. Providers of transportation fuels must demonstrate that the mix of fuels they supply for use in California meets these declining benchmarks for each annual compliance period.

In 2018, CARB approved amendments to the LCFS, which strengthened the carbon intensity benchmarks through 2030 to ensure they are in-line with California's 2030 GHG emission reduction target enacted through SB 32. CARB is also implementing additional transportation sector regulations such as Advanced Clean Cars II, Advanced Clean Trucks, and Advanced Clean Fleets.[16] This ensures that the transportation sector is meeting its obligations to achieve California's GHG reduction targets. The Project would be required to comply with these regulations through vehicle manufacturer compliance. The State is also implementing legislation and regulations to address the second parameter affecting transportation related GHG emissions by controlling for VMT. Examples of this include SB 375, which links land use and transportation funding and provides one incentive for regions to achieve reductions in VMT, and SB 743, which discourages VMT increases for passenger car trips above a region-specific benchmark.

Additional mitigation to further reduce the Project's non-mobile emissions would be speculative. The Project's mitigation measures address non-mobile emissions to the extent possible, by designing the warehouse building to provide environmental design features, incorporating energy and water conservation measures, and providing electrical, heating, ventilation, lighting, and power systems that meet or exceed CALGreen Standards. The State is addressing the remaining energy-related GHG emissions through SB 100 and SB 1020, which require 100 percent clean electricity retail sales by 2045. Additionally, SB 905 requires the State to use carbon removal, carbon capture, utilization, and sequestration technologies and AB 1757 requires nature-based sequestration in natural working lands.

It should be noted that the Project would be required to comply with SCAQMD Rule 2305 which would directly reduce emissions or to otherwise facilitate emissions reductions. Alternatively, warehouse operators can choose to pay a mitigation fee. Funds from the mitigation fee will be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby. Although Rule 2305

[16] On January 13, 2025, California withdrew its request for federal approval of the Advanced Clean Fleets and is evaluating next steps. CARB will not enforce portions of the regulation requiring federal authorization, such as those affecting high-priority and drayage fleets. However, State and local government fleet requirements remain unchanged. (Source: California Air Resources Board, *ACF Waiver Update*, Retrieved from: https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets. Accessed February 2025.)

focuses on air quality pollutant emissions, the rule would facilitate cleaner vehicles and supporting infrastructure that would also result in GHG benefits.

Warehouse owners and operators are required to earn WAIRE Points each year. WAIRE points are a menu-based system earned by emission reduction measures. Warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. WAIRE points can be earned by completing actions from a menu that can include acquiring and using natural gas, Near-Zero Emissions and/or Zero-Emissions on-road trucks, zero-emission cargo handling equipment, solar panels or zero-emission charging and fueling infrastructure, or other options. Conservatively, this analysis and the GHG emissions results presented in **Table 4.7-3** do not take credit for these potential reductions. Compliance with Rule 2305 would likely reduce emissions below what is currently analyzed.

As shown in **Table 4.7-3**, mitigated GHG emissions would exceed the 3,000 $MTCO_2e$ per year threshold despite implementation of all feasible mitigation. Therefore, project-related GHG emissions would be significant and unavoidable.

Threshold 4.7-2:	**Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**
	Level of Significance: Less than Significant with the incorporation of MM AQ-2 through MM AQ-5 and MM GHG-1 through MM GHG-4.

City of Rialto Climate Adaptation Plan Consistency

The Rialto Climate Adaptation Plan outlines goals to reduce energy consumption and GHG emissions to become a more sustainable community. The proposed Project would be required to comply with all building codes in effect at the time of construction which include energy conservation measures mandated by Title 24 of the California Building Standards Code – Energy Efficiency Standards and the California Green Building Standards. Because Title 24 standards require energy conservation features in new construction (e.g., high-efficiency lighting, high-efficiency heating, ventilating, and air-conditioning [HVAC] systems, thermal insulation, double-glazed windows, water-conserving plumbing fixtures), these standards indirectly regulate and reduce GHG emissions. California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The most recent 2022 standards went into effect January 1, 2023.

Further, the Project would comply with the City's General Plan policies and State Building Code provisions designed to reduce GHG emissions. The proposed Project would also comply with all SCAQMD applicable rules and regulations during construction and operation and would not interfere with the State's AB 32 goals.

Consistency with SCAG RTP/SCS (Connect SoCal)

On April 4, 2024, SCAG's Regional Council adopted the *2024 - 2050 Regional Transportation Plan/ Sustainable Communities Strategy* (RTP/SCS) or Connect SoCal. The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in the counties of Imperial, Los Angeles, Orange, Riverside, San

Bernardino, and Ventura. Under SB 375, SCAG's RTP/SCS establishes GHG emissions goals to reduce GHG emissions in the region by eight percent from 2005 levels by 2020 and 19 percent by 2035.[17]

Implementation of the RTP/SCS would add 181,200 new miles of transit revenue service, 4,000 new miles of bike lanes and 869 new miles to the Regional Express Lane Network. Strategic investments in infrastructure and transportation would improve access to employment centers and stimulate regional economic growth and opportunity in historically underserved areas. Connect SoCal is an important planning document for the region, allowing public agencies to implement transportation projects in a coordinated manner while qualifying for federal and State funding. Connect SoCal also supports local jurisdictions in making informed land use planning and housing development decisions.

The RTP/SCS plans account for operations and maintenance costs to ensure reliability, longevity, and cost effectiveness. The RTP/SCS are also supported by a combination of transportation and land use strategies that help the region achieve state GHG emissions reduction goals and FCAA requirements, increased housing production, improved equity and resilience, the preservation of natural lands, improvement of public health, increased transportation safety, support for the region's vital goods movement industries and more efficient use of resources. GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore project comparison to the RTP/SCS is an appropriate indicator of whether the project would inhibit the post-2020 GHG reduction goals promulgated by the state. The Project's consistency with the Connect SoCal goals is provided in **Table 4.7-4: Connect SoCal Consistency**.

Compliance with applicable State standards would ensure consistency with State and regional GHG reduction planning efforts. The goals stated in the RTP/SCS were used to determine consistency with the planning efforts previously stated. As shown in **Table 4.7-4**, the Project would be consistent with the stated goals of the RTP/SCS. Therefore, the Project would not result in any significant impacts or interfere with SCAG's ability to achieve the region's GHG emission reduction target of 19 percent by the year 2035 or the post-2020 mobile source GHG reduction targets.

[17] California Air Resources Board, *SB 375 Regional Targets*, https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/sb-375-regional-targets, accessed August 2025.

Table 4.7-4: Connect SoCal Consistency	
SCAG Goals	**Compliance**
Mobility: Build and maintain an integrated multimodal transportation network.	
Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions	**N/A**. This is not a project-specific policy and is therefore not applicable.
Ensure that reliable, accessible, affordable, and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities	**N/A**. This is not a project-specific policy and is therefore not applicable.
Support planning for people of all ages, abilities, and backgrounds	**N/A**. This is not a project-specific policy and is therefore not applicable.
Communities: Develop, connect, and sustain communities that are livable and thriving	
Create human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances	**Consistent**. The project site is located in an urban area in proximity to existing community services. Additionally, the site is located near existing transit routes (i.e., OmniTrans route along Locust Avenue) and access to Interstate 210 (I-210).
Produce and preserve diverse housing types in an effort to improve affordability, accessibility, and opportunities for all households	**N/A**. The Project does not propose residential uses.
Environment: Create a healthy region for the people of today and tomorrow	
Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions, such as climate change	**Consistent**. As discussed in **Section 4.2: Air Quality**, the Project would not exceed SCAQMD's regional or localized thresholds. Based on the Friant Ranch decision, projects that do not exceed the SCAQMD's localized significance thresholds (LSTs) would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and result in no criteria pollutant health impacts. Additionally, the Project's Health Risk Assessment determined potential health risks associated with Toxic Air Contaminants resulting from implementation of the proposed Project would be less than significant. As discussed under Impact 4.7-1 in this section of the EIR, the Project would require all feasible mitigation to reduce GHG emissions. In addition to MM AQ-2 through MM AQ-5, discussed further in **Section 4.2: Air Quality**, the Project would implement MM GHG-1 through MM GHG-4. MM GHG-1 requires the renewable energy to offset energy emissions. MM GHG-2 requires the Project to meet or exceed CALGreen Tier 2 standards to further improve energy efficiency. MM GHG-3 requires the Project to divert 75 percent of waste from landfills. MM GHG-4 requires to implement a Water Use Efficiency and Conservation Plan. Therefore, the Project would not result in health impacts and would implement all feasible mitigation to reduce GHG emissions.
Integrate the region's development pattern and transportation network to improve air quality,	**Consistent**. While the Project is not a transportation improvement Project, the project site is located in a developed area and would reduce truck trip lengths, which

Table 4.7-4: Connect SoCal Consistency	
SCAG Goals	**Compliance**
reduce greenhouse gas emissions and enable more sustainable use of energy and water	would reduce GHG and air quality emissions. Additionally, the reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development are encouraged through the development of alternative transportation methods, green design techniques for buildings, and other energy-reducing techniques such as compliance with the provisions of the California Building Energy Efficiency Standards and the Green Building Standards Code (CALGreen).
Conserve the region's resources	**Consistent**. The project site is vacant and is not designated for agricultural uses, natural resources, or conservation. Therefore, Project development would not result in a loss of the region's resources.
Economy: Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all people in the region	
Improve access to jobs and educational resources	**Consistent**. The Project proposes a warehouse development within an urban area with residential, retail, and institutional land uses. The Project could provide approximately 557 jobs[18], which would improve access to jobs opportunities.
Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities	**Consistent**. The Project includes a warehouse use that would support goods movement. As summarized above, the Project would result in less than significant air quality and health risk impacts.
N/A = Not Applicable Sources: 1. SCAG, Connect SoCal (2024 – 2050 Regional Transportation Plan/Sustainable Communities Strategy), 2024.	

Consistency with the 2022 CARB Scoping Plan

As previously noted, the 2022 Scoping Plan sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. The transportation, electricity, and industrial sectors are the largest GHG contributors in the State. The 2022 Scoping Plan plans to achieve the AB 1279 targets primarily through zero-emission transportation (e.g., electrifying cars, buses, trains, and trucks). Additional GHG reductions are achieved through decarbonizing the electricity and industrial sectors.

Statewide strategies to reduce GHG emissions in the latest 2022 Scoping Plan include implementing SB 100, which would achieve 100 percent clean electricity by 2045; achieving 100 percent zero emission vehicle sales in 2035 through Advanced Clean Cars II; and implementing the Advanced Clean Fleets[19] regulation to deploy zero-electric vehicle buses and trucks. Additional transportation policies include the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-

[18] Based on employee generation factor of 1 per 1,195 sf of warehouse use provided by Natelson Company, Inc's *Employment Density Study Summary Report Prepared for SCAG* (2001).

[19] On January 13, 2025, California withdrew its request for federal approval of the Advanced Clean Fleets and is evaluating next steps. CARB will not enforce portions of the regulation requiring federal authorization, such as those affecting high-priority and drayage fleets. However, State and local government fleet requirements remain unchanged. Source: California Air Resources Board, *ACF Waiver Update*, Retrieved from: https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets. Accessed February 2025.

Road Fleet Recognition Program, and Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation. The 2022 Scoping Plan would continue to implement SB 375. GHGs would be further reduced through the Cap-and-Trade Program carbon pricing and SB 905. SB 905 requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate carbon dioxide removal projects and technology.

As indicated in **Table 4.7-3,** approximately 93 percent of the Project's mitigated GHG emissions are from mobile sources which would be further reduced by the 2022 Scoping Plan measures described above. It should be noted that the City has no control over vehicle emission standards. However, these emissions would decline in the future due to Statewide measures discussed above, as well as cleaner technology and fleet turnover. Several of the State's plans and policies would contribute to a reduction in mobile source emissions from the Project. These include the following:

CARB's Advanced Clean Truck Regulation: Adopted in June 2020, CARB's Advanced Clean Truck Regulation requires truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8.

- **Executive Order N-79-20**: Executive Order N-79-20 establishes the goal for all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035 and all medium and heavy-duty vehicles will be zero-emission by 2045. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment "requiring increasing volumes" of new ZEVs "towards the target of 100 percent."
- **CARB's Mobile Source Strategy**: CARB's Mobile Source Strategy takes an integrated planning approach to identify the level of transition to cleaner mobile source technologies needed to achieve all of California's targets by increasing the adoption of ZEV buses and trucks.
- **CARB's Sustainable Freight Action Plan**: The Sustainable Freight Action Plan which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks. This Plan applies to all trucks accessing the Project site and may include existing trucks or new trucks that are part of the statewide goods movement sector.
- **CARB's Emissions Reduction Plan for Ports and Goods Movement**: CARB's Emissions Reduction Plan for Ports and Goods Movement identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories.

While these measures are not directly applicable to the Project, any commercial activity associated with goods movement would be required to comply with these measures as adopted. The Project would not obstruct or interfere with efforts to increase ZEVs or state efforts to improve system efficiency, nor conflict with the State's progress towards carbon neutrality under the 2022 Scoping Plan. The Project would also not convert any Natural and Working Lands and/or decrease the urban forest carbon stock in the State, which are areas of emphasis in the 2022 Scoping Plan.

In conclusion, the Project does not conflict with the applicable plans that are discussed above. Therefore, impacts would be less than significant with implementation of MM GHG-1 through MM GHG-4 and MM AQ-2 through MM AQ-5 (refer to **Section 4.2: Air Quality**).

4.7.7 Cumulative Impacts

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and TACs, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have much longer atmospheric lifetimes of one year to several thousand years that allow them to be dispersed around the globe.

It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. As discussed above, the Project-related GHG emissions would exceed the 3,000 $MTCO_2e$ threshold of significance despite implementation of MM GHG-1 through MM GHG-4 and MM AQ-2 through MM AQ-5 (refer to **Section 4.2: Air Quality**)**.** As such, the Project cumulatively contribute to a significant and unavoidable GHG impact.

4.7.8 Mitigation Program

Laws, Ordinances, and Regulations

Laws, Ordinances, and Regulations (LORs) are existing requirements that are based on local, State, or federal regulations or laws that are frequently required independently of CEQA review. Typical LORs include compliance with the provisions of the Building Code, SCAQMD Rules, etc. The City may impose additional conditions during the approval process, as appropriate. Because LORs are neither Project specific nor a result of development of the Project, they are not considered to be either Project Design Features or Mitigation Measures. However, they are included in the Mitigation Program to comprehensively identify Project requirements.

Please refer to LOR AQ-2 and LOR AQ-3 in **Section 4.2: Air Quality**, which requires diesel-powered construction equipment to be turned off when not in use and the installation of water efficient irrigation systems and devices, respectively.

LOR GHG-1 Limit idling time for commercial vehicles to no more than five minutes per Title 13 of the California Code of Regulations, Section 2485.

LOR GHG-2 In accordance with California Title 24 Standards, buildings will be designed to have 15 percent of the roof area “solar ready” that will structurally accommodate later installation of rooftop solar panels. If future building operators pursue providing rooftop solar panels, they will submit plans for solar panels prior to occupancy.

LOR GHG-3 Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping, according to the City’s Water Efficient Landscape requirements (Chapter 12.50 of the City’s Municipal Code).

LOR GHG-4 Design buildings to be water-efficient. Install water-efficient fixtures in accordance with Section 5.303 of the California Green Building Standards Code Part 11.

LOR GHG-5 Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1 of the California Green Building Standards Code Part 11.

LOR GHG-6 Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 5.410 of the California Green Building Standards Code Part 11.

LOR GHG-7 To facilitate future installation of electric vehicle supply equipment (EVSE), construction shall comply with Section 5.106.5.3 (nonresidential electric vehicle charging) of the California Green Building Standards Code Part 11.

Mitigation Measures

MMs AQ-2 through AQ-5 and the following measures are applicable to the Project.

MM GHG-1 **On-Site Renewable Electricity Generation.** Prior to the issuance of the final Certificate of Occupancy for the building tenant, documentation shall be provided to the City demonstrating that the Project has either: 1) installed solar photovoltaic (PV) panels or other source of renewable energy generation on the site, or 2) otherwise acquired energy from the local utility that has been generated by renewable sources, such that either option will provide 100 percent of the expected building load which is anticipated to be approximately 1.42 kilowatt hours per year [kWh/year] per square foot). Alternatively, the Project may achieve 100 percent of the building's expected energy load through a combination of on-site renewable energy generation and renewable energy purchase.

The final PV generation facility size requires approval by Southern California Edison (SCE). Should SCE limit the facility size, the amounts above shall be limited to the amount of SCE's approval. This mitigation measure applies only to tenant improvements and not the building shell approvals.

MM GHG-2 **CALGreen Tier 2.** Prior to the issuance of a building permit, the Project Applicant or successor in interest shall provide documentation to the City of Rialto Community Development Department, Building and Safety Division demonstrating that the Project is designed to meet or exceed 2022 CALGreen Tier 2 standards in effect at the time of building permit application.

MM GHG-3 **Solid Waste Diversion.** Prior to issuance of tenant occupancy permits, the Project operator shall designate a solid waste management coordinator and implement a waste management plan to recycle and/or salvage nonhazardous debris to achieve a minimum 75 percent diversion from landfills. The City of Rialto Community Development Department, Planning Division shall confirm that sales or lease agreements includes contractual language that obligates tenants, operators, or future owners to comply with the solid waste management plan. This mitigation measure applies only to tenant permits and not the building shell approvals.

MM GHG-4 **Water Use Efficiency and Conservation Plan.** The Project Applicant or designee shall implement a Water Use Efficiency and Conservation Plan that includes the following minimum requirements:

Indoor Conservation Features and Operations*:*

- **Install low-flow Fixtures**: Install low-flow toilets at 1.28 gallons per flush, faucets at 1.2 gallons per minute, showerheads at 1.8 gallons per minute, kitchen faucets at 1.8

gallons per minute. In common areas, install faucets at 0.5 gallon per minute and urinals at max of 0.25 gallon per minute/flush. (These fixtures use less water while maintaining efficient performance.)

- Install dual-flush toilets: These toilets offer two flush options: one for liquid waste less than 1 gallon per minute and another for solid waste at 1.28 gallons per minute. (This allows the appropriate use of water for flushing needs.)
- Use water-efficient appliances: The Project Applicant or designee shall install energy-efficient and water-saving appliances with the ENERGY STAR label only.
- Good housekeeping and regular maintenance: The Project Applicant or designee shall regularly check and maintain plumbing fixtures, irrigation systems, and appliances to ensure they are functioning efficiently and not wasting water.

Outdoor Conservation Features and Operations:

- **Install only "Smart Irrigation Systems" for community landscaping**: The Project Applicant or designee shall use smart sprinkler systems that adjust watering schedules based on weather conditions, soil moisture, and plant needs to avoid over or wasteful watering. The Project Applicant or designee shall also incorporate seasonal specific controls to ensure watering occurs during the most efficient times of day.
- **Adjustable Water Pressure Regulator**: The Project Applicant or designee shall install pressure regulators to maintain optimal water pressure, preventing overuse and leaks.
- **Drought-tolerant landscaping**: The Project Applicant or designee shall include native and drought-tolerant vegetation that requires less water to thrive and is known to survive in the City of Rialto. The Project Applicant or designee shall replace drought-tolerant landscaping if it dies through enforceable Project CC&Rs and/or tenant lease agreements.

4.7.9 Level of Significance After Mitigation

Project implementation would result in significant unavoidable GHG emissions. No additional feasible mitigation measures are available that can reduce impacts to a less than significant level.

4.7.10 References

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4.8 HAZARDS AND HAZARDOUS MATERIALS

4.8.1 Introduction

This section of the EIR describes the potential hazards (other than geologic, flood, and wildfire hazards) associated with the project site, infrastructure, activities, and materials that could impact human health and the environment. The analysis in this section is based on the Phase I Environmental Site Assessment (ESA) and Phase II ESA prepared by Hazard Management Consulting, Inc. dated July 2023, which are included respectively as **Appendix G1 and Appendix G2** of this EIR.

4.8.2 Regulatory Setting

Federal Regulations

Disaster Mitigation Act of 2000

The Disaster Mitigation Act of 2000 is a United States federal law that aims to reduce the impact of disasters on communities and promote preparedness. It focuses on several key areas, including hazard mitigation planning, grants for mitigation projects, and the establishment of a National Mitigation Framework. The act encourages local communities to develop and implement hazard mitigation plans to identify and reduce risks. It also provides funding for projects that aim to mitigate the effects of disasters, such as flood control measures or building retrofits. Additionally, the act establishes the National Mitigation Framework, which serves as a guide for federal agencies and stakeholders to coordinate and collaborate on mitigation efforts.

Federal Emergency Management Act

The Federal Emergency Management Act establishes and outlines the responsibilities and authorities of the Federal Emergency Management Agency (FEMA). The act aims to coordinate and support the nation's preparedness, response, recovery, and mitigation efforts for all types of disasters, including natural disasters and emergencies caused by terrorism. FEMA is tasked with providing assistance and resources to state, local, tribal, and territorial governments, as well as to individuals and communities affected by disasters. The act also authorizes FEMA to administer various programs, such as the National Flood Insurance Program and the Hazard Mitigation Assistance Program, which provide funding and support for disaster preparedness and mitigation initiatives. Additionally, the act establishes the National Incident Management Assistance Teams to assist with coordination during large-scale incidents and authorizes the president to declare a major disaster or emergency, enabling the release of federal resources and assistance to affected areas.

Toxic Substances Control Act/Resource Conservation and Recovery Act/Hazardous and Solid Waste Act

The federal Toxic Substances Control Act of 1976 and Resource Conservation and Recovery Act (RCRA) established a program administered by the U.S. Environmental Protection Agency (U.S. EPA) for the regulation of the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA was amended in 1984 by the Hazardous and Solid Waste Act, which affirmed and extended the “cradle to grave” system of regulating hazardous wastes.

Underground Storage Tanks (USTs) are regulated under Subtitle I of RCRA and its regulations, which established construction standards for UST installations installed after December 22, 1988, as well as

standards for upgrading existing USTs and associated piping. Since 1998, all non-conforming tanks were required to be either upgraded or closed.

Comprehensive Environmental Response, Compensation, and Liability Act/Superfund Amendments and Reauthorization Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, was enacted by Congress on December 11, 1980. This law (U.S. Code Title 42, Chapter 103) provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA establishes requirements concerning closed and abandoned hazardous waste sites; provides for liability of persons responsible for releases of hazardous waste at these sites; and establishes a trust fund to provide for cleanup when no responsible party can be identified. CERCLA also enables the revision of the National Contingency Plan (NCP). The NCP (Title 40, Code of Federal Regulation [CFR], Part 300) provides the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, and/or contaminants. The NCP also established the National Priorities List. CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986.

Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) and the National Priorities List

The U.S. EPA also maintains the Comprehensive Environmental Response Compensation (CERCLIS) and Liability Information System list. This list contains sites that are either proposed to be or on the National Priorities List (NPL), as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The NPL is a list of the worst hazardous waste sites that have been identified by Superfund. There are no NPL sites on the project site.

Emergency Planning and Community Right-to-Know Act

The federal Emergency Planning and Community Right-To-Know Act (EPCRA) was enacted to inform communities and residents of chemical hazards in their area. Businesses are required to report the locations and quantities of chemicals stored on-site to both State and local agencies. EPCRA requires the U.S. EPA to maintain and publish a digital database list of toxic chemical releases and other waste management activities reported by certain industry groups and federal facilities. This database, known as the Toxic Release Inventory, gives the community more power to hold companies accountable for their chemical management.

Hazardous Materials Transportation Act

The U.S. Department of Transportation (DOT) receives authority to regulate the transportation of hazardous materials from the Hazardous Materials Transportation Act (HMTA), as amended and codified (49 U.S.C. § 5101 et seq.). The DOT is the primary regulatory authority for the interstate transport of hazardous materials and establishes regulations for safe handling procedures (i.e., packaging, marking, labeling and routing).

The Pipeline and Hazardous Material Safety Administration was delegated the responsibility to prepare the hazardous material regulations, which are contained in Title 49 of the Code of Federal Regulations (CFR) Parts 100-180. Title 49 of the CFR, which contains the regulations set forth by the HMTA, specifies requirements and regulations with respect to the transport of hazardous materials. It required that every

employee who transports hazardous materials receive training to recognize and identify hazardous materials and become familiar with hazardous material requirements. under the HMTA, the Secretary of Transportation "may authorize any officer employee, or agent to enter upon, inspect, and examine, at reasonable times and in a reasonable manner, the records and properties of persons to the extent such records and properties related to (1) the manufacture, fabrication, marking, maintenance, reconditioning, repair, testing, or distribution of packages or containers for use by any "persons" in the transportation of hazardous materials in commerce; or (2) the transportation or shipment by any "person" of hazardous materials in commerce."

Clean Water Act/ Spill Prevention, Control and Countermeasure (SPCC) Rule

The Clean Water Act (CWA) (33 U.S.C. § 1251 et seq.) was enacted with the intent of restoring and maintaining the chemical, physical, and biological integrity of the waters of the United States. The CWA requires states to set standards to protect, maintain, and restore water quality through the regulation of point source and certain non-point source discharges to surface water. Those discharges are regulated by the National Pollutant Discharge Elimination System (NPDES) permit process (CWA Section 402). In California, NPDES permitting authority is delegated to, and administered by, the nine Regional Water Quality Control Boards (RWQCBs). The project site is within the jurisdiction of the Santa Ana RWQCB.

Section 402 of the CWA authorizes the California State Water Resources Control Board (SWRCB) to issue NPDES General Construction Storm Water Permit (Water Quality Order 99-08-DWQ), referred to as the "General Construction Permit."

Construction activities can comply with and be covered under the General Construction Permit provided that they:

- Develop and implement a Storm Water Pollution Prevention Plan (SWPPP) which specifies Best Management Practices (BMPs) that will prevent all construction pollutants from contacting stormwater and with the intent of keeping all products of erosion from moving off-site into receiving waters;
- Eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the nation; and
- Perform inspections of all Best Management Practices (BMPs).

NPDES regulations are administered by the RWQCB. Projects that disturb one or more acres are required to obtain NPDES coverage under the Construction General Permits.

Occupational Safety and Health Administration (OSHA)

Congress passed the Occupational and Safety Health Act (OSHA) to ensure worker and workplace safety. Their goal was to make sure employers provide their workers with a place of employment free from recognized hazards to safety and health, such as exposure to toxic chemicals, excessive noise levels, mechanical dangers, heat or cold stress, or unsanitary conditions. To establish standards for workplace health and safety, OSHA also created the National Institute for Occupational Safety and Health as the research institution for OSHA. The Administration is a division of the U.S. Department of Labor that oversees the administration of OSHA and enforces standards in all states. OSHA standards are listed in Title 29 CFR Part 1910.

OSHA's Hazardous Waste Operations and Emergency Response Standard applies to five groups of employers and their employees. This includes any employees who are exposed or potentially exposed to hazardous substances (including hazardous waste) and who are engaged in clean-up operations; corrective actions; voluntary clean-up operations; operations involving hazardous wastes treatment, storage, and disposal facilities; and emergency response operations.

State Regulations

California Code of Regulations, Title 17, Section 35000 et seq.

Title 17, Section 35000 et seq. of the California Code of Regulations (CCR) specifically addresses lead-based paint activities. This regulation sets standards and requirements for individuals and firms engaged in various lead-based paint activities, including inspection, risk assessment, abatement, and clearance testing.

The regulation outlines the qualifications and certification requirements for individuals conducting lead-based paint activities. It also establishes procedures for conducting inspections and risk assessments to identify lead hazards in buildings. Additionally, it provides guidelines for the safe and effective removal or containment of lead-based paint during abatement activities.

The regulation also specifies the requirements for clearance testing, which is conducted after lead-based paint abatement to ensure that the area is free from lead hazards. It outlines the sampling and analysis methods to be used during clearance testing and the acceptable clearance levels for different surfaces.

Furthermore, Title 17, Section 35000 et seq. of the CCR includes provisions related to record keeping, notification requirements, and enforcement mechanisms to ensure compliance with the regulations.

California Environmental Protection Agency

California Environmental Protection Agency (CalEPA) has jurisdiction over hazardous materials and wastes at the State level. DTSC is the department of CalEPA responsible for implementing and enforcing California's own hazardous waste laws, which are known collectively as the Hazardous Waste Control Law. Department of Toxic Substances Control (DTSC) regulates hazardous waste in California primarily under the authority of the federal and the California Health and Safety Code (primarily Division 20, Chapters 6.5 through 10.6, and Title 22, Division 4.5). Although similar to RCRA, the California Hazardous Waste Control Law and its associated regulations define hazardous waste more broadly and regulate a larger number of chemicals. Hazardous wastes regulated by California but not by the U.S. EPA are called "non-RCRA hazardous wastes." Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. Government Code Section 65962.5 (commonly referred to as the Cortese List) includes DTSC-listed hazardous waste facilities and sites, Department of Health Services lists contaminated drinking water wells, sites listed by the SWRCB as having UST leaks and have had a discharge of hazardous wastes or materials into the water or groundwater and lists from local regulatory agencies of sites that have had a known migration of hazardous waste/material.

DTSC directive enforcement is handled at the local level, in this case the San Bernardino County Department of Environmental Health (DEH). The RWQCB also has the authority to implement regulations regarding the management of soil and groundwater investigation.

CalFire Strategic Fire Plan 2024

California Department of Forestry and Fire Protection (CalFire) uses this plan to direct and guide its fire management activities for the State Responsibility Area throughout California. CalFire's mission is to serve and safeguard the people and protect the property and resources of California. CalFire responds to emergencies such as fires of all types, vehicle accidents, floods, earthquakes, hazardous material spills, and others within the State Responsibility Area. CalFire provides direction for fire prevention using fire resource assessments, a variety of available data, mapping and other tools. The plan emphasizes "pre-fire" management, which is a process to assess alternatives to protect assets from unacceptable risk of wildland fire damage and focus on those actions that can be taken in advance of a wildland fire to potentially reduce the severity of the fire and ensure safety. Pre-fire management activities include prescribed burning, fuel breaks, forest health treatments and removal of hazardous vegetation.

CalFire has mapped fire threat potential throughout California. It ranks fire threats based on the availability of fuel and the likelihood of an area burning (based on topography, fire history, and climate). The rankings include no fire threat, moderate, high, and very high fire threat.

California Fire Code

CCR, Title 24, also known as the California Building Standards Code, contains the California Fire Code (CFC), included as Title 24, Part 9. The CFC includes provisions and standards for emergency planning and preparedness, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution.

The CFC, Chapter 9 of Title 24 of the CCR, was created by the California Building Standards Commission based on the International Fire code and is updated every three years. The overall purpose of the CFC is to establish the minimum requirements to safeguard the public health, safety, and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises, and to provide safety and assistance to firefighters and emergency responders during emergency operations. Chapter 49 of the CFC contains minimum standards for development in the wildland–urban interface and fire hazard areas. The CFC also provides regulations and guidance for local agencies in the development and enforcement of fire safety standards.

California Water Code

The California Water Code is a collection of laws and regulations that govern the management and use of water resources within the State of California. It covers various aspects related to water rights, water quality, water supply, water conservation, and water infrastructure. The code outlines the responsibilities of state agencies, local governments, and water districts in managing and protecting California's water resources. Additionally, it addresses issues such as groundwater management, water pollution control, flood control, and water infrastructure development. The California Water Code plays a crucial role in ensuring the sustainable and efficient use of water in California.

Emergency Management Mutual Aid System

The Emergency Management Mutual Aid System (EMMAS) is a collaborative framework that enables jurisdictions and agencies to request and provide assistance during emergencies. It facilitates the sharing of resources, such as personnel, equipment, and expertise, to enhance the overall effectiveness of emergency response and recovery efforts. EMMAS operates through mutual aid agreements, promoting

interoperability, coordination, and a seamless integration of resources from different jurisdictions. Its main goal is to ensure a coordinated and efficient response to emergencies that surpass the capabilities of a single jurisdiction.

Hazardous Materials Release Response Plans and Inventory Act of 1985

The California Health and Safety Code, Division 20, Chapter 6.95, known as the Hazardous Materials Release Response Plans and Inventory Act or the Business Plan Act, requires businesses using hazardous materials to prepare a plan that describes their facilities, inventories, emergency response plans, and training programs. Businesses must submit this information to the County DEH. The Environmental Health Division verifies the information and provides it to agencies responsible for protection of public health and safety and the environment. Business Plans are required to include emergency response plans and procedures in the event of a reportable release or threatened release of a hazardous material, including, but not limited to, all of the following:

- Immediate notification to the administering agency and to the appropriate local emergency rescue personnel.
- Procedures for the mitigation of a release or threatened release to minimize any potential harm or damage to persons, property, or the environment.
- Evacuation plans and procedures, including immediate notice, for the business site.

Business Plans are also required to include training for all new employees, and annual training, including refresher courses, for all employees in safety procedures in the event of a release or threatened release of a hazardous material.

Hazardous Waste Control Act

The Hazardous Waste Control Act created the State hazardous waste management program, which is similar to but more stringent than the federal RCRA program. The act is implemented by regulations contained in CCR Title 26, which describes the following required aspects for the proper management of hazardous waste: identification and classification; generation and transportation; design and permitting of recycling, treatment, storage, and disposal facilities; treatment standards; operation of facilities and staff training; and closure of facilities and liability requirements. These regulations list more than 800 materials that may be hazardous and establish criteria for identifying, packaging, and disposing of such waste. Under the Hazardous Waste Control Act and Title 26, the generator of hazardous waste must complete a manifest that accompanies the waste from generator to transporter to the ultimate disposal location. Copies of the manifest must be filed with the DTSC.

Safe Drinking Water and Toxic Enforcement Act of 1986

The Safe Drinking Water and Toxic Enforcement Act of 1986, commonly referred to as Proposition 65, requires businesses to provide warnings to individuals about potential exposure to chemicals known to cause cancer, birth defects, or other reproductive harm. Proposition 65 mandates that businesses notify consumers if their products or environments contain any of the listed chemicals above certain threshold levels. The goal of Proposition 65 is to inform individuals about potential risks and allow them to make informed decisions regarding their exposure to these chemicals.

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

The Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program) required the administrative consolidation of six hazardous materials and waste programs (Program Elements) under one agency, a Certified Unified Program Agency (CUPA). The Program Elements consolidated under the Unified Program are Hazardous Waste Generator and On-site Hazardous Waste Treatment Programs ("Tiered Permitting"); Aboveground Petroleum Storage Tank SPCC; Hazardous Materials Release Response Plans and Inventory Program (a.k.a. Hazardous Materials Disclosure or "Community-Right-To-Know"); California Accidental Release Prevention Program (Cal ARP); UST Program; and Uniform Fire Code Plans and Inventory Requirements.

The Unified Program is intended to provide relief to businesses complying with the overlapping and sometimes conflicting requirements of formerly independently managed programs. The Unified Program is implemented at the local government level by CUPAs. Most CUPAs have been established as a function of a local environmental health or fire department. Some CUPAs have contractual agreements with another local agency, a participating agency, which implements one or more Program Elements in coordination with the CUPA. The project site is in San Bernardino County. (The CUPA designated for San Bernardino County is the Hazardous Materials Division of the San Bernardino County Fire Department.)

Department of Toxic Substance Control

The DTSC is a department of CalEPA and is the primary agency in California that regulates hazardous waste, cleans up existing contamination, and looks for ways to reduce the hazardous waste produced in California. DTSC regulates hazardous waste in California primarily under the authority of the federal RCRA and the California Health and Safety Code (primarily Division 20, Chapters 6.5 through 10.6, and Title 22, Division 4.5). Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. Government Code Section 65962.5 (commonly referred to as the Cortese List) includes DTSC-listed hazardous waste facilities and sites; Department of Health Services lists of contaminated drinking water wells; sites listed by the SWRCB as having UST leaks and have had a discharge of hazardous wastes or materials into the water or groundwater; and lists from local regulatory agencies of sites that have had a known migration of hazardous wastes and/or materials.

California Office of Emergency Services

To protect the public health and safety and the environment, the California Office of Emergency Services is responsible for establishing and managing statewide standards for business and area plans relating to the handling and release or threatened release of hazardous materials. Basic information on hazardous materials handled, used, stored, or disposed of (including location, type, quantity, and health risks) needs to be available to firefighters, public safety officers, and regulatory agencies. The information must be included in these institutions' business plans to prevent or mitigate the damage to the health and safety of persons and the environment from the release or threatened release of these materials into the workplace and environment.

These regulations are covered under Chapter 6.95 of the California Health and Safety Code Article 1 – Hazardous Materials Release Response and Inventory Program (§§ 25500 to 25520) and Article 2 – Hazardous Materials Management (§§ 25531 to 25543.3). CCR Title 19, Public Safety, Division 2, Office of Emergency Services, Chapter 4 – Hazardous Material Release Reporting, Inventory, and Response Plans,

Article 4 (Minimum Standards for Business Plans) establishes minimum statewide standards for Hazardous Materials Business Plans. These plans shall include the following: (1) a hazardous material inventory in accordance with Section 2729.2 to 2729.7; (2) emergency response plans and procedures in accordance with Section 2731; and (3) training program information in accordance with Section 2732. Business plans contain basic information on the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of in the State. Each business shall prepare a Hazardous Materials Business Plan (HMBP) if that business uses, handles, or stores a hazardous material or an extremely hazardous material in quantities greater than or equal to the following: 500 pounds of a solid substance, 55 gallons of a liquid, 200 cubic feet of compressed gas, a hazardous compressed gas in any amount, or hazardous waste in any quantity.

California Occupational Safety and Health Administration

The California Occupational Safety and Health Administration (Cal/OSHA) is the primary agency responsible for worker safety in the handling and use of chemicals in the workplace. Cal/OSHA standards are generally more stringent than federal regulations. The employer is required to monitor worker exposure to listed hazardous substances and notify workers of exposure (8 CCR §§ 337-340). The regulations specify requirements for employee training, availability of safety equipment, accident-prevention programs, and hazardous substance exposure warnings. In addition, Cal/OSHA regulates medical and/or infectious waste.

Division of Oil, Gas and Geothermal Resources Map

To evaluate the presence of oil or gas wells on-site and in the immediate site vicinity, maps available online at the California Department of Conservation, Geologic Energy Management Division (CalGEM) were reviewed. No abandoned/plugged oil/gas wells are located on the project site.

License to Transport Hazardous Materials – California Vehicle Code, Section 32000.5 et seq

In California, Section 31303 of the California Vehicle Code states that any hazardous material being moved from one location to another must use the route with the least travel time. This, in practice, means major roads and highways, although secondary roads are permitted to be used for local delivery. These policies are enforced by both the California Highway Patrol and the California Department of Transportation (Caltrans).

Tanner Act

The Tanner Act (AB 2948) was adopted in 1986 and governs the preparation of hazardous waste management plans and sites the location of hazardous waste facilities in the State of California. The Tanner Act also requires that each county adopts a Hazardous Waste Management Plan which needs to include provisions that define the planning process for waste management, the permit process for new or expanded facilities, and the appeal process to the State available for certain local decisions.

California Accidental Release Prevention (CalARP) Program

The California Accidental Release and Prevention (CalARP) program was implemented in 1997, and its purpose is to prevent accidental release of substances that can cause harm to the public and environment and minimize damage if releases do occur. CalARP requires facilities that handle, manufacture, use, or store any regulated substances above threshold quantities to submit a Risk Management Plan and proactively prevent and prepare for accidental releases. The Cal EPA oversees the implementation of

CalARP at the State level while CUPAs and/or participating agencies implement CalARP program at the local level.

Regional and Local Regulations

South Coast Air Quality Management District (SCAQMD)

The SCAQMD is the air pollution control agency for Orange County and the urban portions of San Bernardino, Los Angeles, and Riverside counties. The agency's primary responsibility is ensuring that State and federal ambient air quality standards are attained and maintained in the Southern California Air Basin (SCAB). The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, conducting public education campaigns, and many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

The following is a list of SCAQMD rules that are required of construction activities associated with the Project:

Rule 403 (Fugitive Dust) – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM_{10} suppression techniques are summarized below.

a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.

b) All on-site roads are paved as soon as feasible, watered regularly, or chemically stabilized.

c) All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.

d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.

e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down following the workday to remove soil from pavement.

Rule 1166 – This rule sets requirements to control the emission of volatile organic compounds (VOC) from excavating, grading, handling and treating VOC-contaminated soil as a result of leakage from storage or transfer operations, accidental spillage, or other deposition.

Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) – This rule sets requirements for limiting asbestos emissions building demolition and renovation activities.

Rialto General Plan

The Rialto General Plan (General Plan) Chapter 5, *Safety and Noise Element* identifies goals and policies related to hazards and hazardous materials. The following list includes General Plan goals and policies that

have been adopted by the City for the purpose of avoiding or mitigating an environmental effect and are applicable to the proposed Project.

Goal 5-1 **Continue to build the City's fire protection and prevention programs and requirements to minimize fire hazards.**

Policy 5-1.3 Require that all site plans, subdivision plans, and building plans be reviewed by the Fire Department to ensure compliance with appropriate fire regulations, such as California Fire Safe Regulations.

Goal 5-2 **Create a more flood-safe community through development standards and infrastructure improvements.**

Policy 5-2.4 Require the implementation of adequate erosion control measures for development projects to minimize sedimentation damage to drainage facilities.

Policy 5-2.6 Design new developments with water retention devices and permeable surfaces to minimize flooding of the surface drainage system by peak flows. Consult with water agencies and the San Bernardino County Flood Control District to consider the potential for larger-scale capture via diversion to large-scale spreading grounds or other options on a site-by-site basis.

Goal 5-5 **Minimize impacts to public health, safety, and welfare as a result of seismic and geologic hazards.**

Policy 5-5.2 Require all construction to be in conformance with the California Building Code (CBC), and to be consistent with the Municipal Code as it provides for earthquake resistant design, excavation, and grading.

Goal 5-8 **Ensure that first responders and the Emergency Operations Center (EOC) have adequate capacity to respond to hazard events.**

Policy 5-8.7 Require that development be phased in relation to the City's ability to provide an adequate level of fire protection, pursuant to the City standard of cover and fire department strategic plan.

Rialto Airport Specific Plan

The Rialto Airport Specific Plan was adopted by the City in November 1997. The Rialto Municipal Airport ceased operations in 2014 and the former airport property and many of the properties adjacent to the Rialto Municipal Airport that were suited to accommodate development were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. Although the Rialto Municipal Airport is no longer operational, the Rialto Airport Specific Plan serves as the zoning ordinance for parcels that were not removed; these parcels are primarily northwest, west, and east of the former Rialto Municipal Airport. The Rialto Airport Specific Plan also provides a framework to guide future land use and development decisions in this area. The Rialto Airport Specific Plan does not contain specific policies related to hazards that would currently be applicable to hazards because of the closure of the airport.

City of Rialto Standardized Emergency Management System (SEMS)/National Incident Management System (NIMS) Multi-Hazard Functional Plan (MHFP)

The City of Rialto (City) provides fire and emergency response services to residents and businesses in the City. The City has adopted the Standardized Emergency Management System (SEMS)/National Incident Management System (NIMS) Multi-Hazard Functional Plan (MHFP) to address the City's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies. The objective of the MHFP is to incorporate and coordinate all the facilities and personnel of the City into an efficient organization capable of responding to any emergency.

City of Rialto Fire Code

The California Fire Code sets forth requirements including those for building materials and methods pertaining to fire safety and life safety, fire protection systems in buildings, emergency access to buildings, and handling and storage of hazardous materials. The City adopted the California Fire Code with certain amendments, additions, and deletions, codified under Rialto Municipal Code (Municipal Code) Chapter 15.28.

4.8.3 Existing Conditions

Current Use

The project site is primarily vacant, with the exception of remnants of a World War II-era bunker structure and rail spurs in the southern portion of the project site and an underground transformer on the northwestern portion of the project site along Lowell Street. The project site is located within the Rialto Airport Specific Plan and zoned General Manufacturing (I-GM). There are no on-site operations.

Current Use of Adjacent Properties

The surrounding area is comprised primarily of industrial, warehouse, manufacturing and office uses with single-family residences east of Locust Avenue and the Mid-Valley Landfill to the west. **Table 4.8-1: Adjacent Properties**, lists the land uses adjacent to the project site.

Table 4.8-1: Adjacent Properties

Direction Relative to the Project Site	Description
North	Industrial land uses including concrete supplier, construction equipment service provider, pipe manufacturer, corporate office, recycling plant, and warehouse to the north of Lowell Street.
South	Industrial land uses including concrete mixing operation facility, warehouse, and truck container storage yards.
East	Industrial land uses including water damage restoration service provider, steel distributor and fabricator, storage yards, warehouses west of Locust Avenue. An undeveloped parcel and industrial land uses including towing service, warehouse, steel distributor, and a concrete contractor east of Locust Avenue.
West	Industrial land uses including a concrete supplier, Robertson's Ready Mix materials yards, and Mid-Valley Landfill west of Lake Padden Lane.

Source: See **Section 3.0: Project Description**, Table 3-1: On-Site and Surrounding Land Uses, General Plan, and Zoning.

Historical Use of Site

According to the Phase I ESA the project site was developed in the 1940s by the U.S. Army with rail spurs and a bunker for the storage and transportation of ammunition at the southern portion of the site. The project site was primarily used for weapons and ammunition storage until the 1960s when military operations within the project site ended. Since the 1960s, the site has been generally vacant; however, portions of the project site have been used for storage by various adjacent land uses. Off-site land uses have included other facilities involved in the manufacture of pyrotechnic products.

Phase I Environmental Site Assessment

A Phase I ESA was prepared by Hazard Management Consulting, Inc. in July 2023. This investigation included a site walk, review of regulatory databases, aerial photographs, City directories, Sanborn Maps, and topographic maps and review of records from the San Bernardino County Fire Protection District, SCAQMD, and City of Rialto (see **Appendix G1**).

The Phase I ESA found that the project site is located within the 160-acre area and the former bunker area of the larger Rockets, Fireworks, and Flares (RFF) Superfund site (formerly known as the B.F. Goodrich site). These areas were used for approximately 60 years by several facilities including the U.S. Army, defense contractors, fireworks manufacturers, and other facilities that used perchlorate salts and chlorinated solvents. These facilities have resulted in the release of perchlorates and volatile organic compounds (VOCs) to soil and groundwater, resulting in an approximately seven mile long groundwater plume that extends beneath the project site and to the southeast. It should be noted there has been no data obtained to suggest the site has contributed to any of these underlying conditions.

Database Review

The Phase I ESA database review considered the potential and likelihood of contamination from adjoining and nearby sites.

Goodrich Corporation: located on a 160-acre area around Locust Avenue, Rialto, CA (adjacent to the project site to the north). This facility was plotted at the project site in the Environmental Data Report (EDR) Radius research; however, the records were for the former BF Goodrich facility, which is part of the

RFF Superfund. As noted above, the site is located within the boundaries of the RFF Superfund site. From about 1957 to 1962, B.F. Goodrich Corporation conducted research, development, testing, and production of solid-fuel rocket propellant containing ammonium perchlorate and used solvents in the manufacturing process. Since the 1960s, the 160-acre area has been used by a number of companies that manufactured or sold pyrotechnics, including Pyrotronics, Pyro Spectaculars, and American Promotional Events. In 2002, the SWRCB began actively working with Potentially Responsible Parties and property owners to investigate soil and groundwater contamination at the B.F. Goodrich site and in surrounding areas. In September 2009, the U.S. EPA added the B.F. Goodrich site to the Superfund National Priorities List. Between 2003 and 2013, numerous investigations have been conducted to determine the extent of soil and groundwater contamination. The studies have included the collection and analysis of soil samples, the collection and analysis of soil gas samples, the installation of groundwater monitoring wells, and/or the collection and analysis of groundwater samples. The studies were overseen by the SWRCB, the U.S. EPA, and the DTSC. A second groundwater remedy was constructed between 2015 and 2021 to remove perchlorate from extracted groundwater; pipelines and pumps to convey the treated water from the treatment plant to the City of Rialto's water distribution system for use as drinking water supply; and a groundwater monitoring program. In January 2022, the U.S. EPA proposed a third groundwater cleanup remedy to address contaminated groundwater in the "mid-basin" area which has moved past downgradient of 160-acre area. Eleven multi-level groundwater monitoring wells were installed; testing is ongoing.

Rocket, Fireworks, and Flares (RFF) Site is located at 3196 Locust Avenue, directly adjacent to the north of the project site. This 160-acre area was formerly occupied by B.F. Goodrich, the U.S. Army, and other facilities. The project site is listed in the EDR radius search, SWRCB GeoTracker database for sites requiring cleanup, and DTSC Envirostor database for hazardous waste sites for perchlorate salts in their manufacturing processes; refer to the discussion of the Goodrich Company above for additional background information. Perchlorate releases from these facilities have impacted the regional groundwater basin known as the Eastern Plume. Some of the facilities have also been identified as a source of VOC releases that have affected soil and groundwater. Given that groundwater is found at depths greater than 400 feet below ground surface (bgs) in the vicinity of the project site, it is very unlikely that the VOC releases pose a potential vapor intrusion condition. As previously noted, the site is located within the boundaries of the RFF Superfund site and there has been no data obtained to suggest the site has contributed to these underlying conditions. The U.S. EPA and DTC have not required any investigations on the site itself.

Mid-Valley Sanitary Landfill is located at 2390 Alder Avenue approximately 96 feet south of the project site. The landfill totals 497 acres with approximately 222 acres used for waste disposal activities. The operations at this landfill resulted in perchlorate and VOC releases, including trichloroethylene (TCE), that have impacted groundwater. The resulting plume is referred to as the Western Plume which is separated from the Eastern Plume by a "low concentration trough." This facility is not considered a Recognized Environmental Condition (REC) due to the location in relation to the site as well as the depth and direction of groundwater.

General Environmental Concerns

Hazardous Substances and Petroleum Products Used or Stored at the Site. No hazardous substances or petroleum products were observed on the project site during the site reconnaissance.

Aboveground and Underground Hazardous Substance or Petroleum Product Storage Tanks (ASTs/USTs). Aboveground storage tanks (ASTs) and underground storage tanks (USTs) are used to store many kinds of products and substances that may be dangerous to humans and the environment such as petroleum fuel or pesticides. Given the lack of maintenance or abandonment, ASTs and USTs may release stored substances into the ground and affect both soil and underlying groundwater. No evidence of current or former ASTs or USTs was observed on the project site during the site reconnaissance.

Surface Releases. Surficial release involves the release of any substance onto the ground surface. These could occur from oil spills or leaking ASTs and can be identified visually by stained surfaces or soil testing. Surficial release was identified along Lowell Street during a previous soil investigation effort in 2009, and a soil remediation effort removed diesel-contaminated soil at the project site's northern center portion by Lowell Street. All contaminated soils were removed and properly disposed. No project site spills, stains, or other indications of surficial releases were observed during the May 30, 2023, site reconnaissance.

Asbestos-Containing Materials (ACM). Asbestos is a mineral fiber that was most commonly used prior to 1980 in various building construction materials (e.g., floor tiles, roofing materials, thermal system insulation, mastics) for insulation, strength, and fire-retardant purposes. Such materials may have been used in construction well into the 1980s and 1990s and, because of the possible storage of surplus materials/supplies, could still be used at present day construction sites. Some non-friable modern building materials, such as roofing felt, vinyl asbestos floor tile, ceiling tiles, and transited building materials still contain asbestos. Asbestos has also been used in manufactured items such as automobile brakes, heat-resistant fabrics, gaskets, and coatings. When repair, remodeling, or demolition activities damage or disturb ACM, microscopic fibers become airborne and can be inhaled into the lungs. The bunker and structure identified at the southern portion of the project site contained tar-like roofing compound which was suspected to contain ACM.

Lead Based Paint (LBP). Historically, lead was used as a pigment and drying agent in oil-based paint. In 1978, the federal government banned the consumer use of lead-containing paint.[1] As noted above, the project site contains an ammunitions bunker and brick and mortar structure which were constructed in the 1940s. Since these were built before 1978, these buildings may contain LBP on both interior and exterior architectural surfaces. Additionally, LBP may have been used in commercial/industrial buildings subsequent to 1978, as well as in residential structures (paint purchased prior to 1978 but stored and used in subsequent years).

Polychlorinated Biphenyls (PCBs). Examples of PCB-containing equipment include transformers, oil-filled switches, hoists, lifts, dock levelers, hydraulic elevators, etc. No potential PCB-containing equipment was observed on the project site during the site 2023 reconnaissance.

Radon. Radon is a colorless, odorless, naturally occurring, radioactive, inert, gaseous element formed by radioactive decay of radium (Ra) atoms. The U.S. EPA has prepared a map to assist national, State, and local organizations to target their resources and to implement radon-resistant building codes. Review of the U.S. EPA Map of Radon Zones indicated that the project site is located within Zone 2. Zone 2 has a moderate potential for radon levels between 2.0 and 4.0 picocuries per liter (pCi/L). Based upon the radon

[1] EPA. 2024. *Protect Your Family from Sources of Lead.* Retrieved from https://www.epa.gov/lead/protect-your-family-sources-lead#:~:text=In%201978%2C%20the%20federal%20government,is%20usually%20not%20a%20problem. Accessed August 12, 2024.

zone classification, radon is not considered to be a significant environmental concern for the project site. Therefore, radon sampling was not conducted as part of Phase I or Phase II ESA.

Recommendations

Phase I ESA identified a Historical Recognized Environmental Concern (HREC) associated with a soil remediation effort in 2009 for the removal of hydrocarbons. HRECs are previously identified RECs that have been properly addressed and therefore no longer a concern. Additionally, the following RECs were identified in the Phase I ESA:

- The project site's location within the 160-acre area and the former bunker area of the RFF Superfund Site
- Historical use of the site for the storage of munitions and one remaining bunker
- Unknown suspected uses of the site by adjoining pyrotechnic facilities

In response to the identified RECs, a Phase II ESA that includes the collection of soil vapor samples was recommended.

Phase II Environmental Site Assessment

The Phase II ESA was prepared by Hazard Management Consulting in July 2023. The purpose of the assessment was to collect soil and soil gas samples and assess whether concentrations of chemicals of potential concern warrant further action. The assessment included an unexploded ordnance (UXO) review, a geophysical survey, soil sampling and soil vapor sampling and evaluated whether significant releases of hazardous substances have occurred at the project site including VOCs, organochlorine pesticides, and percolate.

Unexploded Ordnances (UXOs) are explosives that are used but fail to function as intended (explode) while discarded military munitions (DMMs) are munitions that are abandoned or improperly disposed. The UXO review included evaluation of historical records, databases and aerial photographs from the ESA and concluded that:

- Explosive risks from fireworks or their components has been deemed as "Very Low" for the 40-acre project site.
- Explosive risks from military munitions has been deemed as "Very Low" for the 40-acre project site.

Due to the historical use of the project site and neighboring properties, a subsurface evaluation was prepared and included as part of the Phase II ESA. The subsurface evaluation included a focused survey to identify the potential for metals including UXOs to be present in the drill areas by using electromagnetic induction, magnetometry, ground penetrating radar, and utility locators with line tracing capabilities. Specifically, the high-resolution, high-sensitivity metal-detecting instruments are designed for the detection and characterization of UXOs. No pipes, conduits, utilities, or significant substructures were detected within a five-foot radius of any of the proposed boreholes and proposed infiltration points, and within a 10-foot radius of the proposed trench locations. The geophysical survey found small, isolated, and nondescript metallic anomalies on the project site.

Although no UXOs or DMMs were found during the survey, it is important to note that the focused survey was limited to portions of site due to significant shrubs and thick vegetation, as well as physical

obstructions (bunker, K-rails). Removal of all ground vegetation and physical obstructions would be required to complete a full survey of the project site. Therefore, a potential for UXOs and DMMs to exist on the project site remains and it was recommended that future development include the use of a UXO consultant when removing surficial features and during grading.

The soil sampling investigation activities were generally collected across the entire property including in areas with known RECs and did not identify any residual sources of chemical constituents. Project site soil samples did not identify a significant soil VOC, perchlorate, or pesticide concentration, and therefore determined the project site would not be a contributor to the Eastern Plume based on concentrations below regulatory screening levels. Soil vapor testing indicated that benzene, a type of VOC, was detected above regulatory screening levels. However, benzene detections were generally low at 33 micrograms/m3 and indicated that residual benzene source likely does not exist at the project site. Further, the levels of benzene observed in the soil vapor are commonly observed at commercial and industrial properties. The soil and soil vapor results do not provide evidence that a release of hazardous substances has occurred at the Site that would result in contamination of the underlying groundwater. The Phase II ESA concluded that the items previously identified as RECs (see Phase I discussion above) have been revised to "*de minimis*"[2] (of minimal environmental concern) conditions because they were not found to be a contributor to the plume that is the basis for the Superfund site designation.

As noted above, the Phase II ESA did recommend that a UXO specialist be available during removal of the remaining surficial features and soil disturbance out of an abundance of caution.

4.8.4 Methodology

In determining whether Project implementation would result in impacts concerning hazards or hazardous materials, this analysis considers the recommendations of CEQA Guidelines Appendix G as described below. The evaluation was based on a review of regulations and a determination of the applicability of the regulations within the Project area. The baseline conditions and impact analyses are based on review of Phase I ESA and Phase II ESA (**Appendix G1 and Appendix G2**), analysis of aerial and ground-level photographs, and review of various data available in public records, including local planning documents. The determination that the proposed Project will or will not result in a significant impact with respect to hazards and hazardous materials considers the type of development proposed and whether or not past or current uses on the site have the potential to pose a risk to the proposed Project. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, where warranted, to avoid or reduce the Project's potentially significant environmental impacts.

4.8.5 Thresholds of Significance

The following significance criteria for hazards and hazardous materials impacts were derived from the Environmental Checklist in CEQA Guidelines Appendix G. The proposed Project would result in a significant impact related to hazards or hazardous materials if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

[2] Per ASTM 1527-21, de minimis conditions are not considered RECs.

- 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.
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- 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, create a significant hazard to the public or the environment.
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

As addressed in **Section 5.1: Effects Found Not to be Significant**, the City has determined that the proposed Project would not have a significant impact on the following thresholds for the reasons stated below, and that no further analysis was required in the EIR:

- 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 or excessive noise for people residing or working in the project area?

There are no public airports or public use airports located within two miles of the project site. The closest airport is the San Bernardino International Airport, which is approximately 10 miles southeast of the project site. The Rialto Municipal Airport Final Comprehensive Plan (January 1991) is no longer applicable as the airport closed in 2014. The project site is not located within an area subject to an airport land use plan. Therefore, the Project would not result in an airport-related safety hazard or excessive noise for people residing or working in the project area. Therefore, no impact would occur and this threshold is not further addressed in the EIR.

- Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Fire Hazard Severity Zones (FHSZs) are mapped by the California Department of Forestry and Fire Protection (CAL FIRE) as set forth in Public Resources Code Sections 4201-4204 and Government Code Sections 51175-51189. FHSZs are categorized fire protection within a Federal Responsibility Area under the jurisdiction of a federal agency, a State Responsibility Area (SRA) under the jurisdiction of CAL FIRE, or within a Local Responsibility Area under the jurisdiction of a local agency. CAL FIRE is responsible for fire protection within SRAs. CAL FIRE defines an SRA as land that is not federally owned, not incorporated, does not exceed a housing density of three units per acre, contains wildland vegetation as opposed to agriculture or ornamentals, and has watershed value and/or has range/forage value (this effectively eliminates most desert lands). Where local fire protection agencies, such as the Rialto Fire Department, are responsible for wildfire protection, the land is classified as a Local Responsibility Area (LRA). The project site and its adjacent areas are classified as a Non-VHFHSZ (non-very high FHSZ). Therefore, no impact would occur and this threshold is not further addressed in this EIR section. Fire protection and associated resources are discussed in Section 4.13, Public Services.

4.8.6 Project Impacts and Mitigation

Threshold 4.8-1:	**Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**
	Level of Significance: Less than Significant Impact with the incorporation of HAZ MM-1.

Construction

The proposed Project would include the demolition of the ammunitions bunker and brick and mortar structure, which were constructed in the 1940s. Given the age of these structures, ACMs and LBP could be present. Demolition of structures could expose construction personnel to such materials unless proper precautions are taken to minimize exposure. The potential for release of ACMs and LBP during demolition would be considered a significant impact. Because exposure to such materials can result in adverse health effects in uncontrolled situations, regulations and guidelines pertaining to abatement of and protection from exposure to asbestos have been developed for demolition activities. Consistent with SCAQMD Rule 1403, MM HAZ-1 requires a pre-demolition survey to be conducted, and, if identified, ACMs and LBP would be removed and disposed of by qualified contractors in accordance with State regulations.

Project construction activities would involve the transport, use, and disposal of hazardous materials on and off of the project site which include fuels, paints, mechanical fluids, and solvents. However, hazardous materials would not be present in such a quantity or used in a manner that would pose a significant hazard to the public. Use and storage of these potentially hazardous materials would be temporary and would cease upon completion of project construction. Further, should a spill or other hazardous materials incident occur, construction staff would stop work and contact a qualified contractor that is well-versed in handling such a situation. All construction activities would be performed in compliance with the California OSHA Division of Occupational Safety and Health (Cal/OSHA) regulations. Therefore, due to the temporary nature of construction activities, with the implementation of MM HAZ-1 and compliance with applicable State and federal regulations, potential Project construction activities would be mitigated to a less than significant level.

Operations

The proposed Project would include a speculative warehouse. While the future tenants of the building are not currently known, the Project is not anticipated to involve the routine transportation, use, or disposal of hazardous material. The proposed Project would be expected to use limited hazardous materials and substances which would include cleaners, paints, solvents, and fertilizers and pesticides for site landscaping. Project operations would not create a significant impact through the transport, use, or disposal of hazardous materials since the facilities are required to comply with all applicable federal, State, and regional regulations which are intended to avoid impacts to the public and environment. These regulations of the U.S. EPA, the State Department of Health Services, and the SCAQMD ensure that hazardous materials/waste users, generators and transporters provide operational safety and measures to reduce threats to public health and safety. Therefore, given the insignificant amount of regularly transported hazardous materials and compliance with applicable State and federal regulations, Project operations would not create a significant impact through the transport, use, or disposal of hazardous materials. Impacts would be less than significant, and no mitigation would be required.

The routine transport, use, and disposal of hazardous materials can result in hazards to people and the environment, due to the potential for accidental release. Such hazards are typically associated with certain types of land uses, such as chemical manufacturing facilities, industrial processes, waste disposal, and hazardous material storage and distribution facilities. At full buildout, the Project would include one warehouse building and associated infrastructure improvements. This land use is not expected to use significant quantities of hazardous materials or to generate significant quantities of hazardous materials requiring transport. The routine transport, use, and disposal of these materials must adhere to federal, State, and local regulations for transport, handling, storage, and disposal of hazardous substances; such as the Hazardous Materials Transportation Act and Hazardous Materials Release Response Plans and Inventory Act, which address safe handling procedures and emergency response procedures in the event of an accidental release. Therefore, following compliance with applicable federal, State, and local regulations, Project operations would not result in a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant, and no mitigation would be required.

Threshold 4.8-2:	**Would the Project 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?**
	Level of Significance: Less than Significant Impact with incorporation of MM HAZ-2 through MM HAZ-4.

Construction

The Phase I ESA identified three RECs at the project site: the project site's location within the "160 Acre Area" and "Former Bunker Area" and off-site releases resulting in the Fireworks, Rockets, and Flares Superfund; the historical use of the site for munitions storage; and the unknown suspected use of the site by historic adjacent pyrotechnic facilities. See **Section 4.8.3, Existing Conditions** for additional information on identified RECs. The Phase II ESA included an unexploded ordnance (UXO) review, geophysical survey, soil sampling and soil vapor sampling and evaluated whether significant releases of hazardous substances have occurred at the project site including VOCs, organochlorine pesticides, and percolate.

As discussed above, a subsurface evaluation as part of the Phase II ESA included a focused survey, which did not identify the presence of UXOs or DMMs. However, because the survey could not evaluate the entire project site due to physical limitations, there is still a potential of on-site UXOs and DMMs. Therefore, the proposed Project would implement MM HAZ-2 which would involve a munitions monitor during grading to properly handle and dispose of any encountered UXOs and DMMs. Further, MM HAZ-3 would require the preparation of and compliance with a soil management plan. With implementation of MM HAZ-2 and MM HAZ-3, accident conditions involving the release of hazardous materials from project construction would be reduced to a less than significant level.

Soil sampling and soil vapor sampling indicated that benzene was detected at generally low levels at 33 micrograms/m^3 and indicated that a residual benzene source likely does not exist at the project site. Further, the levels of benzene observed in the soil vapor are commonly observed at commercial and industrial properties. Therefore, benzene in soil vapor does not pose a significant human health risk to indoor air via the vapor intrusion pathway. The Phase II ESA concluded that the soil and soil vapor results do not suggest that the release of hazardous substances has occurred at the project site that would result

in contamination to the underlying groundwater. Although benzene was identified at low levels, to ensure impacts would be less than significant the Project would implement MM HAZ-4 which outlines compliance with Rule 1166 for previously unidentified soil contamination protocol during Project construction. With the implementation of MM HAZ-4, accident conditions involving the release of hazardous materials from project construction would be reduced to a less than significant level.

The project site was not determined to be a contributor to the plume that is the basis for the RFF Superfund site designation. Based on these results, the items previously identified as RECs (see Phase I discussion above) have been revised to "*de minimis*"[3] (of minimal environmental concern) conditions because they do not present a threat to human health or the environment. Therefore, with the implementation of MM HAZ-2 through MM HAZ-4, Project construction impacts concerning accidental release of hazardous materials would be less than significant with mitigation.

Operations

The proposed Project would involve typical hazardous materials/chemicals associated with warehouse uses such as fuels, paints, mechanical fluids, cleaners, solvents, and fertilizers and pesticides for landscaping. However, the types and quantities of materials used and stored on site would not be of a significant quantity to create a reasonably foreseeable upset or accident. Additionally, any routine use, storage, and transport of hazardous materials during Project operations must adhere to federal, State, and local regulations for transport, handling, storage, and disposal of hazardous substances. Hazardous materials/chemicals such as fuels, cleaners, paints, solvents and fertilizers in low quantities do not pose a significant threat related to the release of hazardous materials into the environment. Therefore, Project operations would not result in the accidental release of hazardous materials. Operational impacts would be less than significant, and no mitigation is required.

Threshold 4.8-3:	**Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**
	Level of Significance: No Impact

The nearest schools to the project site are Wilmer Amina Carter High School (2630 Linden Avenue) located approximately 0.3-mile southeast of the project site and Kucera Middle School (2140 Buena Vista Drive), located approximately 0.6-mile north of the project site. Therefore, there are no schools within one-quarter mile of the project site. The Project is not anticipated to generate hazardous emissions or involve the handling of hazardous materials, substances, or waste in significant quantities that would have an impact to surrounding schools. The types of hazardous materials that would be routinely handled would be limited to fuels, paints, mechanical fluids, cleaners, solvents, and fertilizers and pesticides for site landscaping. The Project would be required to adhere to all applicable federal, State and regional regulations regarding handling, transport and disposal of hazardous materials. Therefore, the Project would not emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No impact would occur, and no mitigation is required.

[3] Per ASTM 1527-21, de minimis conditions are not considered RECs.

Threshold 4.8-4:	**Would the Project 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?**
	Level of Significance: Less than Significant Impact with incorporation of MM HAZ-2 through MM HAZ-4

California Government Code Section 65962.5 requires DTSC to compile a list of hazardous waste facilities that are subject to corrective action.[4] As previously addressed, the project site is located in the southern portion of the "160-Acre Area" and the "Former Bunker Area" of the RFF Superfund site, which was identified as a REC in the Phase I ESA prepared for the Project. Therefore, a Phase II ESA was conducted which included an unexploded ordnance (UXO) review, geophysical survey, soil sampling and soil vapor sampling and evaluated whether significant releases of hazardous substances have occurred at the project site including VOCs, organochlorine pesticides, and percolate. As previously discussed under Threshold 4.8-2, the Phase II ESA identified the potential presence of on-site UXOs and DMMs. Therefore, the proposed Project would implement MM HAZ-2 which would require a munitions monitor and MM HAZ-3 which would require a soil management plan. Additionally, the Phase II ESA concluded that the soil and soil vapor results do not suggest that release of hazardous substances has occurred at the project site that would result in contamination to the underlying groundwater. Although benzene was identified at low levels and would not pose a human health risk, the Project would implement MM HAZ-4 which outlines compliance with Rule 1166 for previously unidentified soil contamination protocol during Project construction. Overall, the Phase II ESA determined that the project site would not be a contributor to the plume that is the basis for the RFF Superfund site designation as conditions do not present a threat to human health or environment. Therefore, although the project site is located within the RFF Superfund site, based on the Phase II ESA findings and compliance with MM HAZ-2 through MM HAZ-4, Project implementation of the Project would not create a significant hazard to the public or the environment and impacts would be reduced to a less than significant level.

Threshold 4.8-5:	**Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**
	Level of Significance: Less than Significant Impact

The City has adopted the City of Rialto SEMS/NIMS Multi-Hazard Functional Plan (MHFP),[5] which provides comprehensive policy and guidance for emergency and response operations to natural and manmade hazards. Emergency access to the project site and adjacent streets (i.e., Lowell Street and Locust Avenue) would be maintained during Project construction in compliance with Municipal Code Section 11.04.090(B), which requires all streets to maintain adequate access for emergency vehicles during Project construction per Standard Specifications for Public Works Construction “Green Book” Section 600 et.al. Project operations would also maintain adequate emergency vehicle access. Therefore, the Project would not impair implementation of or physically interfere with an adopted emergency response plan, or

[4] California, State of, Department of Toxic Substances Control, *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List).* Retrieved from https://dtsc.ca.gov/dtscs-cortese-list/. Accessed August 12, 2024.

[5] City of Rialto. ND. *SEMS/NIMS Multi-hazard Functional Plan (MHFP)*. SECTION I. Accessed August 12, 2024.

an emergency evacuation plan and impacts would be less than significant, and no mitigation would be required.

4.8.7 Cumulative Impacts

Impacts associated with hazardous materials are often site-specific and localized. The EIR evaluates potential environmental concerns in connection with the project site and surrounding area. The database reviews the findings of various governmental database searches regarding properties with known or suspected releases of hazardous materials or petroleum hydrocarbons within a search radius of up to one mile from the site and serves as the basis for defining the cumulative impacts study area.

Although some of the cumulative projects and other future projects associated with community buildout also have potential impacts associated with hazardous materials, the environmental concerns associated with hazardous materials are typically site-specific excluding the RFF Superfund. Concerning the RFF Superfund, the Project would not disturb the underlying affected groundwater plume as the Project is not anticipated to excavate to a depth of 400 feet below ground surface and, therefore, would not modify or expose the existing Eastern Plume.

Each project is required to address any issues related to hazardous materials or wastes. Cumulative development projects would be required to assess potential hazardous materials impacts on the development site prior to grading. The Project and other cumulative projects would be required to comply with laws and regulations governing hazardous materials and hazardous wastes used and generated as described previously. Projects must adhere to applicable regulations for the use, transport, and disposal of hazardous materials and implement mitigation in compliance with federal, State, and local regulations to protect against site contamination by hazardous materials. Compliance with all applicable federal, State, and local regulations related to hazardous materials would ensure that the routine transport, use, or disposal of hazardous materials would not result in adverse impacts. Additionally, site-specific investigations would be conducted at sites where contaminated soils or groundwater could occur to minimize the exposure of workers and the public to hazardous substances.

Upon compliance with applicable federal, State, and local regulations governing hazardous materials, and implementation of MM HAZ-1, MM HAZ-2, MM HAZ-3, and MM HAZ-4, the potential risks associated with hazardous wastes would be reduced to a level of less than significant. The incremental effects of the proposed Project related to hazards and hazardous materials are anticipated to be minimal, and any effects would be site-specific. Therefore, the Project would not result in incremental effects to hazards with respect to hazardous materials that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. Therefore, with inclusion of the above referenced mitigation measures, the Project would not result in cumulatively considerable impact to or from hazards or hazardous materials.

4.8.8 Mitigation Program

Standard Conditions

No standard conditions are applicable.

Mitigation Measures

MM HAZ-1 **Asbestos Survey and Lead-Based Paint Survey.** Prior to approval of a demolition permit by the City of Rialto, an asbestos survey and a lead-based paint survey shall be conducted

pursuant to applicable local, State, and federal laws. All asbestos-containing building materials shall be removed prior to structure demolition. Abatement or paint stabilization techniques shall be applied prior to demolition. Such measures shall include removal and stabilization of loose, flaking or peeling paint. Measures shall be taken to ensure that paint chips are not generated in the demolition process. All work shall be performed by an abatement contractor who is certified by the California OSHA Division of Occupational Safety and Health (Cal/OSHA) with properly trained and registered workers. All abatement techniques shall be in accordance with Cal-OSHA and U.S. Environmental Protection Agency (U.S. EPA) protocol and also in conformance with South Coast Air Quality Management District (SCAQMD) rules. All removed asbestos-containing building materials and lead-based paint shall be properly disposed of at a landfill certified to accept said materials, and waste shall be transported under the waste manifest by a certified waste transportation company. Once all of these materials have been removed, structure demolition may commence.

MM HAZ-2 **Munitions Monitor.** Prior to issuance of grading permits, the Applicant shall submit proof to the City of Rialto Director of Community Development of the retainment of a munitions expert. A munitions expert must be an individual that is qualified to perform appropriate tasks per DDESB TP-18 standards. The munitions expert shall be onsite to monitor grading activities for unexploded ordinances (UXOs) and discarded military munitions (DMMs) and provide daily safety briefings before the start of construction. If UXOs are encountered during this process, the munitions expert shall have the authority to halt all or a portion of construction activities and contact the City of Rialto Police department at (909) 820-2550 to report and determine proper UXO handling and disposal. The munitions expert shall have the authority to halt all or a portion of construction activities at their discretion until such time that an encountered UXO is deemed properly disposed.

MM HAZ-3 **Soil Management Plan.** Prior to the issuance of a grading permit, the Applicant shall submit a Soil Management Plan (or equivalent document) to be implemented for construction of the Proposed Project. The objective of the Soil Management Plan is to provide guidance for the proper handling, onsite management, and disposal of impacted soil that might be encountered during construction activities. The plan would include practices that are consistent with the California Title 8, Occupational Safety and Health Administration (Cal-OSHA) regulations, as well as appropriate remediation standards that are protective of the planned use. Appropriately trained professionals would be on site during preparation, grading, and related earthwork activities to monitor soil conditions encountered. The Soil Management Plan would provide guidelines for the following:

- Identifying impacted soil
- Assessing impacted soil
- Soil excavation
- Impacted soil storage
- Verification sampling
- Impacted soil characterization and disposal

The plan shall outline how Project construction crews would identify, handle, and dispose of potentially contaminated soil; identify the qualifications of the appropriately trained professionals that would monitor soil conditions and conduct soil sampling during

construction; coordinate laboratory testing; and oversee disposal. The Soil Management Plan shall also include requirements for documenting and reporting incidents of encountered contaminants, such as documenting locations of occurrence, sampling results, and reporting actions taken to dispose of contaminated materials. In the event that potentially contaminated soils were encountered within the footprint of construction, soils would be tested and stockpiled. The appropriate Certified Unified Program Agency (CUPA) would determine whether further assessment is warranted. The Soil Management Plan shall be submitted to the city and CUPA 45 days prior to the start of construction for review and approval.

MM-HAZ 4 **Contaminated Soil Treatment.** If previously unidentified soil contamination is observed by sight or odor or indicated by testing by a qualified professional using a portable volatile organic compound analyzer during excavation and grading activities, excavation and grading within such an area shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up measures are implemented, as contained in the South Coast Air Quality Management District's Rule 1166, to make the area suitable for grading activities to resume. In the event contamination is found, the Applicant shall notify the San Bernardino County Fire Department, the South Coast Air Quality Management District, as applicable. The contaminated soil shall be evaluated and excavated/disposed of, treated in-situ (in-place), or otherwise managed and disposed of in accordance with all applicable federal, State, and local laws and regulation.

4.8.9 Level of Significance After Mitigation

Potential impacts to hazards and hazardous materials would be reduced to a level considered less than significant after implementation of the specified mitigation set forth in this section.

4.8.10 References

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Hazards Management Consulting, Inc. July 2023. Phase I Environmental Site Assessment; see **Appendix G1**.

Hazards Management Consulting, Inc. July 2023. Phase II Environmental Site Assessment; see **Appendix G2**.

U.S. EPA. 2024. *CA Cleanup Activities*. Retrieved from: https://cumulis.epa.gov. Accessed August 12, 2024.

4.9 HYDROLOGY AND WATER QUALITY

4.9.1 Introduction

This section of the EIR identifies and analyzes the hydrologic resources available to the proposed Project while assessing the potential impact the Project could have on those resources. The pre-development conditions of the water and drainage systems surrounding the project site were used as a baseline with which to compare potential impacts associated with the Project and will inform the degree of impact that the proposed Project could have on those existing hydrologic systems. Federal, State, regional, and local regulations will provide further context regarding the area's hydrologic resources. Impacts in this section are assessed regarding their effects on water quality, groundwater availability, and other hydrological conditions of the area. The analysis also considers the proposed Project's potential effects in flood, tsunami, and seiche zones.

The Preliminary Drainage Report and the Preliminary Water Quality Management Plan (PWQMP) are summarized in this section and included in their entirety as **Appendix H1: Preliminary Drainage Report** and **Appendix H2: Preliminary Water Quality Management Plan** of this EIR.

4.9.2 Regulatory Setting

Federal Regulations

Clean Water Act

The Clean Water Act (CWA), as amended by the Water Quality Act of 1987, is the major federal legislation governing water quality. The objective of the CWA is "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters." Important applicable sections of the CWA are as follows:

- Section 301 prohibits the discharge of any pollutant by any person, except as in compliance with Sections 302, 306, 307, 318, 402, and 404 of the CWA. Sections 303 and 304 provide for water quality standards, criteria, and guidelines.
- Section 401 requires an applicant for any federal permit that proposes an activity which may result in a discharge to "waters of the United States" to obtain certification from the State that the discharge will comply with other provisions of the CWA. The Regional Water Quality Control Board (RWQCB) provides certification that the proposed action would comply with applicable standards.
- Section 402 establishes the National Pollution Discharge Elimination System (NPDES) a permitting system for the discharge of any pollutant (except for dredge or fill material) into waters of the United States. This permit program is administered by the RWQCB and is discussed later in this section.
- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the United States. This permit program is administered by the United States Army Corps of Engineers (USACE).

State Regulations

California Porter-Cologne Water Quality Control Act

The State of California's Porter-Cologne Water Quality Control Act (California Water Code § 13000, et seq.) provides the basis for water quality regulation within California. The Porter-Cologne Water Quality Control

Act requires a "Report of Waste Discharge" for any discharge of waste (liquid, solid, or otherwise) to land or surface waters that may impair a beneficial use of surface or groundwater of the State. Waste discharge requirements (WDR) resulting from the report are issued by the RWQCB, as discussed below. In practice, these requirements are typically integrated within the National Pollutant Discharge Elimination System (NPDES) permitting process. The State Water Resources Control Board (SWRCB) carries out its water quality protection authority through the adoption of specific Water Quality Control Plans (Basin Plans). These plans establish water quality standards for bodies of water. California water quality standards are composed of three parts: the designation of beneficial uses of water, water quality objectives to protect those uses, and implementation programs designed to achieve and maintain compliance with the water quality objectives.

Clean Water Act Section 402

Section 402 of the Clean Water Act authorizes the SWRCB, a department of the California Environmental Protection Agency (CalEPA), to issue NPDES General Construction Storm Water Permit (Water Quality Order 99-08-DWQ), referred to as the "General Construction Permit." Construction activities can comply with and be covered under the General Construction Permit provided they:

- Develop and implement a Storm Water Pollution Prevention Plan (SWPPP) which specifies Best Management Practices (BMPs) that will prevent all construction pollutants from contacting stormwater and with the intent of keeping all products of erosion from moving off-site into receiving waters;
- Eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the nation; and
- Perform inspections of all BMPs.

The SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the construction site discharges directly to a water body listed on the 303(d) list for sediment. Increased compliance tasks under the adopted 2009 Construction General Permit include project risk evaluation, effluent monitoring, receiving water monitoring, electronic data submission of the SWPPP and all other permit registration documents, and a Rain Event Action Plan, which must be designed to protect all exposed portions of a project site within 48 hours prior to any likely precipitation event. The SWPPP would also include an Erosion Control Plan that would identify specific measures to control on-site and off-site erosion from the time ground disturbing activities are initiated through completion of grading.

Sustainable Groundwater Management Act (2014)

The 2014 Sustainable Groundwater Management Act (SGMA) requires that local Groundwater Sustainability Agencies (GSAs) must be formed for all high and medium priority basins in the State of California. GSAs must be responsible for groundwater management and development of a Groundwater Sustainability Plan or "Alternatives" in its place. It is a long-term statewide framework to help conserve groundwater resources.

California Toxics Rule

In 2000, the California Environmental Protection Agency (CalEPA) promulgated the California Toxics Rule, which establishes water quality criteria for certain toxic substances to be applied to waters in the State.

CalEPA promulgated this rule based on CalEPA's determination that the numeric criteria of specific concentrations of regulated substances are necessary for the State to protect human health and the environment. The California Toxics Rule establishes acute (i.e., short-term) and chronic (i.e., long-term) standards for bodies of water, such as inland surface waters and enclosed bays and estuaries, that are designated by the RWQCB as having beneficial uses protective of aquatic life or human health.

Regional and Local Regulations

Santa Ana Regional Water Quality Control Board

The Santa Ana Regional Water Quality Control Board (Santa Ana RWQCB) regulates State water quality standards in the City of Rialto (City). Beneficial uses and water quality objectives for surface water and groundwater resources in the Project area are established in the water quality control plans of each RWQCB and mandated by the State Porter-Cologne Act and CWA. The RWQCB also implements the CCWA 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 TMDL process is implemented to determine the assimilative capacity of the water body for the pollutants of concern and to establish equitable allocation of the allowable pollutant loading within the watershed. CWA Section 401 requires an applicant pursuing a federal permit to conduct any activity that may result in a discharge of a pollutant to obtain a water quality certification (or waiver) from the applicable RWQCB.

The RWQCB primarily implements basin plan policies through issuing waste discharge requirements for waste discharges to land and water. The RWQCB is also responsible for administering the 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. Municipal NPDES stormwater permits are required for urban areas with populations greater than 100,000. In addition, projects that involve the California Department of Transportation (Caltrans) are required to comply with the Caltrans statewide NPDES permit and associated Stormwater Management Plan (SEMP). Caltrans implements the SEMP in coordination with the RWQCB.

2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan

The City's Integrated Regional Urban Water Management Plan (IRUWMP) was prepared for cities located within the Upper Santa Ana River Watershed in compliance with the Urban Water Management Planning Act, the Integrated Regional Water Management Planning Act, and other applicable laws and regulations. This document updates and merges the 2015 Upper Santa Ana River Watershed Integrated Regional Water Management Plan (2015 IRWMP) and the 2015 San Bernardino Valley Regional Urban Water Management Plan (2015 RUWMP) into a single comprehensive document for guiding water resource management for the Upper Santa Ana River Watershed, the first of its kind in California.

Rialto General Plan

During project review, approval and permitting, the City requires new development projects to address the quality and quantity of stormwater runoff through the incorporation of permanent (post-construction) BMPs into the Project's design. The City of Rialto General Plan (General Plan)[1] Chapter 2, *Managing Our Land Supply Element*, Chapter 3, *Investing in Our Future: Economic Development, Redevelopment, and Infrastructure,* and Chapter 5, *The Safety and Noise Element* includes

[1] City of Rialto. *City of Rialto General Plan*. Retrieved from https://www.rialtoca.gov/DocumentCenter/View/4457/2023-Land-Use-Element?bidId=. Accessed February 6, 2025.

policies related to stormwater runoff and water quality. The following General Plan goals and policies have been adopted by the City for the purpose of avoiding or mitigating an environmental effect and are applicable to the proposed Project:

Goal 2-18 **Provide high-quality and environmentally sustainable landscaping.**

Policy 2-18.3 Require the use of drought-tolerant, native landscaping and smart irrigation systems for new development to lower overall water usage.

Goal 2-24 **Minimize the visual impact of parking lots.**

Policy 2-24.3 Require use of drainage improvements designed, with native vegetation where possible, to retain or detain water runoff and minimize pollutants into drainage system.

Goal 2-29 **Protect and enhance Rialto's surface waters and groundwater basins.**

Policy 2-29.3 Design sidewalks, roads, and driveways to minimize impervious surfaces; provide flood control channels with permeable bottoms to help restore groundwater aquifers.

Policy 2–29.5 Apply methodologies and assign responsibility to protect the quality of groundwater from pollution by landfills and industrial uses.

Goal 2-30 **Conserve water resources.**

Policy 2-30.1 Require new development to use features, equipment, technology, landscaping, and other methods to reduce water consumption.

Goal 2-31 **Incorporate green building and other sustainable building practices into development projects.**

Policy 2-31.1 Explore and adopt the use of green building standards and Leadership in Energy and Environmental Design (LEED) or similar in both private and public projects.

Goal 3-8 **Promote affordable and quality water service capable of adequately meeting normal and emergency water demands to all areas in Rialto.**

Policy 3-8.10 Support water conservation through requirements for landscaping with drought-tolerant plants and efficient irrigation for all new development and City projects.

Goal 5-2 **Create a more flood-safe community through development standards and infrastructure improvements.**

Policy 5-2.4 Require the implementation of adequate erosion control measures for development projects to minimize sedimentation damage to drainage facilities.

Policy 5-2.6 Design new developments with water retention devices and permeable surfaces to minimize flooding of the surface drainage system by peak flows. Consult with water agencies and the San Bernardino County Flood Control District to consider the potential for larger-scale capture via diversion to large-scale spreading grounds or other options on a site-by-site basis.

Rialto Airport Specific Plan

The Rialto Airport Specific Plan was adopted by the City in November 1997. The Rialto Municipal Airport ceased operations in 2014 and the former airport property and many of the properties adjacent to the Rialto Municipal Airport that were suited to accommodate development were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. Although the Rialto Municipal Airport is no longer operational, the Rialto Airport Specific Plan serves as the zoning ordinance for parcels that were not removed; these parcels are primarily northwest, west, and east of the former Rialto Municipal Airport. The Rialto Airport Specific Plan also provides a framework to guide future land use and development decisions in this area. The Rialto Airport Specific Plan does not contain specific policies related to hydrology and water quality but does a Drainage Plan for the Specific Plan area. This Drainage Plan is no longer applicable and has been superseded by requirements identified in the Municipal Code and requirements for site-specific studies for drainage and water quality.

City of Rialto Municipal Code

Title 12 – Public Utilities, Division 3. Stormwater, Chapter 12.60 Municipal Separate Storm Sewer System. Section 12.60.020 - Purpose and objectives.[2] The intent of this chapter is to protect and enhance the quality of watercourses, water bodies, groundwater and wetlands within the city in a manner consistent with the federal Clean Water Act, the Porter-Cologne Water Quality Control Act and the municipal NPDES permit. This chapter is also intended to confirm and consolidate the city's legal authority necessary to control discharges to and from those portions of the municipal separate storm sewer system over which it has jurisdiction as required by the municipal NPDES permit, and thereby fully and timely comply with the terms of the municipal NPDES permit. This chapter is also intended to ensure the health, safety and general welfare of the residents of the city by prescribing reasonable regulations to control effectively non-stormwater discharges containing pollutants into the city's municipal separate storm sewer system to the maximum extent practicable and to achieve the following specific objectives:

A. Control discharges from spills, dumping or disposal of materials other than stormwater;

B. Reduce the discharge of pollutants in all stormwater discharges to the maximum extent practicable;

C. Protect and enhance the water quality of local, State and federal watercourses, water bodies, groundwater and wetlands in a manner pursuant to and consistent with the Clean Water Act and the Porter-Cologne Water Quality Control Act; and

D. Establish penalties for violations of the provisions of this chapter.

Section 12.60.070 - Protection of the municipal separate storm sewer system. No person shall construct, modify or cause to be constructed or modified any structure, facility or appurtenant items which may alter the normal functioning of the city's MS4, including any actions which may alter the capacity, fall or structural integrity of a storm drain, channel or related structures without prior written approval of the city engineer.

[2] City of Rialto. *City of Rialto Municipal Code*. Retrieved from https://library.municode.com/ca/rialto/codes/code_of_ordinances. Accessed February 6, 2025.

Section 17.40.010 - Grading and erosion control required. Every map approved pursuant to this title shall be conditioned on compliance with city requirements for grading and erosion control, including the prevention of sedimentation or damage to off-site property, including, but not limited to, all areas shown on the map as designated remainder on the subdivision or parcel map.

4.9.3 Existing Conditions

Regional Hydrology

The United States is divided into successively smaller hydrological areas, or units, which are then nested within each other. These regions are labeled from largest to smallest as regions (HUC 2), subregions (HUC 4), basins (HUC 6), subbasins (HUC 8), watersheds (HUC 10), and sub watersheds (HUC 12). Hydrological unit boundaries of each designation are delineated based on surface features of their geographic locations. The proposed Project would be located within the Santa Ana watershed, HUC 18070203.[3] The Santa Ana subbasin is the largest watershed in Southern California. The subbasin is home to over six million people and covers an approximately 2,700-square mile area of Orange, Riverside, San Bernardino, and Los Angeles counties. The Santa Ana watershed drains into the Santa Ana River, which flows 100 miles from the crest of San Bernardino Mountains to the Pacific Ocean, near Huntington Beach.[4]

Site Hydrology

The project site is relatively flat. The overall topography of the project site vicinity slopes downward to the south and southeast at gradients of 1.5 to 2.5 percent (**Appendix H1**). The project site currently drains in two directions. The northeast portion of the site drains from the northeast to the southeast direction, eventually exiting onto North Locust Avenue where runoff is conveyed by curb and gutter. The second area generally drains from the northwest to the southeast, eventually discharging towards an existing two-foot channel between the project site and an adjacent warehouse. The project site is part of a larger drainage area tributary to the San Bernadino County Flood Control District Cactus Basin System. The Cactus Basin System is a network of five detention basins that are located between Cactus Avenue and Ayala Drive. Runoff from the project site eventually flows into Cactus Basin number three. The project site does not collect any offsite flows from adjacent properties.[5]

A hydrologic analysis done for the Project determined precipitation values from estimates published in the National Oceanic and Atmospheric Administration Atlas 14.[6] For the City, the 100-year, 1-hour storm precipitation depth equaled 1.81 inches. The 100-year 6-hour and 100-year 24-hour depths equaled 4.82 inches and 9.20 inches, respectively.[7]

[3] United States Geological Survey. 2013. *Federal Standards and Procedures for the National Watershed Boundary Dataset (WBD).* Pages 14 and 19. Reston, Virginia: United States Geological Survey.

[4] United States Geological Survey. 2016. *California Water Science Center – Santa Ana Basin, National Water Quality Assessment Program: Study Unit Description*. Retrieved from: https://www.waterboards.ca.gov/waterrights/water_issues/programs/enforcement/complaints/docs/investigation/40_usgs_santa_ana_basin_national_water_quality_assessment_program.pdf. Accessed February 6, 2025.

[5] Kimley-Horn and Associates, Inc. 2025. *Preliminary Drainage Report*, Available as **Appendix H1** to this EIR.

[6] NOAA. *Atlas 14 Point Precipitation Frequency Estimates: California*. Retrieved from: https://hdsc.nws.noaa.gov/pfds/pfds_map_cont.html?bkmrk=ca. Accessed February 6, 2025.

[7] Kimley-Horn and Associates, Inc. 2025. *Preliminary Drainage Report*, Available as **Appendix H1** to this EIR.

Groundwater

The City of Rialto is located within the Upper Santa Ana Valley Groundwater Basin, which consists of nine subbasins, four of which are in the City. According to the IRUWMP, the majority water supply source for the City is groundwater from five local groundwater basins: Chino, Bunker Hill, Lytle Creek, North Riverside, and Rialto-Colton (**Appendix L**). The project site is located within the Rialto-Colton Groundwater Subbasin. The principal recharge areas are Lytle Creek, the southeastern portion of Reche Canyon, and the south-central portion of the Santa Ana River. Smaller amounts of recharge are achieved through percolation of precipitation, underflow, irrigation, and septic returns.

The Rialto-Colton Subbasin is under a "cooperative recharge program" implemented by the San Bernardino Valley Municipal Water District to help replenish high quality groundwater, using State Water Project water and local runoff.[8] Three mechanisms govern groundwater extractions in the Rialto-Colton Subbasin: the Rialto Basin Decree, the Rialto Basin Settlement Agreement, and the Western Judgement. The Rialto Basin Decree provides the rights of the stipulated parties to pump out of the Rialto Basin, which is a smaller area than the Rialto-Colton Subbasin. The Settlement Agreement regulates the water extraction rights on the remaining area of the Rialto-Colton Subbasin outside of the Rialto Basin Decree, referred to as "No-Man's Land." It also resulted in the formation of the Rialto Basin Groundwater Council, which is responsible for implementation of a sustainable groundwater management plan. The Western Judgement and the Rialto Basin Decree both regulate water levels and pumping rights out of the basin. The basin has three index wells that provide mean groundwater level elevations and allow the stipulated parties to impose restrictions on yearly extractions based on thresholds determined for the average standing water levels. These three apparatuses are in place to prevent overdraft of the Subbasin through regulating pumping rights and identifying principal areas of recharge to ensure its existence as a continuous resource for the City.

Per the Geotechnical Investigation conducted for the proposed Project, groundwater was not encountered during explorations drilled to a maximum depth of 25 feet below ground level.[9] The depth to historically high ground water levels in the vicinity of the project site is approximately 279 feet below the ground surface recorded in 1993 (**Appendix F1**). According to the Phase I ESA conducted for the Project, groundwater in 2022 has been recorded at a depth of 460 feet below ground surface in the Project vicinity and is anticipated to be in excess of 400 feet below ground surface at the project site (**Appendix G1**).

Flood Hazard

Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 06071C7920H shows that the project site is not within a FEMA-mapped special flood hazard area.[10] The project site is classified as Zone X, an area noted as having a minimal flood hazard. In addition, there are no dams, reservoirs, or large bodies of water near the project site. The Lytle Creek Floodway is approximately 2.3 miles east of

[8] San Bernadino Valley Municipal Water District, *2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan.* Retrieved from: https://www.rialtoca.gov/DocumentCenter/View/1601/2020-Upper-Santa-Ana-River-Watershed-Integrated-Regional-Urban-Water-Management-Plan. Accessed February 6, 2025.

[9] Southern California Geotechnical. June 26, 2023. *Geotechnical Investigation*. Available as **Appendix F1** to this EIR.

[10] Federal Emergency Management Agency (FEMA). *FEMA Flood Map Service Center: Search by Address*. Retrieved from https://msc.fema.gov/portal/home. Accessed February 6, 2025.

the project site and is classified with two primary zones: Zone X, having a 0.2 percent annual chance flood hazard and Zone A, Special Flood Hazard Area Without Base Flood Elevation.[11]

Water Quality

The number of pollutants in the surface runoff is determined by the quantity of a material in the environment and its characteristics. In an urban environment, the quantity of certain pollutants in the stormwater systems is generally associated with the intensity of the land use. Potential stormwater pollutants of concern for the project site include pathogens, various nutrients, sediment, metals, oil and grease, trash and debris, pesticides or herbicides, and organic compounds.[12]

4.9.4 Methodology

A hydrologic analysis was prepared for the Project to assess potential impacts that the development may have on water quality and resources. The analysis was done for both the existing and proposed conditions to serve as a point of comparison.

Runoff calculations were prepared using the Modified Rational Method and the methodology described in Section D of the San Bernadino County Hydrology Manual (August 1986).[13]

The Preliminary Water Quality Management Plan (PWQMP) in **Appendix H2** was prepared to comply with the requirements of the City, County Municipal Storm Water Management Program and the NPDES Areawide Stormwater Program requiring the preparation of a PWQMP. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, where warranted, to avoid or reduce the Project's potentially significant environmental impacts.

4.9.5 Thresholds of Significance

The following significance criteria for hydrology and water quality impacts were derived from the Environmental Checklist in CEQA Guidelines Appendix G. The proposed Project would result in a significant impact related to hydrology and water quality if it would:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
    - i Result in substantial erosion or siltation on- or off-site;
    - ii Substantially increase the rate or amount of surface in a manner which would result in flooding on- or off-site;

[11] Ibid.

[12] Kimley-Horn and Associates, Inc. 2025. *Preliminary Water Quality Management Plan.* Available as **Appendix H2** to this EIR.

[13] Kimley-Horn and Associates, Inc. 2025. *Preliminary Drainage Report*. Available as **Appendix H1** to this EIR.

iii 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; or

iv Impede or redirect flood flows.

- In flood hazards, tsunamis, or seiche zones, risk release of pollutants due to project inundation.
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

4.9.6 Project Impacts and Mitigation

Threshold 4.9-1:	**Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?**
	Level of Significance: Less than Significant Impact

Construction

Project construction activities may include grading and earthmoving activities that could require the use of water for dust mitigation. Water and other liquids, such as fuels, lubricants, or waste can result in water runoff that can move downstream and affect City water quality.

Rialto Municipal Code Chapter 12.60- Municipal Separate Storm Sewer System (MS4) and the State Water Control Board (SWRCB) require a General Construction Storm Water Permit (NPDES Permit), as the project site exceeds the one-acre disturbance limit. Furthermore, the Project must comply with the Santa Ana RWQCB *Santa Ana River Basin Water Quality Control Program*. The Project would disturb approximately 40 acres; therefore, the Project would be subject to the Construction General Permit.

To obtain coverage under the Construction General Permit, the Applicant is required to file Permit Registration Documents with the State Water Board, which include a Notice of Intent (NOI) and other compliance-related documents. The Construction General Permit requires the development and implementation of an SWPPP and monitoring plan, which must include erosion-control and sediment control BMPs that would meet or exceed measures required by the Construction General Permit to control potential construction-related pollutants. Erosion-control BMPs prevent erosion, whereas sediment controls trap sediment once it has been mobilized. The types of required BMPs are relative to the amount of soil disturbed, the types of pollutants used or stored at the project site and proximity to water bodies. Additionally, the Project would be subject to compliance with Municipal Code 12.60.240 through 250, which requires compliance with the General Construction Storm Water Permit and implementation of BMPs to reduce pollutants to the maximum extent possible. Following compliance with NPDES and Municipal Code requirements, which include implementation of BMPs, the Project's construction-related activities would not violate any water quality standards or otherwise substantially degrade surface or groundwater quality. Therefore, impacts would be less than significant, and no mitigation is required.

Operations

Operators of construction sites one-acre or larger would require compliance with SWPPP, the City's Municipal Code Section 12.60.250 and the NPDES General Construction Permit. The NPDES Permit would be applicable to the Project because it would disturb approximately 40 acres. The Project's operator would

also be required to prepare a water quality management plan pursuant to the City's Municipal Code Section 12.60.260.

The Project proposes a network of underground piping that conveys runoff to three on-site underground infiltration basins. The proposed basins serve as both a water quality BMP as well as an underground storage facility to detain and mitigate the peak flow rate. Catch basins located throughout the project site would capture storm flows, and route flows toward underground storm basins for treatment and infiltration. The largest underground storage facility would be located underneath the truck trailer parking lot. Overflow would be routed from the underground basin to a concrete flume that would discharge to the southeast corner of the site on Locust Avenue.

Hydrodynamic separators are included in each underground basin for the pretreatment of larger sediments and pollutants. The underground basins would treat the remaining pollutants of concern through infiltration into and through the subsurface soil. Further, the retention depth of the underground storage provides storage for flow attenuation in the 100-year storm event. For storm events greater than the 100-year peak storm, the proposed 2.5-foot channel located southeast of the site would serve as a drainage point and be used as an overflow method if the existing stormwater infrastructure exceeded its water capacity. The proposed stormwater facilities would require routine maintenance to operate efficiently. Facilities would be inspected prior to the rainy season and after each runoff producing storm event. Sediment and debris would be removed from the pre-treatment system to maintain its effectiveness. The underground basins would be routinely inspected and sediment buildup would be removed to maintain efficient operation of the basins. Therefore, the Project's stormwater infrastructure was designed to capture and treat stormwater flows and would not impact water quality standards. Landscaped areas are also provided throughout the site on areas that are not paved or built over to reduce excess irrigation or stormwater runoff and propose surface filtration.

As included in Standard Condition (SC) HYD-1, compliance with the Construction General Permit, including preparation of a SWPPP containing site-specific BMPs, would reduce the effects of Project construction on water quality. SC HYD-2 requires the Project to produce a WQMP and identify BMPs to incorporate within the Project to control stormwater and non-stormwater pollutants during and after construction. SC HYD-3 discusses the preparation of an Erosion Control Plan that identifies specific measure to control on-site and off-site erosion compliant with the City's Municipal Code. Compliance with SC HYD-1 through SC HYD-3, in addition to the implementation of the stormwater drainage system, would ensure Project operational activities would not violate any water quality standards or otherwise substantially degrade surface or groundwater quality. Therefore, impacts would be less than significant, and no mitigation is required.

Threshold 4.9-2:	**Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**
	Level of Significance: Less than Significant Impact

The project site is located within the Rialto-Colton water basin. The main recharge areas are Lytle Creek, Reche Canyon, and the Santa Ana River. Smaller amounts of recharge are achieved through percolation of precipitation, underflow, irrigation, and septic returns. The City uses groundwater from five underground basins as one of the main water supply sources, including the Rialto-Colton Subbasin.

The Project does not propose the use of wells or other groundwater extraction activities. As discussed in the Groundwater section of the Environmental Setting, there are multiple agencies and mechanisms in place that regulate the water levels of the Rialto-Colton Subbasin, and restrictions on what entities can extract water from it. Therefore, although the Project would potentially use water that is extracted from the Subbasin, there is a system in place to prevent the Rialto-Colton Subbasin from being over pumped or not having adequate sources of recharge. Therefore, there is no potential to decrease groundwater supplies. Although the proposed Project would result in additional impervious surfaces on-site, the proposed Project would construct an underground filtration basin system which would detain, infiltrate and treat water prior to discharging into the public storm drain system. Larger sediment and debris are removed using hydrodynamic separators in a pre-treatment unit. Remaining pollutants of concern will be treated using infiltration into the soil below. The pre-treatment and filtration minimize pollutants from entering groundwater. According to the Urban Water Management Plan, small amounts of water percolate downwards into the soil as large sources of recharge are creeks and rivers. Due to the small size of the project site in comparison to the 40-square-mile Rialto-Colton groundwater basin and drainage design features provided through the PWQMP, the proposed Project would not significantly impact local groundwater recharge or impede sustainable groundwater management of the basin. A less than significant impact would occur and no mitigation is required.

Threshold 4.9-3i:	**Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?**
	Level of Significance: Less than Significant Impact

The project site is undeveloped and vacant. Therefore, development would alter the site's existing drainage pattern through the increase of new impervious surfaces. There is currently no stream or river traversing the project site. The Project would include the installation of underground basins to capture and treat on-site stormwater runoff. The series of basins would detain, infiltrate, and treat water within the site. Stormwater runoff that discharges to Locust Avenue is only in an emergency overflow event. Emergency overflow condition means a situation where the storm event would exceed the 100-year design.

Pursuant to Municipal Code Section 17.40.010, the Project must prepare an erosion control plan to identify specific measures to control on-site and off-site erosion throughout the duration of construction. Furthermore, the Project must ensure compliance with the SCAQMD Rule 403 to minimize water- and windborne erosion. As required and outlined in SC HYD-1 and SC HYD-2, the Project must obtain a Construction General Permit which would require the preparation of a SWPPP that includes erosion control and sediment control BMPs and the preparation of a SWQMP identifying BMPs to control stormwater and non-stormwater pollutants. Additionally, SC HYD-3 discusses the preparation of an Erosion Control Plan that identifies specific measure to control on-site and off-site erosion compliant with the City's Municipal Code. As such, these standard conditions would ensure potential impacts associated with Project implementation related to erosion or siltation would be less than significant and no mitigation would be required.

Threshold 4.9-3ii:	**Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?**
Impact 4.9-3iii:	**Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would 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?**
Impact 4.9-3iv:	**Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?**
	Level of Significance: Less than Significant Impact

Project implementation would construct a new warehouse and introduce impervious surfaces, which could increase surface runoff on the site compared to existing conditions. These proposed changes may impact infiltration rates, drainage patterns, and the rate and amount of stormwater runoff.

Revised: The Project's on-site storm drain system is designed to capture all stormwater runoff through a series of inlets that convey that water to underground pipes, leading to three on-site underground basins for infiltration and detention. Project outflows would only be released to Locust Avenue in an emergency overflow condition. The proposed underground basins are sized for the design capture volume (DCV) required to retain, detain, or slowly release flood volumes associated with the 100-year and 3-, 6-, and 24-hour storm events. During high storm events, overflows would be routed from the underground basins to a concrete flume that would discharge to the southeast corner of the site on Locust Avenue. If the captured flows exceed the above ground basin capacity, an emergency spillway concrete flume would direct flows toward the public right-of-way on Locust Avenue.

The project site is divided into three drainage management areas (DMAs). Generally, DMA 1 totals 22.87 acres and covers the northern portion of the site, truck docking area, and south side of the site. DMA 2 totals 7.36 acres and covers the western portion of the warehouse. DMA 3 totals 9.53 acres and covers the truck trailer storage parking lot, see Table 4-2 in **Appendix H1**. DMA 1 contains the underground basin within the truck dock area. DMA 2 contains the underground basin located within the private drive west of the warehouse building. DMA 3 would contain the underground basin at the truck trailer storage parking lot. The Project would detain the 100-year peak volume by underground storage. As a result, all DMAs have been designed to capture 100-year storm event flows. The stormwater infrastructure system designed for the Project is depicted in the Preliminary Drainage Report (**Appendix H1, Proposed Drainage Exhibit**).

As noted above, the stormwater runoff from the project site would be captured and directed toward stormwater drainage facilities. Therefore, implementation of the Project would not create or contribute runoff that would exceed the capacity of existing stormwater drainage facilities. The Project would adhere to SC HYD-2 which requires BMPs that would ensure that construction and operational activities would

not result in substantial amounts of pollutant runoff, evidenced by the creation of a drainage plan that incorporates filtration, retention, and detention. Therefore, impacts would be less than significant.

According to FEMA FIRM, the project site is in panel 06071C7920H (effective August 27, 2008). No part of the project site is within a FEMA-mapped special flood hazard area and the project site is classified as Zone X; an area noted as having minimal flood hazard. Thus, the project site is not expected to be inundated by flood flows during the lifetime of the Project and Project implementation would not impede or redirect flood flows. Therefore, impacts would be less than significant, and no mitigation is required.

Impact 4.9-4:	**In flood hazard, tsunami, or seiche zones, would the Project risk release of pollutants due to project inundation?** ***Level of Significance:*** Less than Significant Impact

According to FEMA FIRM, the project site is not located within a flood hazard zone. The Pacific Ocean is over 45 miles southwest of the project site; as a result, the site will not be impacted by a tsunami. There are no large bodies of water near the project site. Therefore, the proposed Project is not within a zone with risk of seiche or tsunami. Further, as outlined in SC HYD-1 and SC HYD-2, the Storm Water Quality Management Plan (SWQMP) and SWPPP for the proposed Project would limit pollution rates from stormwater conveyance. Overall, the Project is not located in a flood hazard, tsunami, or seiche zone, and following compliance with standard conditions outlined in SC HYD-1 and SC HYD-2, would not risk release of pollutants due to project inundation. Thus, impacts would be less than significant, and no mitigation is required.

Impact 4.9-5:	**Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?** ***Level of Significance:*** Less than Significant Impact

As discussed under Threshold 4.9-1, the Project would comply with water quality standards and provisions. In 2014, the State adopted the California Sustainable Groundwater Management Act, which provides authority for agencies to develop and implement groundwater sustainability plans or alternative plans that demonstrate the sustainable management of water basins.

The project site is located within the Rialto-Colton Subbasin which is adjudicated under the Western-San Bernadino Judgement. Adjudicated basins are exempt from the Sustainable Groundwater Management Act because they operate under a separate management plan. The Rialto-Colton Subbasin operates under the San Bernadino Valley Municipal Water District, an entity that regulates groundwater extraction and recharge. The Project does not include activities related to groundwater extraction, and water supplied to the project site during construction and operations is regulated under a sustainable groundwater management plan created by the Rialto-Colton Basin Groundwater Council. Three different apparatuses exist to ensure that overdraft does not occur; a further analysis of the projected water consumption relative to available water supply sources for the project site is discussed in **Section 4.17: Utilities and Service Systems**. The water demand of projected development is discussed in the IRUWMP such that water consumption for the project site would be accounted for in the plan. Additionally, the Project does not include any activities related to groundwater extraction. Therefore, no component of the Project would be in opposition to the management plan for the Rialto-Colton Subbasin. Further, pursuant to

Municipal Code Section 12.60.260 and outlined in SC HYD-2, the Project would be required to prepare and implement a SWQMP that identifies BMPs related to stormwater quality. As such, the Project's construction and operation would not conflict with any water quality control plan or sustainable groundwater management plan. Therefore, impacts would be less than significant, and no mitigation is required.

4.9.7 Cumulative Impacts

Water Quality

Similar to the proposed Project, cumulative projects in the City would be required to comply with water quality control measures within the NPDES General Construction Permit that requires implementation of a SWPPP, WQMP, and BMPs that help reduce impacts of pollutants on water quality. The NPDES Permit is mandated by the State and specific guidelines are established by the Santa Ana RWQCB to reduce effects of local projects. Compliance with all relevant local, regional, and state water quality control guidelines listed above would reduce cumulative impacts to less than significant. As a result, the proposed Project would not generate impacts related to the water quality and thus would not make a cumulatively considerable contribution to significant cumulative impacts on water quality. Therefore, cumulative impacts related to water quality would be less than significant and no mitigation is required.

Drainage Alteration

The Project and other cumulative projects considered in the cumulative analysis would not create a significant cumulative impact when added together. Projects must comply with State and local regulations concerning stormwater runoff and treatment. These regulations ensure that significant cumulative impacts would not occur.

As noted above, the Project would result in an increase in impervious surfaces, therefore potentially altering drainage patterns and increasing stormwater runoff. However, the Project would include installation of a drainage network, consisting of three underground basins to detain, retain, and filtrate stormwater runoff. The stormwater system is designed to capture the 100-year flood event and would treat flows through infiltration. As a result, the proposed Project would not generate runoff significant enough that it would create a significant cumulative impact concerning drainage, erosion, siltation, flooding, or pollutant release due to inundation when combined with runoff from other projects. Therefore, cumulative impacts related to drainage would be less than significant and no mitigation is required.

Groundwater Basin: Groundwater Supply and Groundwater Management Plans

The cumulative projects within the Santa Ana Watershed would be required to comply with the State and regional water board requirements for protection of groundwater resources. The Project would not result in a cumulatively considerable decrease in groundwater supplies or interfere substantially with groundwater supplies or recharge. Project activities would not extract groundwater during construction or operations. Furthermore, the Project's water demand has already been accounted for in the General Plan's land use designation that estimated the proposed water usage of future development within the City. As a result, the proposed Project would not generate impacts related to the groundwater basin and thus would not make a cumulatively considerable contribution to significant cumulative impacts on the groundwater basin. Therefore, cumulative impacts related to the groundwater basin would be less than significant and no mitigation is required.

4.9.8 Mitigation Program

Standard Conditions

SC HYD-1: The Applicant or his/her designees shall obtain a General Permit for Stormwater Discharge Associated with Construction Activity (Construction Activity General Permit). The Applicant or his/her designees shall provide a copy of this permit to the City Public Works Department prior to the issuance of the first grading permit.

SC HYD-2: Prior to issuance of the first grading permit, the Applicant shall submit to the City Engineer for approval, a Storm Water Quality Management Plan (SWQMP) specifically identifying Best Management Practices (BMPs) that will be incorporated into the Project to control stormwater and non-stormwater pollutants during and after construction. To ensure compliance, a legal and fiduciary enforcement mechanism in the form of a Storm Water Quality Management Plan Agreement shall be executed with the City of Rialto. This agreement shall additionally be recorded in the office of the County Recorder for the County of San Bernardino. The SWQMP shall specify BMPs specific to the project site, which shall be integrated into the stormwater conveyance plan. The plan shall identify specific strategies, including the following.

- Site design features, including maximizing open space, preservation of natural drainages, and minimization of impervious surfaces.
- Source control features, including leveraging public outreach and education, use of appropriate landscaping, and covering trash storage areas.
- Treatment controls, including the use of underground chambers.

SC HYD-3: An Erosion Control Plan shall be prepared, and included with the Project's grading plan, and implemented for the Project that identifies specific measures to control on-site and off-site erosion from the time ground disturbing activities are initiated through completion of grading. The Erosion Control Plan shall include the following measures at a minimum:

- Specify the timing of grading and construction to minimize soil exposure to rainy periods experienced in Southern California; and
- An inspection and maintenance program shall be included to ensure that any erosion which does occur either on-site or off-site as a result of this Project will be corrected through a remediation or restoration program within a specified time frame.

Mitigation Measures

No mitigation is required.

4.9.9 Level of Significance After Mitigation

Compliance with the standard conditions set forth in this section would reduce potential impacts to a level considered less than significant. No mitigation is required.

4.9.10 References

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4.10 LAND USE AND PLANNING

This section of the EIR describes the land use conditions for the project site and discusses potential land use impacts that could result from implementation of the proposed Project. The pre-development condition of the project site and surrounding area was used as the baseline with which to compare potential impacts associated with the Project.

4.10.1 Regulatory Setting

State Regulations

California State Planning and Zoning Law

The legal framework in which California cities and counties exercise local planning and land use functions is set forth in the California Planning and Zoning Law Sections 65000 to 66499.58. State law delegate most of the State's local land use and development decisions to cities and counties and describes laws pertaining to the regulation of land uses by local governments, including subdivisions and zoning. Each city and county must adopt a comprehensive, long-term general plan; there are fundamental requirements that must be met. These requirements include the inclusion of seven mandatory elements described in the Government Code, including a section on land use. Each of the elements must contain text and descriptions setting forth objectives, principles, standards, policies, and plan proposals; diagrams and maps that incorporate data and analysis; and mitigation measures.

Senate Bill 375

Senate Bill (SB) 375, approved by then Governor Schwarzenegger in 2008, is intended to address climate change by promoting sustainable land use and transportation planning by reducing vehicle miles traveled (VMT) and promoting more sustainable and efficient transportation systems within California. The bill requires regional agencies to develop and implement a Sustainable Communities Strategy (SCS) as part of their regional transportation plans. The purpose of the SCS is to reduce greenhouse gas emissions (GHG), promote compact development, and increase transportation options. SB 375 encourages collaboration between local governments, transportation agencies, and other stakeholders to achieve these goals.

Regional Regulations

Southern California Association of Governments

Southern California Association of Governments (SCAG) is a council of governments representing San Bernardino, Los Angeles, Orange, Riverside, Ventura, and Imperial counties. SCAG is the federally recognized Metropolitan Planning Organization (MPO) for this region. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and State law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the Southern California region's MPO, SCAG cooperates with the South Coast Air Quality Management District (SCAQMD), California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents. SCAG has developed the Regional Housing Needs Assessment and the Regional Transportation Plan/Sustainability Communities Strategy (RTP/SCS or Connect SoCal).

SCAG 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal)

On April 4, 2024, SCAG's Regional Council adopted the *2024-2050 Regional Transportation Plan/Sustainable Communities Strategy* [RTP/SCS] or Connect SoCal. The RTP/SCS charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. The strategy was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The RTP/SCS is a long-range vision plan that balances future mobility and housing needs with economic, environmental, and public health goals. The SCAG region strives toward sustainability through integrated land use and transportation planning. The SCAG region must achieve specific federal air quality standards and is required by state law to lower regional GHG emissions.

SCAG Intergovernmental Review Program

SCAG's Intergovernmental Review Program provides informational resources to regionally significant plans, projects, and programs per CEQA Guidelines Section 15206: Projects of Statewide, Regional, or Areawide Significance,[1] to facilitate review for these projects' consistency with SCAG's adopted regional plans, to be determined by the lead agencies. Informational resources include regional goals and policies, and jurisdictional-level growth forecasts and mitigation measures.

Local Regulations

Rialto General Plan

The City of Rialto General Plan (General Plan) is the comprehensive planning document governing development in the City, and contains goals, policies, and actions describing the community's vision for economic viability, livable neighborhoods, and environmental protection. The General Plan establishes land use designations for land in the City and policies for the orderly growth and development of the City. Among other purposes, the General Plan identifies policies necessary to protect and enhance those features and services which contribute to the quality of life of the community in which it serves.

The General Plan contains the following chapters related to state-mandated elements required for a General Plan: Managing Our Land Supply; Investing in Our Future; Making the Connections: the Circulation Chapter; Safety and Noise; Housing Element; Our Roots: Cultural and Historic Preservation; and Implementation Plan, which are described below. The General Plan Land Use Plan Map visually represents the physical relationship of all portions of the text, including development densities. The City of Rialto prepared a Focused General Plan Update (2024) to the Land Use Element, Safety Element, and Circulation Element. Additionally, the City prepared a General Plan Environmental Justice Element. These General Plan elements were adopted by the City on December 10, 2024.

Chapter 2: Managing Our Land Supply. The Managing Our Land Supply Chapter combines the elements of Land Use, Community Design, Open Space, and Conservation. Its purpose is to guide long-term physical changes while providing and conserving community and natural resources. The chapter establishes the City's preferred land use patterns, guides the visual character of public places and private development, and creates conservation and protection plans for natural resources and open space. Its primary goal is to

[1] The Lead Agency shall determine that a proposed project is of statewide, regional, or areawide significance if the project meets various criteria, including "A proposed local general plan, element, or amendment thereof for which an EIR was prepared" (CEQA Guidelines § 15206(b)(1)).

direct the use of the City's land resources in an equitable and productive manner to enhance the quality of life for residents and the overall community.

Chapter 3: Investing In Our Future. The Investing In Our Future Chapter discusses the economic development, redevelopment, and infrastructure plans. With the goals and policies set forth in this Chapter, the City aims to address the economic needs of the community, focus on redevelopment of project areas within the City, and maintain reliable public utility infrastructure.

Chapter 4: Making the Connections: Circulation Element. The Circulation Element is a required part of the General Plan and is designed to guide the development of the City's transportation system in line with the land use plan. Its purpose is to ensure that major roadways, transportation routes, and public utilities are coordinated with land use. The Circulation Element considers the increasing demand for travel due to development and the growth of its logistics industry. It aims to create a system of Complete Streets that accommodates the needs of all users including pedestrians, cyclists, motorists, and public transportation users.

Chapter 5: Safety and Noise Chapter. The City takes a proactive approach to planning by addressing hazards that may pose a threat to property and lives. These hazards include seismic and geologic hazards, flood hazards, fire hazards, hazardous materials, gangs, emergency response, and wind hazards. Although the City cannot prevent these hazards, it aims to minimize their effects through the goals and policies included in this chapter. Additionally, by addressing issues such as crime and hazardous materials use, Rialto can better respond to emergency situations and protect the community.

Chapter 6: Housing Element. The Housing Element is a required element of the General Plan. The City is currently under its sixth cycle Housing Element 2021 – 2029. The Housing Element serves as a comprehensive and coordinated strategy for promoting the development of safe, decent, and affordable housing for all members of the community.

Chapter 7: Our Roots: Cultural and Historic Resources. The City recognizes the significance of its cultural and historical resources in shaping its identity and development. Through the goals and policies provided within this Chapter, the City aims is to provide direction for preserving the City’s cultural and historic resources.

Chapter 8: Implementation Plan. The Implementation Plan serves as a guide for City officials, staff, and the public to implement the goals and policies outlined in the General Plan. It translates the general terms of the General Plan into specific actions and measures. These measures can be existing processes or new programs that require City action and may be subject to funding availability. The measures are organized by General Plan element and are intended to be used for the Annual Report on the City's progress in implementing the General Plan.

Chapter 9: Environmental Justice. Generally, environmental justice is defined as the basic right of people to live, work, go to school, play, and pray in a healthy and clean environment. Those in neighborhoods of lower income are more likely to be at a disadvantage when it comes to equal access to programs and places that make and keep us healthy. The Environmental Justice Element seeks to remedy this imbalance through goal and policies from six key environmental justice issues as outlined in Senate Bill (SB) 1000: community engagement, pollution exposure, access to public facilities, access to healthy food, safe and sanitary housing, and physical activity. The purpose of this element is to ensure that the City of Rialto is a

safe and healthy place with opportunities for everyone and to focus on goals that will improve communities and reduce inequities.

Rialto Airport Specific Plan

The Rialto Municipal Airport ceased operations in 2014 and the former airport property and much of the properties adjacent to the Rialto Municipal Airport that were suited to accommodate development were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. Although the Rialto Municipal Airport is no longer operational, the City's Rialto Airport Specific Plan serves as the zoning ordinance for parcels in the Airport Specific Plan area that were not removed from the Airport Specific Plan, primarily located northwest, west, and east of the former Rialto Municipal Airport. The Airport Specific Plan provides a framework to guide future land use and development decisions in the Airport Specific Plan area. For projects within the Airport Specific Plan area, policies and standards in the Airport Specific Plan will take precedence over more general policies and standards applied throughout the rest of the City.

City of Rialto Municipal Code

Rialto Municipal Code Title 17. Rialto Municipal Code Title 17 functions as the City's subdivision regulations pursuant to the Subdivision Map Act (Government Code §§ 66400 through 66499.85). This Title contains requirements pertaining to required dedications and improvements, lot subdivision and merging, and associated fees. All subdivisions and lot merges within the City must comply with provisions within this Title.

Rialto Municipal Code Title 18. Rialto Municipal Code Title 18 functions as the City's Zoning Ordinance, which, in coordination with the City's specific plans, identifies the permitted land uses on all parcels in the City through assigned land use designations and associated land use regulations and development standards. In coordination with the Rialto General Plan and the Rialto Airport Specific Plan, Title 18 presents guidelines to promote appropriate land use and City design and designed to:

- lessen congestion in the streets;
- secure safety from fire, panic and other dangers;
- promote health and the general welfare;
- provide adequate light and air;
- prevent the overcrowding of land;
- avoid undue concentration of population; and
- facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements.

4.10.2 Existing Conditions

Existing and Surrounding Land Uses

The project site is approximately 40 acres located at the southwest corner Locust Avenue and Lowell Street. The project site is vacant with the exception of remnants of a World War II-era bunker structure and rail spurs in the southern portion of the project site and an underground transformer on the northwestern portion of the project site along Lowell Street. The project site was vacant land until the 1940s when it was developed with rail spurs and bunkers used by the U.S. Army for the storage of weapons

and ammunition until the 1960s. Since that time, the project site has been generally vacant with areas used for stockpiling and storage activities. Currently, the majority of the site is covered with chaparral plant communities and non-native grassland.

The project site is located north of State Route 210 (SR-210) in an area of the City comprised primarily of industrial, warehouse, manufacturing and office uses with single-family residences approximately 700 feet east of Locust Avenue and the Mid-Valley Landfill to the west. Additionally, adjacent to the project site, east of Locust Avenue is an undeveloped parcel, and adjacent to the project site west of Lake Padden Lane is Robertson's Ready Mix.

General Plan and Zoning Designations

General Plan. The project site has a General Plan land use designation of General Industrial. The General Industrial designation allows for a broad range of heavy industrial activities requiring large areas of land with convenient access for trucks and rail. Permitted uses include manufacturing and processing, warehousing and distribution, chemical or petroleum products processing and refining, heavy equipment operations, and similar uses.[2] The maximum Floor to Area Ratio (FAR) for this land use designation is 1.0.

Specific Plan/Zoning. The project site is zoned Rialto Airport Specific Plan and has a Specific Plan land use designation of General Manufacturing (I-GM). Table 8 of the Rialto Airport Specific Plan identifies permitted uses within the I-GM zone including manufacturing and processing, warehousing and distribution, chemical or petroleum products processing and refining, heavy equipment operations, and similar uses.[3]

4.10.3 Methodology

The pre-development conditions of the project site and surrounding area are used as the baseline to compare potential impacts associated with the Project. The analysis of the project site is based on the conditions of the site when the Notice of Preparation (NOP) was published. The proposed Project is evaluated against the significance criteria below, as the basis for determining the level of impacts related to land use and planning. This analysis considers existing regulations, laws and standards that serve to avoid or reduce potential environmental impacts. Where significant impacts remain, despite compliance with regulatory framework, feasible mitigation measures are recommended, where warranted, or reduce the Project's potentially significant environmental impact.

4.10.4 Thresholds of Significance

The following significance criteria for land use and planning were derived from the Environmental Checklist in CEQA Guidelines, Appendix G. The proposed Project would result in a significant impact related to land use and planning if it would:

- Cause a significant environmental impact due to a conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

[2] City of Rialto. *Rialto General Plan Upda*te. Retrieved from: https://www.yourrialto.com/DocumentCenter/View/4457/2023-Land-Use-Element?bidId= Accessed September 25, 2024.

[3] City of Rialto. 1997. *Rialto Airport Specific Plan*. Table 8. Retrieved from https://www.rialtoca.gov/DocumentCenter/View/570/Rialto-Airport-Specific-Plan-PDF. Accessed October 23, 2024.

As addressed in **Section 5.1: Effects Found Not to be Significant**, the City has determined that the proposed Project would not have a significant impact on the following threshold for the reasons stated below, and that no further analysis was required in the EIR:

- Would the Project physically divide an established community.

The Project could have a significant environmental impact if it were sufficiently large or otherwise configured in such a way as to create a physical barrier or other physical division within an established community. For example, the construction of a highway through an existing community could constrain travel from one side of the community to another, as well as the cohesiveness of that community.

The proposed Project would develop a speculative warehouse building with three new driveways on Lowell Street, one driveway on Locust Avenue, and one emergency vehicle only driveway on Lake Padden Lane. As described above, the project site would be located in an area with predominantly planned and developed industrial, warehouse, manufacturing, and office uses. The project site is bordered by Lowell Street and industrial, office, and warehouse uses to the north; industrial uses, Locust Avenue, and an undeveloped parcel and single-family residences to the east; industrial, warehouse, and manufacturing uses to the south; and Lake Padden Lane, industrial and manufacturing uses, and Mid-Valley Landfill to the west. The residential neighborhood is approximately 700 feet east of Locust Avenue. The site does not currently provide any connection to the residential neighborhood nor does it provide connectivity or accessibility to other surrounding uses. The Project would include roadway and utility improvements along Lowell Street and Locust Avenue adjacent to the project site, including sidewalks, curbs, and utility connections. Project improvements would not include features such as a highway, new roadway, or above-ground infrastructure that would preclude or impede movement through the project site such that a permanent disruption in the physical arrangement of the surrounding community or isolation of that community would occur. The Project is consistent with the existing General Plan designation and zoning and would be compatible with the existing industrial uses adjacent to the site. As such, neither the residential neighborhood nor other existing or planned communities proximate to the project site would be physically divided by the proposed Project. Therefore, the proposed Project would not physically divide an established community and no impact would occur.

4.10.5 Project Impacts and Mitigation

Impact 4.10-1:	**Would the Project cause a significant environmental impact due to a conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?** ***Level of Significance:*** Less than Significant Impact

Connect SoCal Goal Analysis

Project-relevant RTP/SCS policies for land use and planning are addressed below.

- Create human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances.
- Improve access to jobs and educational resources.
- Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air, and quality of life for our communities.

Consistent with Connect SoCal Goals, the project site is located near existing transit routes (i.e., OmniTrans route along Locust Avenue), access to I-210, and truck routes. The location of the Project within a developed area would place an employment center in close proximity to existing residential uses east of Locust Avenue. Locating an employment center near existing residential uses would potentially reduce trip lengths required for existing residents to travel to work, thereby reducing mobile emissions. Additionally, the Project would include pedestrian access to the project site (i.e., sidewalks) along Lowell Street and Locust Avenue to improve pedestrian mobility and safety. Further, the Project would implement MM AQ-4; refer to **Section 4.2: Air Quality**, which would require the preparation of Transportation Demand Management (TDM) strategies to reduce single-occupant auto travel and encourage alternate means of transportation. Project TDM strategies include pedestrian network improvements, traffic calming measures, implementation of a low-stress bicycle network, and implementation of ride-share programs. Additionally, implementation of the Project would result in the development of a warehouse on vacant land and provide additional employment opportunities which would support a healthy community. Therefore, the Project is consistent with applicable goals of the 2024-2050 RTP/SCS. Connect SoCal is discussed further in **Section 4.2: Air Quality**, **Section 4.5: Energy, Section 4.7: Greenhouse Gas Emissions, Section 4.12: Population and Housing,** and **Section 4.15: Transportation**, and similarly concludes the Project would not conflict with any other applicable goals of the 2024-2050 RTP/SCS in each respective section of this EIR. Therefore, the proposed Project would not result in a change in, or conflict with any Connect SoCal Goal that would result in potentially significant impact. Thus, impacts would be less than significant and no mitigation is required.

General Plan Consistency Analysis

General Plan goals and policies relevant to the Project are addressed in **Table 4.10-1: General Plan Consistency Analysis.** As indicated in the table, the Project would be consistent with applicable Rialto General Plan policies. Therefore, the proposed Project would not result in a change in, or conflict with any Rialto General Plan policy that would result in potentially significant impacts. Therefore, impacts would be less than significant and no mitigation is required.

Table 4.10-1: General Plan Consistency Analysis	
General Plan Policy	**Project Consistency**
Chapter 2: Managing Our Land Supply	
Goal 2-9: Residential areas, schools, parks, and other sensitive land uses are protected from the impacts associated with industrial and trucking-related land uses.	
Policy 2-9.1: Require mitigation and utilize other techniques to protect residential development and other sensitive land uses near industrial land uses or within identified health risk areas from excessive noise, hazardous materials and waste releases, toxic air pollutant concentrations, and other impacts.	**Consistent**. The nearest residential development is approximately 700 feet east of the project site and east of Locust Avenue. Project implementation would not result in significant impacts to sensitive land uses. As addressed in **Section 4.2: Air Quality**, MM AQ-1 and MM AQ-5 would minimize health risks to sensitive land uses by requiring the use of low VOC paints, electric appliances including landscaping equipment and cargo handling equipment, and incentives to support ride-share programs. As discussed in **Section 4.11: Noise** and **Section 4.8: Hazards and Hazardous Materials**, the Project would comply with existing federal, State, and local noise and hazardous material and waste handling regulations and therefore result in less than significant impact to sensitive land uses in the project area. Further, MM HAZ-1 would require the retainment of a munitions expert to monitor grading activities and ensure any unexploded ordnances and discarded military munitions encountered would not result in an adverse impact to nearby sensitive land uses. Therefore, the Project would comply with this General Plan policy.
Policy 2-9.2: Require all industrial development to front on an improved street with appropriate front yard setbacks, landscaping and façade and entrance treatments.	**Consistent**. The development regulations for industrial developments in the Rialto Airport Specific Plan area require a front setback of 25 feet and a minimum side and rear setback of zero (0) feet, as well as a 20-foot average minimum width of landscaping from the property line along public roadways. The Project would provide a front setback of approximately 237 feet along Lowell Street, a side setback of 197 feet on the east and 76 feet on the west, and a 110-foot rear setback. In addition, the Project would provide landscaping throughout the project site focused near parking lot areas and driveway entries, a 20-foot wide landscape buffer along the public roadways, and a total landscaped area of approximately 9.2 percent of the site. Therefore, the Project would comply with this General Plan policy.
Policy 2.9-5: Ensure that industrial land uses minimize conflict with surrounding incompatible uses through building design and truck restrictions.	**Consistent.** Adjacent land uses are limited to industrial, warehouse, and office uses. Truck access would be from Lowell Street onto Locust Avenue, and from Locust Avenue. Locust Avenue is a designated truck route in the City's General Plan. Therefore, the Project would comply with this General Plan policy.
Policy 2.9-6: Locate smaller buildings and less intensive uses within an industrial development site closer to adjacent residential uses, rather than large or more intensive uses.	**Consistent.** The nearest residential uses are approximately 700 feet east of the project site, which is east of Locust Avenue; Locust Avenue is a truck route. The Specific Plan development regulations require a minimum side setback of zero (0) feet. The Project's secured truck trailer parking lot would be set back from the property boundary along Locust Avenue by approximately 25.75 feet, the warehouse building would be set back from the property boundary adjacent to other industrial uses on the east by approximately 197 feet and from the property boundary on the west by approximately 76 feet. The proposed setbacks greatly exceed the Airport Specific Plan requirement. Therefore, the Project would comply with this General Plan policy.

Table 4.10-1: General Plan Consistency Analysis	
General Plan Policy	**Project Consistency**
Policy 2.9-7: Require warehousing and industrial uses to incorporate natural landscape materials (trees, shrubs, and hedges) to buffer differing land uses, and provide a transition between adjacent properties.	**Consistent.** As noted above and shown in **Figure 3-10**, landscaping would encompass approximately 9.2 percent of the project site and be focused along the perimeter, parking lot areas, and driveway entries. A mix of accent trees are proposed along public roadways, Locust Avenue and Lowell Street. Smaller understory landscaping including groundcover and accent shrubs would be layered beneath the trees. Landscaping along the public streets would screen truck trailers from the public right-of-way. Therefore, the Project would comply with this General Plan policy.
Policy 2.9-8: For sites with access to alleyways or other internal circulation routes, locate industrial loading docks away from public-facing streets to reduce trucking-related impacts in sensitive areas.	**Consistent.** Project loading docks would be located along the east side of the warehouse building. Public views of the loading area would be shielded due to existing development along Locust Avenue, as well as a 14-foot-high decorative screen wall along the northern boundary of the project site facing Lowell Street, along the eastern boundary of the project site facing Locust Avenue, and along the northeastern portion of the project site's southern boundary facing the existing industrial uses to the south. Therefore, the Project would comply with this General Plan policy.
Goal 2-12: Design streetscapes in Rialto to support and enhance the City's image as a desirable place to live, work, shop, and dine.	
Policy 2-12.1: Require the screening of commercial or industrial parking areas, storage yards, stockpiles, and other collections of equipment from the public right-of-way.	**Consistent**. The Project includes a variety of trees to screen both trailer and employee parking areas fronting Lowell Street and Locust Avenue (see **Figure 3-8**, **Figure 3-9**, and **Figure 3-10**). Additionally, see consistency with **Policy 2.9-8**. Therefore, the Project would comply with this General Plan policy.
Policy 2.12-5: Require that projects with perimeter walls (including gated residential communities) provide an interesting streetscape, with pedestrian access to major travel ways.	**Consistent.** See consistency with **Policy 2-12.1.** Additionally, the Project would include pedestrian access to the project site (i.e., sidewalks) along Lowell Street and Locust Avenue. Therefore, the Project would comply with this General Plan policy.
Goal 2-15: Protect scenic vistas and scenic resources.	
Policy 2-15.1: Protect views of the San Gabriel and San Bernardino Mountains by ensuring that building heights are consistent with the scale of surrounding, existing development.	**Consistent**. The San Gabriel Mountains are located approximately 3.5 miles to the northwest and the San Bernardino Mountains are located approximately 8 miles to the east. Rialto Airport Specific Plan I-GM zone has a maximum building height of 75 feet. The proposed Project would have a maximum building height of 55 feet finished grade. This is below the 75-foot maximum height allowed within the Rialto Airport Specific Plan I-GM zone and is comparable to the height of existing development in the area. As discussed in **Section 4.1: Aesthetics**, although Project implementation would result in the partial obstruction of designated scenic vistas, these views are currently obstructed by existing urban development. Therefore, the Project would comply with this General Plan policy.
Policy 2-15.2: Protect views of the La Loma Hills, Jurupa Hills, Box Spring Mountains, Moreno Valley, and Riverside by ensuring that building heights are consistent with the scale of surrounding, existing development.	**Consistent.** The La Loma Hills are located approximately 9 miles to the southeast, Jurupa Hills are approximately 8 miles southwest, Box Springs Mountains are approximately 14 miles to the southeast, the City of Moreno Valley is approximately 16 miles to the southeast, and the City of Riverside is approximately 10 miles to the southeast. Rialto Airport Specific Plan I-GM zone has a maximum building height of 75 feet. The proposed Project would have a maximum building height of 55 feet finished grade.

Table 4.10-1: General Plan Consistency Analysis	
General Plan Policy	**Project Consistency**
	This is below the 75-foot maximum height allowed within the Rialto Airport Specific Plan I-GM zone and is comparable to the height of existing development in the area. Therefore, the Project would comply with this General Plan policy.
Policy 2-15.3: Ensure use of building materials that do not produce glare, such as polished metals or reflective windows.	**Consistent.** The Project would be required to comply with CCR Title 24 standards which would require all glass used in the building design to have minimal reflectivity to reduce glare to surrounding neighbors. The proposed building would not use highly reflective materials, such as large expanses of reflective glass. Therefore, the Project would comply with this General Plan policy.
Goal 2-17: Improve the architectural and design quality of development in Rialto.	
Policy 2-17.1: Require new development and construction to exhibit a high level of quality architectural design to emphasize community uniqueness, individuality, and historical references.	**Consistent.** The conceptual design for the Project includes concrete tilt-up panels with architectural treatments, such as panel reveals to provide visual relief of the building facades. As shown in **Figure 3-6** through **Figure 3-8**, the exterior elevations would be white and grey with blue accents and blue window glazing. Therefore, the Project would comply with this General Plan policy.
Policy 2–17.5: Require developers to vary building and parking setbacks along the streetscape to create visual interest.	**Consistent.** See consistency with **Policy 2-9.2.**
Policy 2–17.6: Require architectural treatments on all façades facing rights-of-way, public streets, and alleys, including windows, doors, architectural details, and landscape treatment.	**Consistent.** The proposed warehouse exterior elevations would be white and grey with blue accents and blue window glazing with concrete tilt-up panels with architectural treatments, such as panel reveals to provide visual relief of the building facades. Landscaping would be focused around the site perimeters, parking areas, driveway entrances, and building entrances for aesthetic affect. Therefore, the Project would comply with this General Plan policy.
Goal 2-18: Provide high-quality and environmentally sustainable landscaping.	
Policy 2-18.1: Require the planting of street trees along public streets and inclusion of trees and landscaping for private developments to improve airshed, minimize urban heat island effect, and lessen impacts of high winds.	**Consistent.** The Project would include approximately 3.7 acres of landscaping throughout the project site. The proposed landscaping would include the planting of various trees along the Project's frontage on Locust Avenue, Lowell Street, and Lake Padden Lane and within the passenger vehicle parking area. Therefore, the Project would comply with this General Plan policy.
Policy 2-18.3: Require the use of drought-tolerant, native landscaping and smart irrigation systems for new development to lower overall water usage.	**Consistent.** Landscaping would be included throughout the project site to retain runoff. The proposed landscaping would include native plant species. The proposed drainage improvements would include a modular wetland unit to improve water quality of runoff. Therefore, the Project would comply with this General Plan policy.

Table 4.10-1: General Plan Consistency Analysis	
General Plan Policy	**Project Consistency**
Goal 2-23: 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.	
Policy 2–23.1: Require that developments incorporate varied planes and textures and variety in window and door treatments on building façades.	**Consistent.** See consistency with **Policy 2-17.1.**
Policy 2-23.2: Encourage architecture that disaggregates massive buildings into smaller parts with greater human scale.	**Consistent.** The Project would comply by developing the proposed building with facades that would use color variation, glazing, and vertical articulation to allow for variation in mass and scale. The proposed warehouse would be approximately 55 feet in height from finished grade; materials used would include wall panels, concrete, galvalume metal roofing, and a glass curtain wall as well as various colors to reduce the overall sense of perceived mass. As discussed in **Section 4.1: Aesthetics**, the Project would not result in significant visual impacts. Therefore, the Project would comply with this General Plan policy.
Policy 2-23.3: Require that landscaping be incorporated into commercial and industrial projects to define and emphasize entrances, inclusive of those areas along the front of a building facing a parking lot.	**Consistent.** The Project would provide an average width of 20 feet of landscaping from and along Locust Avenue and Lowell Street, meeting the minimum 20-foot depth requirement on public roadways (see **Figure 3-10**). Additionally, the Project would include landscape plantings along the site perimeter and parking areas for enhanced landscape screening. Therefore, the Project would comply with this General Plan policy.
Policy 2-23.5: Require developments to provide pedestrian and vehicle connections and pathways between parking lots at the rear and front of buildings.	**Consistent.** The Project proposes a sidewalk along the project site frontage of Locust Avenue and Lowell Street and pedestrian crossings at the driveways. The Project proposed three new driveways on Lowell Street, one driveway on Locust Avenue, and one emergency vehicle only driveway on Lake Padden Lane. Project site circulation for passenger vehicles would include drive aisles along the northern, western, and southern warehouse perimeter providing access to the employee/visitor parking area. All Project driveways would be 40 feet wide to allow for adequate turning movements for trucks and emergency vehicles. Internal to the site, a pedestrian walkway is proposed from the employee/visitor parking lot along Lowell Street, south toward the warehouse building. Therefore, the Project would comply with this General Plan policy.
Policy 2-23.6: Require delivery areas to be separated from pedestrian areas.	**Consistent.** The trailer parking and dock loading areas would be located on the eastern side of the warehouse and would be gated to separate pedestrian and loading areas (see **Figure 3-3**). Therefore, the Project would comply with this General Plan policy.
Policy 2-23.8: Insist that full architectural treatments and details be provided on all facades visible to the street of development projects.	**Consistent.** See consistency analysis for **Policy 2-17.1**.

Table 4.10-1: General Plan Consistency Analysis	
General Plan Policy	**Project Consistency**
Goal 2-24: Minimize the visual impact of parking lots	
Policy 2-24.1: Require mature trees and landscaping in off-street parking areas to make them more inviting and aesthetically appealing, and to provide sufficient shading to reduce heat.	**Consistent.** The Project includes a variety of trees to screen parking areas and provide shade within the project site (see **Figure 3-10**). Specifically, pursuant to Rialto Municipal Code Chapter 18.58.030, 74 trees would be planted throughout the parking areas to reduce heat and provide shade. See **Policy 2-23.3** analysis for further detail. Therefore, the Project would comply with this General Plan policy.
Policy 2-24.2: Encourage the inclusion of textured paving along pedestrian walkways and under building canopies.	**Consistent.** The Project would provide textured pedestrian walkways across the proposed driveways (**Figure 3-3)**. Additionally, the internal pedestrian walkway to the warehouse building entrance would be concrete with a medium broom finish. Therefore, the Project would comply with this General Plan policy.
Policy 2-24.3: Require use of drainage improvements designed, with native vegetation where possible, to retain or detain water runoff and minimize pollutants into drainage system.	**Consistent.** As discussed under consistency to **Policy 2-18.3**, **l**andscaping would be included throughout the project site to retain runoff. The Project proposes a network of underground piping and conveyance to three on-site underground infiltration basins. These basins would serve as a water quality best management practice which would treat storm water runoff on site before release. Therefore, the Project would comply with this General Plan policy.
Goal 2-29: Protect and enhance Rialto's surface waters and groundwater basins.	
Policy 2-29.3: Design sidewalks, roads, and driveways to minimize impervious surfaces; provide flood control channels with permeable bottoms to help restore groundwater aquifers.	**Consistent.** The project site would include approximately 160,491 sf of landscaping (9.2% of the project site). The remainder of the project site would be pervious, which would include pedestrian walkways, driveways, and surface parking. The proposed driveways and sidewalks would be designed in accordance with City code. Therefore, the Project would comply with this General Plan policy.
Policy 2–29.5: Apply methodologies and assign responsibility to protect the quality of groundwater from pollution by landfills and industrial uses.	**Consistent.** See consistency analysis for **Policy 2-24.3**. As discussed in **Section 4.8: Hydrology and Water Quality**, to protect the City's surface waters and groundwater basins, the Project has prepared a project-specific Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP). Both the SWPPP and WQMP would include measures to protect water quality during Project construction and operation. Therefore, the Project would comply with this General Plan policy.
Goal 2-30: Conserve water resources.	
Policy 2-30.1: Require new development to use features, equipment, technology, landscaping, and other methods to reduce water consumption.	**Consistent.** Landscaping would be included throughout the project site and would use an automatic irrigation system and appropriate use and grouping of native plants to foster long-term landscape water conservation. The proposed industrial use would require minimal water consumption during operation. Therefore, the Project would comply with this General Plan policy.
Goal 2-31: Incorporate green building and other sustainable building practices into development projects.	
Policy 2-31.1: Explore and adopt the use of green building standards and Leadership in Energy and Environmental Design (LEED) or similar in both private and public projects.	**Consistent.** The Project would comply with applicable California Green Building Standards (CALGreen) Code (24 CCR, Part 11), which includes requirements for water efficiency, construction waste reduction,

Table 4.10-1: General Plan Consistency Analysis	
General Plan Policy	**Project Consistency**
	recycling, and electrical vehicle facilitation. Therefore, the Project would comply with this General Plan policy.
Policy 2-31.2: Promote sustainable building practices that go beyond the requirements of Title 24 of the California Administrative Code, and encourage energy-efficient design elements, as appropriate.	**Consistent.** The Project would comply with Parts 6 and 11 of Title 24. The Project would have: (a) sensor-based lighting controls— for fixtures located near windows, the lighting would be adjusted by taking advantage of available natural light; and (b) efficient process equipment—improved technology offers significant savings through more efficient processing equipment. Additionally, the warehouse building would be designed to have 15% of the roof area solar-ready, in accordance with Title 24 standards. Therefore, the Project would comply with this General Plan policy.
Policy 2-31.3: Support sustainable building practices that integrate building materials and methods that promote environmental quality, economic vitality, and social benefit through the design, construction, and operation of the built environment.	**Consistent.** The Project would comply with regulatory requirements to divert at least 50 percent of construction and demolition waste from landfills; (b) mandatory inspections of energy systems to ensure optimal working efficiency; (c) low pollutant emitting exterior and interior finish materials, such as paints, carpets, vinyl flooring and particle boards; and (d) a 20% reduction in indoor water use. Therefore, the Project would comply with this General Plan policy.
Goal 2-32: Conserve energy resources.	
Policy 2-32.1: Require the incorporation of energy conservation features into the design of all new construction and site development activities.	**Consistent.** See consistency with **Policy 2-31.2.**
Goal 2-32: Balance the provisions of the California Surface Mining and Reclamation Act with City objectives to minimize negative impacts of mining activities on the Rialto community.	
Policy 2-33.4: Establish buffer zones of compatible uses adjacent to mineral extraction areas. Such uses may include industry. Require planting or other visual buffers to screen mining machines, stockpiles, vehicles, and other mining related facilities from visible residential areas.	**Consistent.** The Project is a compatible use with existing development in the area and is consistent with existing General Industrial land use designation and I-GM zoning. The Project also includes a 14-foot-high decorative screen wall, retaining walls and fencing, and landscape buffers which would provide screening and a visual buffer between the project site and the adjacent concrete mining operations to the south and east. Therefore, the Project would comply with this General Plan policy.
Goal 2-35: Achieve waste recycling levels that meet or exceed State mandates. Achieve maximum waste recycling in all sectors of the community: residential, commercial, industrial, institutional, and construction.	
Policy 2-35.2: Utilize source reduction, recycling, and other appropriate measures to reduce the amount of solid waste generated in Rialto that is disposed of in landfills.	**Consistent.** The Project would include measures to recycle during construction and operation when feasible. Please also see the response to **Policy 2-31.3.** Therefore, the Project would comply with this General Plan policy.
Policy 2-35.3: Encourage the maximum diversion from landfills of construction and demolition materials through recycling and reuse programs.	**Consistent.** Please see the response to **Policy 2-31.3**.

Table 4.10-1: General Plan Consistency Analysis	
General Plan Policy	**Project Consistency**
Goal 2-36: Reduce air pollution emissions from both mobile and stationary sources in the City.	
Policy 2-36.2: Require that new development projects incorporate design features that encourage ridesharing, transit use, park and ride facilities, and bicycle and pedestrian circulation.	**Consistent.** The Project would include a sidewalk along the Project frontage on Lowell Street and Locust Avenue to provide pedestrian access to the project site. Bicycle facilities, including short-term bicycle racks would also be provided on the site to facilitate alternative modes of transportation and reduce vehicle emissions. Additionally, as outlined in **Section 4.2: Air Quality**, the Project would implement MM AQ-4, which would result in the development of a TDM Plan incorporating feasible trip reduction strategies that would encourage ridesharing, transit use, park and ride facilities, and bicycle and pedestrian circulation. Therefore, the Project would comply with this General Plan policy.
Policy 2-36.3: Establish a balanced land use pattern, and facilitate developments that provide jobs for City residents in order to reduce vehicle trips citywide.	**Consistent.** The proposed development would be consistent with the General Industrial land use designation for the project site. Additionally, the Project would bring employment opportunities that would contribute to the diversity of uses that serve the needs of the City. Therefore, the Project would comply with this General Plan policy.
Policy 2-36.4: Require new development and significant redevelopment proposals to incorporate sufficient design and operational controls to prevent release of noxious odors beyond the limits of the development site.	**Consistent.** The project site and surrounding parcels are zoned for industrial uses. The Project does not propose a land use type associated with significant odors, such as farming, chemical plants, landfills, etc. The nearest sensitive receptors are single-family residences located approximately 700 feet east of Locust Avenue, which serves as the project boundary for the site. Project operations would not result in a substantial amount of noxious odors beyond the limits of the project site. As discussed in **Section 4.2: Air Quality** and outlined in LOR AQ-1, the Project would comply with SCAQMD Rule 402, which prohibits discharge of air quality nuisances including those associated with odors. Therefore, the Project would comply with this General Plan policy.
Goal 2-37: Reduce the amount of fugitive dust released into the atmosphere.	
Policy 2–37.2: Support programs and policies of the South Coast Air Quality Management District regarding restrictions on grading operations at construction projects.	**Consistent.** As outlined in **Section 4.2: Air Quality**, the Project would implement Laws, Ordinances, and Regulations (LOR) AQ-1, MM AQ-1, and MM AQ-5, which would require compliance with SCAQMD Rules 402 and 403, Rule 1113, and Rule 2305 respectively. Rules 402 and 403 include measures to minimize construction dust. Compliance with Rule 1113 would reduce ROG emissions associated with architectural coatings. Rule 2305 would require WAIRE (Warehouse Actions and Investments to Reduce Emissions) Points tracking, which can be earned through emission reduction measures, like zero emission or electric cargo handling equipment, as required by MM AQ-5. Therefore, the Project would comply with this General Plan policy.
Goal 2-39: Mitigate against climate change.	
Policy 2-39.1: Consult with State agencies, SCAG, and the San Bernardino Associated Governments (SANBAG) to implement AB32	**Consistent.** As further discussed in **Section 4.7: Greenhouse Gas Emissions**, the Project would comply with applicable regulations, including SB 32 and SB 375. The Project would implement mitigation

Table 4.10-1: General Plan Consistency Analysis	
General Plan Policy	**Project Consistency**
and SB375 by utilizing incentives to facilitate infill and transit-oriented development.	measures and LORs to reduce impacts associated with GHGs in regard to compliance with AB32 and AB375, to less than significant. Therefore, the Project would comply with this General Plan policy.
Policy 2-39.3: Provide enhanced bicycling and walking infrastructure, and support public transit, including public bus service, the Metrolink, and the potential for Bus Rapid Transit (BRT).	**Consistent.** See consistency analysis for **Policy 2-36.2.**
Goal 2-40: Conserve and enhance Rialto's biological resources.	
Policy 2-40.1: Protect endangered, threatened, rare, and other special status habitat and wildlife species within and along Lytle Creek by working with the United States Wildlife Service and the California Department of Fish and Game to establish Natural Community Conservation Plans, Habitat Conservation Plans (HCP), or other established biological resource protection mechanisms within this sensitive area.	**Consistent.** As discussed in **Section 4.3: Biological Resources**, MM BIO-1a through MM BIO-3 require pre-construction surveys, implementation of a Burrowing Owl Relocation and Mitigation Plan in the event avoidance is not possible, and the removal of habitat that supports nests to occur outside of breeding season. Therefore, the Project would comply with this General Plan policy.
Chapter 3: Investing in Our Future: Economic Development, Redevelopment, and Infrastructure	
Goal 3-8: Promote affordable and quality water service capable of adequately meeting normal and emergency water demands to all areas in Rialto.	
Policy 3-8.1: Require that all new development or expansion of existing facilities bear the cost of expanding the water system to handle the increased demands which they are expected to generate.	**Consistent.** Water service to the project site would be provided by West Valley Water District (WVWD). The Project would include connections to existing facilities located in the adjacent roadways. The Project would not require the expansion of existing facilities, see **Section 4.17: Utilities and Service Systems**. Therefore, the Project would comply with this General Plan policy.
Policy 3-8.10: Support water conservation through requirements for landscaping with drought-tolerant plants and efficient irrigation for all new development and City projects.	**Consistent.** The Project would include approximately 3.7 acres of landscaping. The proposed landscaping plans would include the incorporation of drought-tolerant plants. Therefore, the Project would comply with this General Plan policy.
Goal 3-9: Upgrade and maintain an improved wastewater system with adequate plant efficiency and capacity to protect the health and safety of Rialto residents, businesses, and institutions.	
Policy 3-9.1: Require that all new development or expansion of existing facilities bear the cost of expanding the wastewater disposal system to handle the increased loads which they are expected to generate.	**Consistent.** Wastewater service would be provided by Rialto Water Services. The Project proposes to connect to existing wastewater facilities located in the roadways. As discussed in **Section 4.17: Utilities and Service Systems**, the Project would result in a minimal increase in wastewater and the existing facilities of the Rialto Water Services would adequately serve the project site. Therefore, the Project would comply with this General Plan policy.

Table 4.10-1: General Plan Consistency Analysis	
General Plan Policy	**Project Consistency**
Goal 3-10: Minimize the volume of solid waste that enters local and regional landfills.	
Policy 3-10.2: Encourage the recycling of construction and demolition materials in an effort to divert these items from entering landfills.	**Consistent.** Please see the response to **Policy 2-31.3**.
Chapter 4: Making the Connections: The Circulation Chapter	
Goal 4-1: Provide transportation improvements to reduce traffic congestion associated with regional and local trip increases.	
Policy 4-1.17: Require new streets and improvements to connect to established streets.	**Consistent.** No new streets are required as a part of the Project. Road improvements would be provided along Lowell Street and Locust Avenue. Locust Avenue is a truck route; truck traffic would not use local residential roadways. Therefore, the Project would comply with this General Plan policy.
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. The one exception will be Riverside Avenue south of the Metrolink tracks all the way to the City's southern border, which can operate at LOS E.	LOS is not used under CEQA to evaluate traffic impacts.
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 require new development to mitigate traffic impacts that increase delay above that level.	LOS is not used under CEQA to evaluate traffic impacts.
Goal 4-2: Protect residential neighborhoods from through traffic impacts.	
Policy 4-2.1: Locate new development and their access points in such a way that traffic is not encouraged to utilize local residential streets for access to the development and its parking.	**Consistent.** Access to the project site would be provided from Lowell Street and Locust Avenue. Locust Avenue is a truck route; truck traffic would not use local residential roadways. Therefore, the Project would comply with this General Plan policy.
Policy 4-2.2: Discourage non-local traffic from using neighborhood streets.	**Consistent.** See consistency analysis for **Policy 4-2.1**. The Project and surrounding area is located on land zoned for industrial uses. Truck traffic would not use neighborhood streets. Therefore, the Project would comply with this General Plan policy.
Goal 4-8: Establish and maintain a comprehensive system of pedestrian trails and bicycle routes that provide viable connections throughout the City.	
Policy 4-8.5: Require major developments to include bicycle storage facilities, including bicycle racks and lockers.	**Consistent.** On-site bike racks would be located near the entrances to the office area of the warehouse, which is proposed near the northeast corner of the building. Therefore, the Project would comply with this General Plan policy.

Table 4.10-1: General Plan Consistency Analysis	
General Plan Policy	**Project Consistency**
Goal 4-9: Promote Walking.	
Policy 4-9.1: Install sidewalks where they are missing, and make improvements to existing sidewalks for accessibility purposes. Priority should be given to needed sidewalk improvement near schools and activity centers. Provide wider sidewalks in areas with higher pedestrian volumes.	**Consistent.** There are no sidewalks adjacent to the project site. The Project proposes a sidewalk along the project site frontage of Locust Avenue and Lowell Street and pedestrian crossings at the driveways. Therefore, the Project would comply with this General Plan policy.
Policy 4-9.2: Require sidewalks and parkways on all streets in new development.	**Consistent.** See consistency analysis for **Policy 4-9.4**.
Policy 4-9.4: Accommodate pedestrians and bicyclists — in addition to automobiles — when considering new development projects.	**Consistent.** As discussed in **Section 4.2: Air Quality**, the Project would implement MM AQ-4, which would require the preparation of a TDM plan to reduce single-occupant vehicle trips and encourage the use of public transit. Further, the Project would provide pedestrian access to the project site with the inclusion of sidewalks along the Project's frontage on Locust Avenue and Lowell Street. Bike storage would be provided on the project site. Therefore, the Project would comply with this General Plan policy.
Policy 4-9.6: Encourage new development to provide pedestrian paths through projects, with outlets to adjacent collectors, secondaries, and arterial roadways.	**Consistent.** See consistency analysis for **Policy 4-9.4.**
Policy 4-9.7: Require ADA compliance on all new or modified handicap ramps.	**Consistent.** Handicap ramps located on the site would comply with ADA requirements. Therefore, the Project would comply with this General Plan policy.
Goal 4-10: Provide a circulation system that supports Rialto's position as a logistics hub.	
Policy 4-10.1: Designate and enforce truck routes for use by commercial trucking as part of the project approval process.	**Consistent.** Trucks travelling to and from the project site would travel along Lowell Street and Locust Avenue; Locust Avenue is a truck route. Therefore, the Project would comply with this General Plan policy.
Policy 4-10.3: Develop appropriate noise mitigation along truck routes to minimize noise impacts on nearby sensitive land uses.	**Consistent.** The nearest sensitive receptor is residential development located approximately 700 feet east of the project site and east of Locust Avenue. As further discussed in **Section 4.12: Noise**, due to distance from the nearest sensitive receptor, noise impacts would be less than significant. Therefore, the Project would comply with this General Plan policy.
Policy 4-10.4: Encourage the development of adequate on-site loading areas to minimize interference of truck loading activities with efficient traffic circulation on adjacent roadways.	**Consistent.** Rialto Municipal Code Table 18.58.030B identifies that 6 loading spaces are required for industrial uses of 320,000 to 400,000 sf plus 1 additional loading space each 100,000 sf or fraction thereof above 400,000 sf. The Project would have 365 passenger vehicle surface parking stalls, 398 truck trailer parking stalls split between two areas on the site, and 82 dock doors. The Municipal Code requires 9 dock doors; 82 would be provided. Therefore, the Project would comply with this General Plan policy.

Table 4.10-1: General Plan Consistency Analysis	
General Plan Policy	**Project Consistency**
Chapter 5: Safety and Noise	
Goal 5–1: Continue to build the City's fire protection and prevention programs and requirements to minimize fire hazards.	
Policy 5–1.3: Require that all site plans, subdivision plans, and building plans be reviewed by the Fire Department to ensure compliance with appropriate fire regulations, such as California Fire Safe Regulations.	**Consistent.** As addressed in **Section 4.14: Public Services**, prior to commencement of construction activities, Project plans would be reviewed by applicable City departments to ensure compliance with the City's Municipal Code, General Plan, and emergency response and fire safety requirements of the Rialto Fire Department and the California Fire Code. The Project would comply with this General Plan policy.
Goal 5–2: Create a more flood-safe community through development standards and infrastructure improvements.	
Policy 5–2.4: Require the implementation of adequate erosion control measures for development projects to minimize sedimentation damage to drainage facilities.	**Consistent.** The Project requires a SWPPP and WQMP, which would include erosion control Best Management Practices (BMPs) to minimize potential impacts associated with erosion, see **Section 4.9: Hydrology and Water Quality**. Therefore, the Project would comply with this General Plan policy.
Policy 5–2.6: Design new developments with water retention devices and permeable surfaces to minimize flooding of the surface drainage system by peak flows. Consult with water agencies and the San Bernardino County Flood Control District to consider the potential for larger-scale capture via diversion to large-scale spreading grounds or other options on a site-by-site basis.	**Consistent.** As discussed under consistency with **Policy 2-18.3**, landscaping would be included throughout the project site to retain runoff. The Project proposes a network of underground piping and conveyance to three on-site underground infiltration basins. These basins would serve as a water quality best management practice which would treat storm water runoff on site before release. Therefore, the Project would comply with this General Plan policy.
Goal 5-5: Minimize impacts to public health, safety, and welfare as a result of seismic and geologic hazards.	
Policy 5–5.1: Require geotechnical investigations by certified engineering geologist or other qualified professionals for all grading and construction projects subject to geologic hazards, including fault rupture, severe ground shaking, liquefaction, landslides, and collapsible or expansive soils. Particular attention should be paid to areas within Alquist-Priolo Earthquake Fault Zones.	**Consistent.** As addressed in **Section 4.6: Geology and Soils**, the Project would implement Standard Condition (SC) GEO-1, which would require the Project Applicant to provide a site-specific, design-level geotechnical investigation for review and approval to the City of Rialto Community Development Department and Public Works Department. The City would review all Project plans for grading, foundation, structural, infrastructure, and all other relevant construction permits relative to the Preliminary Geotechnical Investigation's recommendations and code requirements. Therefore, the Project would comply with this General Plan policy.
Policy 5–5.2: Require all construction to be in conformance with the California Building Code (CBC), and to be consistent with the Municipal Code as it provides for earthquake-resistant design, excavation, and grading.	**Consistent**. State laws and local ordinances require that, prior to construction, potential seismic hazards be identified and mitigated, as needed, to protect public health and safety from substantial risks through appropriate engineering practices. Project construction would be required to conform to California Building Code (CBC) and California Health and Safety Code seismic design requirements (or applicable adopted code at the time of plan submittal or grading and building permit issuance for construction), see **Section 4.6: Geology and Soils**. The building and safety standards established by these codes have been developed to address structural integrity during a seismic event. Please also see the response to **Policy 5-5.1**. Therefore, the Project would comply with this General Plan policy.

Table 4.10-1: General Plan Consistency Analysis	
General Plan Policy	**Project Consistency**
Goal 5–8: Ensure that first responders and the Emergency Operations Center (EOC) have adequate capacity to respond to hazard events.	
Policy 5–8.7: Require that development be phased in relation to the City's ability to provide an adequate level of fire protection, pursuant to the City standard of cover and fire department strategic plan.	**Consistent.** As addressed in **Section 4.14: Public Services**, the Project would include 20 fire hydrants located throughout the project site. The fire hydrants would connect to a proposed fire water line loop, which ultimately connects to the water main in Lowell Street. All driveways have been designed to accommodate the required turning radius for fire engines and would not impair emergency fire service access. In accordance with the City's entitlement process, the Rialto Fire Department would review the plot plan to ensure compliance with the City's Fire Code. It is expected that the Rialto Fire Department would adequately serve the site and does not require the construction or expansion of existing fire services or facilities. Therefore, the Project would comply with this General Plan policy.
Goal 5–10: Provide effective, timely and comprehensive policing services that meet the safety needs of Rialto.	
Policy 5-10.3: Continue to encourage design concepts that inhibit and discourage criminal behavior such as Crime Prevention Through Environmental Design (CPTED) techniques.	**Consistent.** As addressed in **Section 4.14: Public Services**, prior to commencement of construction activities, Project plans would be reviewed by the City to ensure compliance with the City's Municipal Code and General Plan as well as all applicable regulations associated with site signage, lighting, perimeter control, and other crime safety preventative measures. SC PS-1 requires that all development plans be evaluated by the City of Rialto Police Department to ensure that public safety design measures are incorporated into the Project plans. SC PS-2 requires the Applicant to contract with a security service to provide security during construction and may include additional security measures, such as the installation of temporary fencing. Therefore, the Project would comply with this General Plan policy.
Goal 5-12: Minimize the impact of point source and ambient noise levels throughout the community.	
Policy 5-12.2: Consider noise impacts as part of the development review process, particularly the location of parking, ingress/egress/loading, and refuse collection areas relative to surrounding residential development and other noise-sensitive land uses.	**Consistent.** The nearest sensitive receptor is residential development located approximately 700 feet east of the project site and east of Locust Avenue. As further discussed in **Section 4.12: Noise,** due to distance from the nearest sensitive receptor, noise impacts would be less than significant. Therefore, the Project would comply with this General Plan policy.
Policy 5–12.3: Ensure that acceptable noise levels are maintained near schools, hospitals, and other noise sensitive areas in accordance with the Municipal Code and noise standards contained in Exhibit 5-5.	**Consistent.** See consistency analysis for **Policy 5-12.2.**
Goal 5-13: Minimize the impacts of transportation-related noise.	
Policy 5-13.3: Require development of truck-intensive uses to minimize noise impacts on adjacent uses through appropriate site design.	**Consistent.** See consistency analysis for **Policy 5-12.2.** No noise impacts have been identified.

Table 4.10-1: General Plan Consistency Analysis	
General Plan Policy	**Project Consistency**
Chapter 7: Our Roots: Cultural and Historical Resources	
Goal 7-1: Preserve Rialto's significant historical resources as a source of community identity, stability, aesthetic character, and social value.	
Policy 7-1.1: Protect the architectural, historical, agricultural, open space, environmental, and archaeological resources in Rialto.	**Consistent.** As discussed in **Section 4.4: Cultural Resources**, the Project would have a less than significant impact on unknown archaeological resources with the implementation of mitigation. The Project would implement SC CUL-1 and MM CUL-1 which outlines compliance with California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 associated with human remains and the procedure and treatment of unknown historic and/or archaeological resources discovered during Project construction activities. Therefore, the Project would comply with this General Plan policy.
Goal 7-3: Identify, document, and protect significant archaeological resources in Rialto.	
Policy 7-3.1: Require archaeological surveys during the development review process for all projects in archaeologically sensitive areas where no previous surveys are recorded.	**Consistent.** As further discussed, in **Section 4.4: Cultural Resources**, no significant archaeological resources have been recorded on the project site. SC CUL-1 and MM CUL-1 are applicable. Therefore, the Project would comply with this General Plan policy.
Policy 7-3.3: Avoid impacts to potentially significant prehistoric and historical archaeological resources and sites containing Native American human remains consistent with State law.	**Consistent.** See consistency with **Policy 7-1.1**.
Policy 7-3.4: Reduce adverse impacts to significant archaeological resources that cannot be protected in place through data recovery excavations.	**Consistent.** See consistency with **Policy 7-1.1.**
Chapter 9: Environmental Justice	
Goal 9–3: Establish and maintain a comprehensive system of pedestrian trails and bicycle routes that provide viable connections throughout the City (Circulation Element Goal 4-8) and prioritize implementation in DACs with limited walking and biking infrastructure.	
Policy 9–3.5: Require major developments to include bicycle storage facilities, including bicycle racks and lockers (Circulation Element Policy 4-8.5).	**Consistent.** See consistency with **Policy 4-8.5.**
Goal 9–4: Increase Safe and Comfortable Walking and Wheelchair Mobility	
Policy 9-4.1: Require that new development projects incorporate design features that encourage ridesharing, transit use, park and ride facilities, and bicycle and pedestrian circulation (Land Use, Community Design, Open Space, and Conservation Element Policy 2-36.2).	**Consistent.** See consistency with **Policy 2-36.2.**

Table 4.10-1: General Plan Consistency Analysis	
General Plan Policy	**Project Consistency**
Policy 9–4.6: Require ADA compliance on all new or modified handicap ramps (Circulation Element Policy 4-9.7).	**Consistent.** Handicap ramps located on the site would comply with ADA requirements. Therefore, the Project would comply with this General Plan policy.
Goal 9–5: Reduce air pollution impacts in DACs.	
Policy 9–5.2: Locate new development and their access points in such a way that traffic is not encouraged to utilize local residential streets for access to the development and its parking (Circulation Element Policy 4-2.1).	**Consistent.** Access to the project site would be provided from Lowell Street and Locust Avenue. Locust Avenue is a truck route; truck traffic would not use local residential roadways. Therefore, the Project would comply with this General Plan policy.
Policy 9–5.5: Apply conditions of approval to any industrial or warehouse use to minimize the public health impact of that use. Build on existing City and Regional Agency efforts to create a menu of mitigation options including but not limited to building and parking orientation, vegetation and sound buffers, truck route compliance enforcement, zero emission truck usage, solar panel installation, and air filtration systems.	**Consistent.** Please refer to **Section 4.2: Air Quality** which addresses air quality and health risk; **Section 4.2: Air Quality** and **Section 4.7: Greenhouse Gas Emissions** which address air quality, health risk, and emission reduction requirements for the Project. The proposed warehouse would be constructed and operated adjacent to other industrial, warehouse, and office uses. There are no sensitive receptors adjacent and proximate to the project site. Trucks would directly access Locust Avenue or access Locust Avenue from Lowell Street. Locust Avenue is a designated truck route as shown in the General Plan. Additionally, the warehouse building would be designed to have 15% of the roof area solar-ready, in accordance with Title 24 standards. Therefore, the Project would comply with this General Plan policy.
Goal 9–6: Proactively address hazardous waste and water pollution concerns where possible, and aggressively pursue actions that correct spills and contamination when it occurs.	
Policy 9–6.4: Apply methodologies and assign responsibility to protect the quality of groundwater from pollution by landfills and industrial uses (Land Use, Community Design, Open Space, and Conservation Element Policy 2-29.5).	**Consistent.** As addressed in **Section 4.9: Hydrology and Water Quality**, the Project proposes a network of underground piping that conveys runoff to three on-site underground infiltration basins. The basins would serve as both a water quality BMP as well as an underground storage facility to detain and mitigate the peak flow rate. Catch basins throughout the project site would capture storm flows, and route flows toward underground storm basins for treatment and infiltration. Hydrodynamic separators are included in each underground basin for the pretreatment of larger sediments and pollutants. The underground basins would treat the remaining pollutants of concern through infiltration into and through the subsurface soil. The underground basins would be routinely inspected and sediment buildup would be removed to maintain efficient operation of the basins. Therefore, the Project's storm water infrastructure was designed to capture and treat storm water flows and would not impact water quality standards. Landscaped areas are also provided throughout the site on areas that are not paved or built over to reduce excess irrigation or storm water runoff and propose surface filtration. The Project would comply with this General Plan policy.
Sources: City of Rialto. 2010. *Rialto General Plan.* Retrieved from https://www.rialtoca.gov/653/General-Plan. Accessed October 23, 2024. City of Rialto. 2023. *Rialto Focused General Plan Update 2024.* Retrieved from: https://www.rialtoca.gov/773/2023-City-of-Rialto-Focused-General-Plan. Accessed October 23, 2024	

Rialto Airport Specific Plan Consistency Analysis

The proposed Project would develop a warehouse use, which is consistent with the allowed uses identified in the Rialto Airport Specific Plan for the I-GM zone. The I-GM zone is identified for industrial use in Table 7 of the Specific Plan; warehousing is a permitted use within the I-GM zone in Table 8 of the Specific Plan. As shown in **Table 4.10-2: Rialto Airport Specific Plan Policy Consistency** and **Table 4.10-3: Rialto Airport Specific Plan Standards Consistency**, the Project would comply with applicable development regulations and design guidelines for industrial development in the Rialto Airport Specific Plan area.

Table 4.10-2: Rialto Airport Specific Plan Policy Consistency

Standard	Consistency Analysis
Section 5.5: Development Regulations, Non-Residential Uses	**Consistent.** The Project would comply with Rialto Airport Specific Plan Section 5.5, which describes the development regulations for industrial developments in the Rialto Airport Specific Plan area. The Project would provide a front setback of approximately 237 feet along Lowell Street, more than the required minimum 25-foot setback identified in Table 9 of the Specific Plan. Minimum side and rear setback requirements are 0 feet. However, the Project's secured truck trailer parking lot would be set back from the property boundary along Locust Avenue by approximately25.75 feet, the warehouse building would be setback from the property boundary adjacent to other industrial uses on the east by approximately 197 feet and from the property boundary on the west along Lake Padden Lane by approximately 76 feet, and from the rear by approximately 110 feet. The dock loading area would be located on the east side of the building, sited behind and below eastern abutting existing uses as viewed from Locust Avenue. Additionally, the Project would comply with Rialto Airport Specific Plan Section 5.5.5, which identifies that front and street side yards should be landscaped and consist predominantly of drought tolerant, low maintenance plant materials. Additionally, the Rialto Airport Specific Plan requires projects designated I-GM to provide a minimum 20-foot average width of landscaping from the property line along public roadways. The Project proposes landscaping along the project site's perimeter along Locust Avenue, Lowell Street, and Lake Padden Lane. Along the public roads which include Locust Avenue and Lowell Street, the landscape buffer would be 20 feet wide. In addition, the Project would provide landscaping throughout the project site focused near parking lot areas and driveway entries, for a total landscaped area of approximately 160,491 sf or 9.2 percent of the site. Further, in compliance with Rialto Airport Specific Plan Section 5.5.3, the proposed Project would provide signage in accordance with Rialto Municipal Code Section 18.102.060. Rialto Airport Specific Plan Section 5.5.4 also requires that parking be compliant with the Rialto Municipal Code Title 18. **Table 4.10-4: Rialto Municipal Code Consistency** further analyzes Project consistency with the Rialto Municipal Code. Therefore, the Project would comply with this Rialto Airport Specific Plan policy.
Section 6.2.5: Design Guidelines, Industrial	**Consistent.** As discussed in **Section 4.1: Aesthetics**, the proposed Project would be consistent with the Design Guidelines for industrial uses identified in Rialto Airport Specific Plan Section 6.2.5. As discussed further in **Table 4.10-4: Rialto Municipal Code Consistency**, the Specific Plan requires signage and parking standards to comply with the regulations identified in the City's Municipal Code. Therefore, the Project would comply with this Rialto Airport Specific Plan policy.

Source: City of Rialto. 1997. *Rialto Airport Specific Plan*. Table 8. Retrieved from https://www.rialtoca.gov/DocumentCenter/View/570/Rialto-Airport-Specific-Plan-PDF. Accessed October 23, 2024.

Table 4.10-3: Rialto Airport Specific Plan Standards Consistency

Standard	Required per I-GM Zone[1]	Proposed Project
Automobile Parking	365 stalls[2]	365 stalls
Loading Docks	9 docks[3]	82 docks
Maximum Height	75 feet	55 feet
Floor Area Ratio	1.0[4]	0.38
Front Setbacks	25 feet	236.67 feet on Lowell Street
Side Setbacks	0 to 15 feet	25.75 feet on the east[5] 197 feet on the east[6] 76 feet on the west
Rear Setbacks	0 to 15 feet	110.33 feet

Note:
1. Standards are derived from the Rialto Airport Specific Plan unless otherwise noted.
2. Per Rialto Municipal Code § 18.58.050.
3. Loading Space Requirements per Rialto Municipal Code Table 18.58.030B.
4. Per Rialto General Plan, page 2-10.
5. Setback is the distance from the parcel boundary to the secured truck trailer parking lot.
6. Setback is the distance from parcel boundary to the warehouse dock doors.

The proposed Project would not result in a change in, or conflict with the Specific Plan in such a way that would result in potentially significant impacts. The Project is consistent with the zoning for the site. Therefore, impacts associated with existing Specific Plan zoning policies would be less than significant and no mitigation is required.

Rialto Municipal Code Consistency Analysis

Rialto Municipal Code Title 17 functions as the City's provisions under the Subdivision Map Act. As discussed in **Chapter 3.0**, the Project proposes to create one parcel and five letter lots. Therefore, the Project is subject to Rialto Municipal Code Title 17.

Rialto Municipal Code Title 18 functions as the City's Zoning Ordinance, which identifies the permitted land uses on all parcels in the City through assigned land use designations and associated land use regulations and development standards. The City Zoning Map, and subsequently the Rialto Airport Specific Plan Land Use Plan, identifies the project site as I-GM. As discussed, the Rialto Airport Specific Plan identifies development standards for the I-GM zone. Project consistency with applicable Rialto Municipal Code sections is provided in **Table 4.10-4: Rialto Municipal Code Consistency**.

The proposed Project would not result in a change in, or conflict with the Rialto Municipal Code in such a way that would result in potentially significant impact. Thus, impacts would be less than significant with incorporation of the above referenced mitigation.

Table 4.10-4: Rialto Municipal Code Consistency

Code Chapter	Consistency Analysis
Chapter 17.20: Dedications and Improvements	**Consistent.** The Project would comply with Rialto Municipal Code Section 17.20.080, which establishes required improvements for lots subject to Title 17. These improvements include appropriate drainage infrastructure, utilities, streetlights, and sidewalks where needed. As discussed in **Section 3.5: Project Characteristics**, of this EIR, the Project proposes right-of-way dedications for public sidewalks on Lowell Street and Locust Avenue as well as sewer and water lines to serve the Project. Therefore, the Project would comply with this chapter of the Municipal Code.
Chapter 18.58: Off-street Parking	**Consistent.** Rialto Municipal Code Section 18.58.030 establishes office, commercial, and industrial parking design standards. These standards require parking areas to be screened and landscaped appropriately. As discussed in **Table 4.10-3**, the Project would provide landscape screening between the public right-of-way and parking areas consisting of drought-resistant ground covers, shrubs, and trees. Rialto Municipal Code Section 18.58.030(J)(2) requires warehouse uses to provide 1 space for every 500 sf, or 1 space per employee on the largest shift as well as one loading space per 10,000 sf. The Project proposes an approximately 664,859-sf warehouse. As identified in **Table 4.10-3**, the Project would meet the required 365 parking stalls and 9 loading stalls. Section 18.58.030(K)(1) requires a minimum of ten percent of the required gross off-street parking area shall be landscaped. Approximately 12,142 sf (or approximately 21.2%) of the parking lot area would be landscaped. Therefore, the Project would exceed all minimum requirements and therefore comply with this chapter of the Municipal Code.
Chapter 18.61: Design Guidelines	**Consistent.** The Project would comply with design standards set forth in this Chapter. As discussed in **Table 4.10-1** and shown in **Figure 3-6, Figure 3-7,** and **Figure 3-8**, the proposed warehouse would be designed with articulated mass, tilt-up construction, glazing on all sides, and the office portion in the front. As described in **Section 3.6.3: Building Design, Landscaping, and Lighting**, proposed colors would include white and grey with blue accents and blue window glazing. Therefore, the Project would comply with this chapter of the Municipal Code.
Chapter 18.65: Precise Plan of Design	**Consistent.** A Precise Plan of Design is required for any new industrial development. The Project includes a Precise Plan of Design, which addresses on-site and off-site improvements. The Project would comply with this chapter of the Municipal Code.

Source: City of Rialto. *City of Rialto Municipal Code*. Retrieved from: https://library.municode.com/ca/rialto/codes/code_of_ordinances. Accessed October 23, 2024.

Conclusion

As assessed in **Tables 4.10-1** through **4.10-4**, the proposed Project is consistent with pertinent land use planning and policy documents, including Connect SoCal, the Rialto General Plan, the Rialto Airport Specific Plan, and the Rialto Municipal Code. Therefore, the proposed Project would have a less than

significant impact on a plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and no mitigation measures are required.

4.10.6 Cumulative Impacts

The Project is consistent with applicable land use goals and policies. Although other changes in land use plans and regulations may have occurred with past and present projects in the area and may be necessary for individual future projects, such changes have been, and would be, required to demonstrate consistency with the Rialto General Plan and other City policies such that no significant adverse cumulative impact has occurred or would occur from such changes. Given that the proposed Project would be consistent with the land use policies of the applicable plans, the Project would not combine with any past, present, or reasonably foreseeable future projects to cause a significant adverse cumulative land use impact based on a conflict with a plan or policy. Any associated physical impacts are covered in the individual topic sections. It is also anticipated that regional growth would be subject to review for consistency with adopted land use plans and policies by the County of San Bernardino, City of Rialto, and other cities in the County, in accordance with the requirements of CEQA, the State Zoning and Planning Law, and the State Subdivision Map Act, all of which require findings of plan and policy consistency prior to approval of entitlements for development. Therefore, no significant cumulative impacts associated with plans and policies are anticipated. In addition, the contribution of the proposed Project to any such cumulative impacts would be less than significant because present and probable future projects would also be required to demonstrate consistency with applicable plans, policies, and regulations. The Project would not contribute to any cumulative impacts associated with plan or policy inconsistency and no mitigation is required.

4.10.7 Mitigation Program

Standard Conditions

No standard conditions are applicable.

Mitigation Measures

No mitigation is required.

4.10.8 Level of Significance After Mitigation

No significant land use and planning impacts have been identified and no mitigation is required.

4.10.9 References

City of Rialto. 1997. *Rialto Airport Specific Plan*. Table 8.

City of Rialto. 2023. *Rialto Focused General Plan Update 2024*. Retrieved from: https://www.rialtoca.gov/773/2023-City-of-Rialto-Focused-General-Plan. Accessed October 23, 2024.

4.11 MINERAL RESOURCES

4.11.1 Introduction

This section of the EIR identifies the potential for mineral resources on and near the project site and assesses the potential impacts the Project could have on those resources. Impacts are assessed based on their effects on valuable mineral resources and mineral resource recovery sites.

4.11.2 Regulatory Setting

Federal Regulations

United States Code Title 30: Mineral Lands and Mining

Title 30 of the United States Code discusses mineral lands and mining, covering regulations and laws related to mineral resources on federal lands, such as coal, oil, gas, and other minerals. The United States Code Title Section 30.21a defines the national mining and minerals policy of the United States. This policy dictates that the United States will encourage the development of rational domestic mining reclamation practices, the sustainable development of domestic mineral resources, mining and mineral research, and the advancement of mineral waste disposal and reclamation methods. Title 30 also describes the federal regulations involving the sale of mineral lands.[1]

State Regulations

Surface Mining and Reclamation Act (SMARA)

The Surface Mining and Reclamation Act of 1975 (SMARA) provides regulations and policy regarding surface mining and reclamation operations in California. SMARA ensures that adverse environmental impacts are minimized, and mined lands are restored to a usable condition. SMARA also encourages the production, conservation, and protection of California's mineral resources. California Public Resources Code Section 2207 provides annual reporting requirements for all mines in the State, and the State Mining and Geology Board is granted authority and obligations under this section.

The State Mining and Geology Board has classified land in California based on the availability of mineral resources. Four mineral resources zone (MRZ) designations have been established for classifying sand, gravel, and crushed rock resources:

- MRZ-1: Adequate information indicates that no significant mineral deposits are present or likely to be present, or where it is judged that little likelihood exists for their presence.
- MRZ-2: Adequate information indicates that significant mineral deposits are present or there is a high likelihood for their presence, and development should be controlled.
- MRZ-3: The significance of mineral deposits cannot be determined from the available data.
- MRZ-4: There is insufficient data to assign any other MRZ designation.

Under SMARA, aggregate materials are classified as reserves or resources. Reserves are defined as aggregate materials believed to be acceptable for commercial use that exist within property boundaries owned or leased by an aggregate-producing company, and for which permission allowing extraction and processing has been granted by the proper authorities. Aggregate resources include reserves and similar

[1] United States of America. 1996. *United States Code Title 30.* Retrieved from: https://uscode.house.gov/browse/prelim@title30&edition=prelim. Accessed February 6, 2025.

potentially usable aggregate materials that have been granted. Mineral lands are locally reviewed to ensure that significant mineral deposits are identified and protected. The State Geologist produces an annual report of the disturbed and reclaimed land totals and any amendments to the reclamation plan.

Mineral Resources and Mineral Hazards Mapping Program

The California Department of Conservation's California Geological Survey Mineral Resources Program provides data about California's varied non-fuel mineral resources (such as metals and industrial minerals), mineral hazards (such as radon, mercury, and naturally occurring asbestos), and information about active and historic mining activities throughout the state. The Mineral Resources Program divides its efforts primarily into two areas: Mineral Resources and Mineral Hazards, the latter related to asbestos, mercury, and radon.

Local Regulations

Rialto General Plan

The primary role of the General Plan Chapter 2, *Managing Our Land Supply Element* is to direct the use of the City's land resources in the most equitable and productive manner possible with the aim of providing a high quality of life for residents and the overall community. The General Plan notes that Rialto is predominately developed but some areas remain substantially undisturbed. Most undisturbed areas are in the northern portion of the City. The General Plan provides guidance regarding the City's natural resources and their preservation, including mineral resources. The following list includes General Plan goals and policies that have been adopted by the City for the purpose of avoiding or mitigating an environmental effect and are applicable to the proposed Project.

Goal 2-32 **Balance the provisions of the California Surface Mining and Reclamation Act with City objectives to minimize negative impacts of mining activities on the Rialto community.**

Policy 2-33.4 Establish buffer zones of compatible uses adjacent to mineral extraction areas. Such uses may include industry. Require planting or other visual buffers to screen mining machines, stockpiles, vehicles, and other mining related facilities from visible residential areas.

Rialto Airport Specific Plan

The Rialto Municipal Airport ceased operations in 2014 and the former airport property and much of the properties adjacent to the Rialto Municipal Airport that were suited to accommodate development were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. Although the Rialto Municipal Airport is no longer operational, the City's Rialto Airport Specific Plan serves as the zoning ordinance for parcels in the Airport Specific Plan area that were not removed from the Airport Specific Plan, primarily located northwest, west, and east of the former Rialto Municipal Airport. The Airport Specific Plan provides a framework to guide future land use and development decisions in the Airport Specific Plan area. For projects within the Airport Specific Plan area, policies and standards in the Airport Specific Plan will take precedence over more general policies and standards applied throughout the rest of the City.

City of Rialto Municipal Code

Rialto Municipal Code Chapter 18.76: Surface Mining and Land Reclamation. Chapter 18.76 recognizes that the extraction of minerals is essential to the continued economic well-being of the City and establishes that it is the purpose and intent of the City to ensure the continued availability of important mineral resources, while regulating surface mining operations as required by SMARA. Specifically, Section 18.76.170 addresses mineral resource areas that have been classified by the State Department of Conservation's Division of Mines and Geology or designated by the State Mining and Geology Board as well as the preservation of surface mining operations from incompatible land uses that may impede or preclude mineral extraction or processing, to the extent possible for consistency with the General Plan. Prior to approving a use that would otherwise be incompatible with mineral resource protection, conditions of approval may be applied to encroaching development projects to minimize potential conflicts.

4.11.3 Existing Conditions

Site Conditions

The project site has never been used for mineral extraction. Adjacent properties include light industrial uses to the north; truck storage yards, a concrete manufacturing products facility, and light industrial uses to the north and east; Robertson's Ready Mix concrete plant and mineral recovery site (California Mine ID #: 91-36-0146) to the south and west.

Regional Conditions

The project site is located within the San Bernardino Production-Consumption (P-C) Region according to the California Geological Survey.[2] The San Bernardino P-C Region is the largest of the seven P-C regions within the greater Los Angeles area. The San Bernardino P-C Region includes portions of Riverside and San Bernardino counties. Aggregate resources present within this region are primarily located within existing stream channels and their respective flood plains and alluvial fans.[3] According to Department of Conservation's California Geological Survey SR206 Plate 2 and General Plan Exhibit 2.7: Mineral Resource Zones, the project site is within MRZ-2, specifically, the Lytle Creek Alluvial fan area which contains Portland cement concrete (PCC) grade aggregate (MRZ-2 PCC-1). The MRZ-2 designation applies to areas where geologic data indicate that significant Portland cement concrete-grade aggregate resources are present.

4.11.4 Methodology

The proposed Project is evaluated against the significance criteria below, as the basis for determining the level of impacts related to mineral resources. This analysis considers existing government-produced data from agencies such as the federal government, State government, and the City of Rialto to avoid or reduce potential environmental impacts. Where significant impacts remain, despite compliance with regulatory framework feasible mitigation measures are recommended, where warranted, to avoid or reduce the Project's potentially significant environmental impacts.

[2] California Geological Survey (CGS). 2008. *Update of Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the San Bernardino Production-Consumption Region, San Bernardino and Riverside Counties, California*. Accessed September 4, 2024.

[3] Ibid.

4.11.5 Thresholds of Significance

The following significance criteria for mineral resources were derived from the Environmental Checklist in CEQA Guidelines, Appendix G. The proposed Project would result in a significant impact related to mineral resources if it would:

- Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the State.
- Result in the loss of availability of a locally important mineral resource recovery site delineated on local general plan, specific plan or other land use plan.

4.11.6 Project Impacts and Mitigation

Threshold 4.11-1:	**Would the Project 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? or**
Threshold 4.11-2:	**Would the Project 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?**
	Level of Significance: Less than Significant Impact

According to Department of Conservation's California Geological Survey maps and as shown on General Plan Exhibit 2.7: Mineral Resource Zones, the project site is within MRZ-2, which is an area where PCC-grade aggregate resources are present (MRZ-2 PCC-1). The General Plan does not include goals or policies to protect against losses of valuable mineral resources. The goals and policies in the *Managing Our Land Supply Element* of the General Plan are designed to protect surrounding uses from the impacts of mining operations and to ensure that reclamation and alternative uses of mining sites are explored. Municipal Code Section 18.76.020 contains provisions to protect existing mining operations from intrusion of incompatible land uses. The Municipal Code also encourages mineral extraction in compatible areas. These standards help to reduce impacts to valuable mineral resources by providing potential and existing mining extraction operations with regulations designed to protect the resource. While the project site is adjacent to the Roberston's Ready Mix concrete plant which is an active mineral recovery site, the project site has never been used for mineral extraction. Further, according to the California Geological Survey Special Report 206, the project site is not designated as a mining sector, which means resource extraction is not planned to occur on the site.

The City's Zoning Code contains provisions to protect existing mining operations from intrusion of incompatible land uses. Municipal Code Section 18.76.020 defines incompatible land uses as those "land uses inherently incompatible with mining and/or that require public or private investment in structures, land improvements, and landscaping and that may prevent mining because of the greater economic value of the land and its improvements." Examples of incompatible land uses cited by the Municipal Code include high density residential, low density residential with high unit value, public facilities, geographically limited but impact intensive industrial, and commercial. The proposed Project would develop a building containing warehouse and office space and surface parking, which would not be incompatible land uses.

The project site does not have land use designations that would allow for mineral resource extraction. The site has a General Industrial General Plan land use designation and is zoned General Manufacturing

(I-GM) as set forth in the Rialto Airport Specific Plan. The I-GM district allow uses including warehousing, manufacturing, and multi-tenant spaces. Resource extraction uses are not permitted. Areas in the City have a designation of Open Space to protect aggregate resources as long as mining activity is feasible. The project site is not located within an area protected by the City for mining development.

The Department of Conservation's California Geological Survey maps (specifically, Special Report 206 Plate 2), the General Plan, and Rialto Airport Specific Plan do not identify the project site as an existing, planned, or potential mineral recovery site. Therefore, Project implementation would not result in the loss of availability of a State, regional, or locally important mineral resource recovery site. Impacts to mineral resources would be less than significant and no mitigation is required.

4.11.7 Cumulative Impacts

As concluded above, Project implementation would result in a less than significant impact on mineral resource availability. While a mineral recovery site operates directly west of the project site, as discussed above, given existing local standards and regulations (including incompatible zoning) precluding potential mineral resource recovery expansion, Project implementation would not impact such facilities. Further, all subsequent proposed projects near the City's existing resource recovery sites would undergo the City's review process, which includes project compliance with Municipal Code Section 18.76 and CEQA when applicable. Therefore, the Project would not result in incremental effects to mineral resources that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. Therefore, following compliance with applicable State and local regulations, the Project would not result in a cumulatively considerable impact regarding mineral resources and no mitigation is required.

4.11.8 Mitigation Program

Standard Conditions

No standard conditions are applicable.

Mitigation Measures

No mitigation is required.

4.11.9 Level of Significance After Mitigation

The Project would result in a less than significant impact associated with mineral resources and no mitigation is required.

4.11.10 References

California Geological Survey (CGS). 2008. Special Report 206: Update of Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the San Bernardino Production-Consumption Region, San Bernardino and Riverside Counties, California. Accessed September 4, 2024.

California Department of Conservation. ND. Mines Online. Retrieved from: https://maps.conservation.ca.gov/mol/index.html. Accessed September 4, 2024.

United States of America. 1996. *United States Code Title 30.* Retrieved from: https://uscode.house.gov/browse/prelim@title30&edition=prelim. Accessed February 6, 2025.

4.12 NOISE

4.12.1 Introduction

This section of the EIR describes both construction-related and operational noise and vibration levels to on-site and surrounding land uses resulting from the Project. The analysis in the section evaluates the level of noise impacts the Project would have on the environment. Noise data and assumptions that are used for quantifying the Project's noise impacts are included as **Appendix I: Noise Modeling Data** to this EIR.

4.12.2 Terminology

Sound and Environmental Noise

Acoustics is the science of sound. Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a medium (e.g., air) to human (or animal) ear. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or hertz (Hz).

Noise is defined as loud, unexpected, or annoying sound. The fundamental acoustics model consists of a noise source, a receptor, and the propagation path between the two. The loudness of the noise source, obstructions, or atmospheric factors affecting the propagation path, determine the perceived sound level and noise characteristics at the receptor. Acoustics deal primarily with the propagation and control of sound. A typical noise environment consists of a base of steady background noise that is the sum of many distant and indistinguishable noise sources. The sound from individual local sources is superimposed on this background noise. These sources can vary from an occasional aircraft or train passing by to continuous noise from traffic on a major highway. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a large range of numbers. To avoid this, the decibel (dB) scale was devised. The dB scale uses the hearing threshold of 20 micropascals (µPa) as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The dB scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels correspond closely to human perception of relative loudness. **Table 4.12-1: Typical Noise Levels** provides typical noise levels.

Noise Descriptors

The dB scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Most commonly, environmental sounds are described in terms of L_{eq} that has the same acoustical energy as the summation of all the time-varying events. While L_{eq} represents the continuous sound pressure level over a given period, the day-night noise level (L_{dn}) and Community Equivalent Noise Level (CNEL) are measures of energy average during a 24-hour period, with dB weighted sound levels from 7:00 PM to 7:00 AM. Each is applicable to this analysis and defined in **Table 4.12-2: Definitions of Acoustical Terms**.

Table 4.12-1: Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	– 110 –	Rock Band
Jet fly-over at 1,000 feet		
	– 100 –	
Gas lawnmower at 3 feet		
	– 90 –	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	– 80 –	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawnmower, 100 feet	**– 70 –**	Vacuum cleaner at 10 feet
Commercial area		Normal Speech at 3 feet
Heavy traffic at 300 feet	**– 60 –**	
		Large business office
Quiet urban daytime	**– 50 –**	Dishwasher in next room
Quiet urban nighttime	**– 40 –**	Theater, large conference room (background)
Quiet suburban nighttime		
	– 30 –	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	– 20 –	
		Broadcast/recording studio
	– 10 –	
Lowest threshold of human hearing	**– 0 –**	Lowest threshold of human hearing

Source: California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

Table 4.12-2: Definitions of Acoustical Terms	
Term	**Definitions**
Decibel (dB)	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in µPa (or 20 micronewtons per square meter), where 1 pascals is the pressure resulting from a force of 1 newton exerted over an area of 1 square meter. The sound pressure level is expressed in dB as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g., 20 µPa). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency (Hz)	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level (dBA)	The sound pressure level in dB as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level (L_{eq})	The average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
Maximum Noise Level (L_{max}) Minimum Noise Level (L_{min})	The maximum and minimum dBA during the measurement period.
Exceeded Noise Levels (L_{01}, L_{10}, L_{50}, L_{90})	The dBA values that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day-Night Noise Level (L_{dn})	A 24-hour average L_{eq} with a 10 dBA weighting added to noise during the hours of 10:00 PM to 7:00 AM to account for noise sensitivity at nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.
Community Noise Equivalent Level (CNEL)	A 24-hour average L_{eq} with a 5 dBA weighting during the hours of 7:00 AM to 10:00 PM and a 10 dBA weighting added to noise during the hours of 10:00 PM to 7:00 AM to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.7 dBA CNEL.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends on its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Because sound levels can vary markedly over a short period of time, a method for describing either the sound's average character (L_{eq}) or the variations' statistical behavior must be utilized. The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The predicted models'

accuracy depends on various factors, such as the distance between the noise receptor and noise source, the character of the ground surface (e.g., hard or soft), and the presence or absence of structures (e.g., walls or buildings) or topography, and how well model inputs reflect these conditions.

A-Weighted Decibels

The perceived loudness of sound is dependent on many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable and can be approximated by dBA values. There is a strong correlation between dBA and the way the human ear perceives sound. For this reason, the dBA has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of dBA, but are expressed as dB, unless otherwise noted.

Addition of Decibels

The dB scale is logarithmic, not linear, and therefore sound levels cannot be added or subtracted through ordinary arithmetic. Two sound levels 10 dB apart differ in acoustic energy by a factor of 10.[1] When the standard logarithmic dB is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness.[2] For example, a 70 dBA sound is half as loud as an 80 dBA sound and twice as loud as a 60 dBA sound. When two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dBA higher than one source under the same conditions.[3] Under the dB scale, three sources of equal loudness together would produce an increase of 5 dBA.[4]

Sound Propagation and Attenuation

Sound spreads (propagates uniformly outward in a spherical pattern), and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source.[5] Sound from a line source, such as a highway, propagates outward in a cylindrical pattern. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics.[6] No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed. For line sources, an overall attenuation rate of 3 dB per doubling of distance is assumed in this EIR analysis.

Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the noise receptor and noise source reduces the noise level by about 5 dBA, while a solid wall or berm can reduce noise levels by 5 to 15 dBA.[7] The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer residential units is generally 30 dBA or more.

Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual

[1] California Department of Transportation. September 2013. *Technical Noise Supplement to the Traffic Noise Analysis Protocol*.
[2] Ibid.
[3] Ibid.
[4] Ibid.
[5] Ibid.
[6] Ibid.
[7] Federal Highway Administration. April 2006. Highway Traffic and Construction Noise - Problem and Response.

physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60 to 70 dBA range, and high above 70 dBA.[8] Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA.[9] Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in dBA, the following relationships should be noted.[10]

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived by humans.
- Outside of the laboratory, a 3 dBA change is considered a just-perceivable difference.
- A change in level of at least 5 dBA is required before any noticeable change in community response would be expected. An increase of 5 dBA is typically considered substantial.
- A 10 dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

Effects of Noise on People

Hearing Loss

While physical damage to the ear from an intense noise impulse is rare, a degradation of auditory acuity can occur even within a community noise environment. Hearing loss occurs mainly due to chronic exposure to excessive noise but may be due to a single event such as an explosion. Natural hearing loss associated with aging may also be accelerated from chronic exposure to loud noise. The Occupational Safety and Health Administration (OSHA) has a noise exposure standard that is set at the noise threshold where hearing loss may occur from long-term exposures. The maximum allowable level is 90 dBA averaged over 8 hours. If the noise is above 90 dBA, the allowable exposure time is correspondingly shorter.

Annoyance

Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that causes for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The L_{dn} as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise

[8] Compiled from James P. Cowan. 1979. *Handbook of Environmental Acoustics,* 1994, and Cyril M. Harris, *Handbook of Noise Control*

[9] Compiled from James P. Cowan. 1979. *Handbook of Environmental Acoustics,* 1994 and Cyril M. Harris, Handbook of Noise Control.

[10] Compiled from California Department of Transportation. 2017. *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013, and FHWA, *Noise Fundamentals*.

and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. A noise level of about 55 dBA L_{dn} is the threshold at which a substantial percentage of people begin to report annoyance.[11]

Groundborne Vibration

Sources of groundborne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or man-made causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions). Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One is the peak particle velocity (PPV); another is the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave and is expressed in terms of inches-per-second (in/sec). The RMS velocity is defined as the average of the squared amplitude of the signal and is expressed in terms of velocity decibels (VdB). The PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration.

Table 4.12-3: Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibrations, displays the reactions of people and the effects on buildings produced by continuous vibration levels. The annoyance levels shown in the table should be interpreted with care since vibration may be found to be annoying at much lower levels than those listed, depending on the level of activity or the individual's sensitivity. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage. In high noise environments, which are more prevalent where groundborne vibration approaches perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise causing induced vibration in exterior doors and windows.

Ground vibration can be a concern in instances where buildings shake and substantial rumblings occur. However, it is unusual for vibration from typical urban sources such as buses and heavy trucks to be perceptible. Common sources for groundborne vibration are planes, trains, and construction activities such as earth-moving which requires the use of heavy-duty earth moving equipment. For the purposes of this analysis, a PPV descriptor with units of in/sec is used to evaluate construction-generated vibration for building damage and human complaints.

[11] Federal Interagency Committee on Noise. August 1992. Federal Agency Review of Selected Airport Noise Analysis Issues.

Table 4.12-3: Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibrations

Maximum PPV (in/sec)	Vibration Annoyance Potential Criteria	Vibration Damage Potential Threshold Criteria	FTA Vibration Damage Criteria
0.008	--	Extremely fragile historic buildings, ruins, ancient monuments	--
0.01	Barely Perceptible	--	--
0.04	Distinctly Perceptible	--	--
0.10	Strongly Perceptible	Fragile buildings	--
0.12	--	--	Buildings extremely susceptible to vibration damage
0.2	--	--	Non-engineered timber and masonry buildings
0.25	--	Historic and some old buildings	--
0.3	--	Older residential structures	Engineered concrete and masonry (no plaster)
0.4	Severe	--	--
0.5	--	New residential structures, Modern industrial/commercial buildings	Reinforced-concrete, steel or timber (no plaster)

PPV = peak particle velocity; in/sec = inches per second; FTA = Federal Transit Administration

Source: California Department of Transportation. 2020. *Transportation and Construction Vibration Guidance Manual* and Federal Transit Administration. 2018. *Transit Noise and Vibration Assessment Manual*.

4.12.3 Regulatory Setting

To limit population exposure to physically or psychologically damaging as well as intrusive noise levels, the Federal government, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise.

Federal Regulations

Federal Transit Administration Noise and Vibration Guidance

The Federal Transit Administration (FTA) has published the Transit Noise and Vibration Impact Assessment report to provide guidance on procedures for assessing impacts at different stages of transit Project development. The report covers both construction and operational noise impacts and describes a range of measures for controlling excessive noise and vibration. In general, the primary concern regarding vibration relates to potential damage from construction. The guidance document establishes criteria for evaluating the potential for damage for various structural categories from vibration.

State Regulations

California Government Code

California Government Code Section 65302(f) mandates that the legislative body of each county and city adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines established by the Governor's Office of Planning and Research's

General Plan Guidelines and Technical Advisories, Appendix D.[12] The guidelines rank noise land use compatibility in terms of "normally acceptable," "conditionally acceptable," "normally unacceptable," and "clearly unacceptable" noise levels for various land use types. Single-family homes are "normally acceptable" in exterior noise environments up to 60 CNEL and "conditionally acceptable" up to 70 CNEL. Multiple-family residential uses are "normally acceptable" up to 65 CNEL and "conditionally acceptable" up to 70 CNEL. Schools, libraries, and churches are "normally acceptable" up to 70 CNEL, as are office buildings and business, commercial, and professional uses.

Title 24 – Building Code

The State's noise insulation standards are codified in the California Code of Regulations, Title 24: Part 1, Building Standards Administrative Code, and Part 2, California Building Code. These noise standards are applied to new construction in California for interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, hotel rooms, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 65 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new multi-family residential buildings and habitable rooms (including hotels), the acceptable interior noise limit for new construction is 45 dBA CNEL.

Regional and Local Regulations

Rialto General Plan

The General Plan specifies exterior noise guidelines for land uses in Chapter 5, *Safety and Noise Element*. The City requires that new developments be designed to meet these guidelines.[13] Noise compatibility can be achieved by avoiding the location of conflicting land uses adjacent to one another, incorporating buffers and noise control techniques including setbacks, landscaping, building transitions, site design, and building construction techniques. Selection of the appropriate noise control technique would vary depending on the level of noise that needs to be reduced as well as the location and intended land use. General Plan policies that directly address reducing and avoiding noise or vibration impacts include the following:

Goal 5-12 **Minimize the impact of point source and ambient noise levels throughout the community.**

Policy 5-12.2 Consider noise impacts as part of the development review process, particularly the location of parking, ingress/egress/loading, and refuse collection areas relative to surrounding residential development and other noise-sensitive land uses.

Policy 5–12.3 Ensure that acceptable noise levels are maintained near schools, hospitals, and other noise sensitive areas in accordance with the Municipal Code and noise standards contained in Exhibit 5-5.

Goal 5-13 **Minimize the impacts of transportation-related noise.**

[12] Governor's Office of Land Use and Climate Innovation. G*eneral Plan Guidelines – Appendix D, Noise Element Guidelines*. Retrieved from: https://opr.ca.gov/docs/OPR_Appendix_D_final.pdf. Accessed August 8, 2024.

[13] City of Rialto, *Rialto Focused General Plan Update 2024, Chapter 5: Safety and Noise,* Retrieved from: https://www.rialtoca.gov/DocumentCenter/View/4458/2023-Safety-Element?bidId=. Accessed August 8, 2024.

Policy 5-13.3 Require development of truck-intensive uses to minimize noise impacts on adjacent uses through appropriate site design.

The City of Rialto is largely built out and the street system is well established, creating challenges for separating noise-sensitive land uses from primary noise sources. Therefore, the Safety and Noise chapter of the General Plan establishes policies guarding against new noise or land use conflicts to minimize the impact of existing noise sources on the community. **Table 4.12-4: Rialto Noise Guidelines for Land Use Planning** presents the City's exterior noise guidelines for land use planning. It should also be noted that the Safety and Noise chapter of the General Plan mentions sound levels exceeding 40 to 45 dBA are generally considered to cause sleep interference within a residence. The General Plan also references Title 24 of the California Health and Safety Code stipulating a maximum of 45 dBA for interior residential noise levels.

Table 4.12-4: Rialto Noise Guidelines for Land Use Planning

Land Use Category	Community Noise Exposure (L_{dn} or CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
R2 - Residential 2, R6 - Residential 6	50 – 60	60 – 65	65 – 70	70 – 85
R12 - Residential 12	50 – 60	60 – 65	65 – 70	70 – 85
R21 - Residential 21, R45 - Residential 45	50 – 60	60 – 70	70 – 75	75 – 85
DMU - Downtown Mixed-Use	50 – 60	60 – 75	75 – 80	80 – 85
CC - Community Commercial	50 – 65	65 – 75	75 – 80	80 – 85
GC - General Commercial	50 – 65	65 – 75	75 – 80	80 – 85
BP - Business Park, O - Office	50 – 65	65 – 75	75 – 80	80 – 85
LI - Light Industrial	50 – 70	70 – 75	75 – 80	80 – 85
GI - General Industrial	50 – 75	75 – 85	NA	NA
P - Public Facility, P - School Facility	50 – 60	60 – 65	65 – 70	70 – 85
OSRC - Open Space - Recreation	50 – 75	NA	75 – 80	80 – 85
OSRS - Open Space - Resources	50 – 75	NA	75 – 80	80 – 85

NA = Not Applicable; dBA = Decibel
Normally Acceptable – Specified land use is satisfactory, assuming buildings are of conventional construction.
Conditionally Acceptable – New development should be undertaken only after detailed analysis of noise reduction requirements are made.
Normally Unacceptable – New development should be discouraged, or a detailed analysis of noise reduction requirements must be made.
Clearly Unacceptable – New development should generally not be undertaken.

Source: City of Rialto. 2024. *Rialto Focused General Plan Update 2024 Chapter 5: Safety and Noise*.

Rialto Airport Specific Plan

The Rialto Municipal Airport ceased operations in 2014 and the former airport property and much of the properties adjacent to the Rialto Municipal Airport that were suited to accommodate development were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. Although the Rialto Municipal Airport is no longer operational, the City's Rialto Airport Specific Plan serves as the zoning ordinance for parcels in the Airport Specific Plan area that were not removed from the Airport Specific Plan, primarily located northwest, west, and east of the former Rialto Municipal Airport. The Airport Specific Plan provides a framework to guide future land use and development decisions in the Airport Specific Plan area. For projects within the Airport Specific Plan area, policies and standards in the Airport Specific Plan will take precedence over more general policies and standards applied throughout the rest of the City.

City of Rialto Municipal Code

A noise ordinance is intended to control unnecessary, excessive, and annoying sounds from stationary, non-transportation noise sources. Noise ordinance requirements are not applicable to mobile noise sources such as heavy trucks traveling on public roadways. Federal and State laws preempt control of mobile noise sources on public roads. Noise ordinance standards generally apply to industrial and commercial noise sources, as well as parks and schools affecting residential areas. The Municipal Code prohibits the production of excessive noise and is applied to future development within the City to determine potential noise impacts.

The City also identifies permitted hours for disturbances specifically from construction activity under Municipal Code Section 9.50.070. This code states that no person shall be engaged in any type of work relating to construction, alteration, repair, addition, movement, demolition, or improvement to any building or structure except within the hours provided in **Table 4.12-5: Permitted Hours of Construction Work**. However, Section 9.50.060 of the Municipal Code indicates exclusions from the provisions of this specific chapter of the Municipal Code. As described in Section 9.50.060(L) of the Municipal Code, noise sources associated with construction, repair, or excavation, are exempt so long as there is a valid written agreement with the City or any of its political subdivisions that provides for noise mitigation measures.

Table 4.12-5: Permitted Hours of Construction Work

Days of Week	Time[1,2]
October 1 through April 30	
Monday – Friday	7:00 AM to 5:30 PM
Saturday	8:00 AM to 5:00 PM
Sunday	No Permissible Hours
State Holidays	No Permissible Hours
May 1 through September 30	
Monday – Friday	6:00 AM to 7:00 PM
Saturday	8:00 AM to 5:00 PM
Sunday	No Permissible Hours
State Holidays	No Permissible Hours

Notes:
For purposes of this section, the following exceptions shall apply:
[1] Emergency repair of existing installations, equipment, or appliances; and
[2] Such work that complies with the terms and conditions of a written early work permit issued by the city manager or his or her designee upon a showing of a sufficient need and justification for the permit due to hot or inclement weather, the use of an unusually long process material, or other circumstances of an unusual and compelling nature.

Source: City of Rialto, *Code of Ordinances*, Section 9.50.070.

The Project would be subject to the limitations imposed by the City regarding construction noise as identified in **Table 4.11-5**. The following section of the Municipal Code Noise Ordinance is relevant for operational noise.

9.50.050 Controlled hours of operation

It is unlawful for any person to engage in the following activities other than between the hours of 7:00 AM and 8:00 PM in all zones.

A. Operate or permit the use of powered model vehicles and planes;

B. Load or unload any vehicle, or operate or permit the use of dollies, carts, forklifts, or other wheeled equipment that causes any impulsive sound, raucous or unnecessary noise within one thousand feet of a residence;

C. Operate or permit the use of domestic power tools, or machinery or any other equipment or tool in any garage, workshop, house or any other structure;

D. Operate or permit the use of gasoline or electric powered leaf blowers, such as commonly used by gardeners and other persons for cleaning lawns, yards, driveways, gutters and other property;

E. Operate or permit the use of privately operated street/parking lot sweepers or vacuums, except that emergency work and/or work necessitated by unusual conditions may be performed with the written consent of the city manager;

F. Operate or permit the use of pile driver, steam or gasoline shovel, pneumatic hammer, steam or electric hoist or other similar devices;

G. Operate or permit the use of electrically operated compressor, fan, and other similar devices;

H. Perform ground maintenance on golf course grounds and tennis courts contiguous to golf courses that creates a noise disturbance across a residential or commercial property line;

I. Operate or permit the use of any motor vehicle with a gross vehicle weight rating in excess of ten thousand pounds, or of any auxiliary equipment attached to such a vehicle, including but not limited to refrigerated truck compressors, for a period longer than fifteen minutes in any hour while the vehicle is stationary and on a public right-of-way or public space except when movement of the vehicle is restricted by other traffic;

J. Repair, rebuild, reconstruct or dismantle any motor vehicle or other mechanical equipment or devices in a manner so as to be plainly audible across property lines."

Additionally, Section 9.50.060(O) of the Municipal Code states that sounds generated in commercial and industrial zones that are necessary and incidental to the uses permitted therein are exempt from the Controlled Hours of Operation.

4.12.4 Existing Conditions

Existing Noise Levels

The City is impacted by various noise sources. Mobile sources of noise, especially cars, trucks, and trains are the most common and significant sources of noise. Other noise sources are the various land uses (e.g., residential, commercial, institutional, and recreational and parks activities) throughout the City that generate stationary-source noise. The existing mobile noise sources in the Project area are generated by motor vehicles traveling on North Locust Avenue, West Lowell Street, and Lake Padden Lane. The primary sources of stationary noise in the vicinity are those associated with the industrial uses to the north, south, east, and west. Industrial stationary noise sources may include mechanical equipment (use of heating, ventilation, and air conditioning (HVAC) units, etc.) and parking lot activities (cars parking, open and

closing doors, etc.). The noise associated with these sources may represent a single-event noise occurrence, short-term, or long-term/continuous noise.

Mobile Sources

Existing roadway noise levels were calculated for the roadway segments in the Project area using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) and existing traffic volumes; refer to **Appendix J**. The noise prediction model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (also referred to as energy rates) used in the FHWA model have been modified to reflect average vehicle noise rates identified for California by the California Department of Transportation (Caltrans). The Caltrans data indicates that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels.[14] The average daily noise levels along roadway segments near the project site are identified in **Table 4.12-6: Existing Traffic Noise Levels.** Existing traffic-generated noise level on roadways near the project site range from 63.0 dBA CNEL[15] to 64.5 dBA CNEL 100 feet from the centerline.

Table 4.12-6: Existing Traffic Noise Levels

Roadway Segment	ADT	dBA CNEL 100 Feet from Roadway Centerline
Locust Avenue, between Lowell Street to Persimmon Avenue	9,780	68.9
Casmalia Street, between Locust Avenue to Laurel Avenue	10,393	70.5
Riverside Avenue, between Alder Avenue to Locust Avenue	14,807	68.3

ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level
Sources: Based on traffic data within **Appendix J**; see **Appendix I** for traffic noise modeling assumptions and results.

Noise Measurements

To quantify ambient noise levels in the area, five short-term noise measurements were taken on July 25, 2024. The noise measurement sites were representative of typical existing noise exposure surrounding the project site. The 10-minute measurements were taken between 9:32 AM and 11:09 PM near potential sensitive receptors. Short-term L_{eq} measurements are considered representative of the noise levels throughout the day. The average noise levels and sources of noise measured at each location are listed in **Table 4.12-7: Existing Noise Measurements**.

Table 4.12-7: Existing Noise Measurements

Site	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Time
1	2279 E. Fairview Drive	49.9	34.3	68.0	9:51 AM
2	1767 W. Carpenter Street	50.2	40.5	62.4	10:10 AM
3	Corner of Buxton Street and N. Maple Avenue	56.2	37.2	73.1	10:25 AM
4	South of the project site on W. Stonehurst Drive	64.5	45.8	85.4	10:59 AM
5	Northwest corner of Summit Avenue and Alder Avenue	65.6	63.7	76.1	9:32 AM

Source: Noise measurements taken by Kimley-Horn, July 25, 2024. See **Appendix J** for noise measurement results.

[14] California Department of Transportation. 1987. *California Vehicle Noise Emission Levels*.

[15] CNEL is 24-hour average noise level with a 5 dBA "weighting" during the hours of 7:00 PM to 10:00 PM and a 10 dBA "weighting" added to noise during the hours of 10:00 PM to 7:00 AM to account for noise sensitivity in the evening and nighttime, respectively.

Sensitive Receptors

Sensitive populations are more susceptible to the effects of air pollution than the general population. Sensitive receptors that are in proximity to localized sources of toxics are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The nearest sensitive receptors to the project site are residential uses to the east and southeast. Sensitive land uses nearest to the project site are shown in **Table 4.12-8: Sensitive Receptors**.

Table 4.12-8: Sensitive Receptors

Receptor Description	Distance and Direction from Project Site[1]	Description
Single-Family Residences	700 feet to the east	Along Carpenter Street
Single-Family Residences	700 feet to the southeast	Along Persimmon Avenue
Wilmer Amina Carter High School	1,745 feet to the southeast	Along Maple Avenue
Alec Ferguson Park	2,240 feet to the northwest	Along Casa Grande Drive
Kucera Middle School	3,340 feet to the north	Along Buena Vista Drive
Single-Family Residences	2,060 feet to the north	Along Casa Grande Drive

1. Distance measured from the project site boundary line to the property line of the sensitive receptor.

Source: Google Earth, 2024.

4.12.5 Methodology

Construction Noise

Construction noise levels were based on typical noise levels generated by construction equipment published by the FTA and the FHWA. Construction noise is assessed in dBA L_{eq}. This unit is appropriate because L_{eq} can be used to describe noise levels from operation of each piece of equipment separately, and levels can be combined to represent the noise level from all equipment operating during a given period.

Construction noise modeling was conducting using the FHWA Roadway Construction Noise Model (RCNM). When calculating construction noise, the equipment was assumed to operate at staggered locations throughout the project site. This methodology accounts for equipment operating at different locations within the project site and not at a fixed location for extended periods of time.[16] The distance used in the RCNM model are provided in **Appendix I**. The City does not establish quantitative construction noise standards. Therefore, this analysis conservatively uses the FTA's threshold of 80 dBA (8-hour L_{eq}) for residential uses and 90 dBA (8-hour L_{eq}) for non-residential uses to evaluate construction noise impacts.

Operational Noise

The analysis of the Without Project and With Project noise environments is based on noise prediction modeling and empirical observations. Reference noise level data are used to estimate the Project operational noise impacts from stationary sources. Noise levels are collected from field noise measurements and other published sources from similar types of activities are used to estimate noise levels expected with the Project's stationary sources. The reference noise levels are used to represent a

[16] Federal Transit Administration. September 2018. *Transit Noise and Vibration Impact Assessment Manual*.

worst-case noise environment as noise levels from stationary sources can vary throughout the day. Operational noise is evaluated based on the standards within the City's Noise Ordinance and General Plan.

An analysis was conducted of the Project's effect on traffic noise conditions at off-site land uses. Without Project traffic noise levels were compared to With Project traffic noise levels. The environmental baseline is the Without Project condition. The Without Project and With Project traffic noise levels in the vicinity of the project site were calculated using the FHWA Highway Noise Prediction Model (FHWA-RD-77-108). The actual sound level at any receptor location is dependent upon such factors as the source-to-receptor distance and the presence of intervening structures (walls and buildings), barriers, and topography. The noise attenuating effects of changes in elevation, topography, and intervening structures were not included in the model. Therefore, the modeling effort is considered a worst-case representation of the roadway noise. In general, a 3-dBA increase in traffic noise is barely perceptible to people, while a 5-dBA increase is readily noticeable.

Vibration

Ground-borne vibration levels associated with Project construction-related activities were evaluated using typical ground-borne vibration levels associated with construction equipment, obtained from FTA published data for construction equipment. Potential ground-borne vibration impacts related to building/structure damage and interference with sensitive existing operations were evaluated, considering the distance from construction activities to nearby land uses and typically applied criteria.

For a structure built traditionally, without assistance from qualified engineers, the FTA guidelines show that a vibration level of up to 0.20 in/sec is considered safe and would not result in any vibration damage. FTA guidelines show that modern engineered buildings built with reinforced-concrete, steel or timber can withstand vibration levels up to 0.50 in/sec and not experience vibration damage. The Caltrans 2020 Transportation and Construction Vibration Guidance Manual identifies a human annoyance vibration criterion of 0.4 in/sec PPV (which is considered severe by people subjected to continuous vibrations). As the nearest structure to the project site is an industrial building, this analysis uses the 0.50 in/sec structural damage criterion and 0.40 in/sec PPV human annoyance criterion.

Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, where warranted, to avoid or reduce the Project's potentially significant environmental impacts.

4.12.6 Thresholds of Significance

The following significance criteria for noise impacts were derived from the Environmental Checklist in CEQA Guidelines Appendix G. The proposed Project would result in a significant impact related to noise if it would:

- Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- Generate excessive groundborne vibration or groundborne noise levels.

As addressed in **Section 5.1: Effects Found Not to be Significant**, the City has determined that the Project would not have a significant impact on the following threshold for the reasons stated below and that no further analysis was required in the EIR:

- For a project located within the vicinity of a private airstrip or 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?

There are no private airstrips or airports located immediately adjacent to or near the project site. The closest airport is the San Bernardino International Airport, which is located approximately 10 miles southeast of the project site. The project site is not subject to an airport land use plan. Therefore, the Project would not expose people residing or working in the project area to excessive airport or airstrip-related noise levels.

Construction Noise Thresholds

The City does not establish quantitative construction noise standards. Therefore, this analysis uses the following construction noise thresholds:

- The FTA's construction noise threshold[17] of 80 dBA (8-hour L_{eq}) for residential uses and 90 dBA (8-hour L_{eq}) for non-residential uses; or
- Increase in existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use.

Per Caltrans and FHWA, a change in noise levels of at least 5 dBA is required before any noticeable change in community response would be expected.[18] An increase of 5 dBA is typically considered substantial. Existing ambient noise levels are shown in **Table 4.12-7**.

Additionally, the following thresholds of significance are set forth in the Rialto Code of Ordinances, which states that a project would normally have a significant impact on noise levels from construction if construction activities occur outside the following hours:

- October 1 through April 30 - 7:00 AM to 5:30 PM Monday through Friday, 8:00 AM to 5:00 PM on Saturday. Construction activities are not permitted on Sundays and State holidays; and May 1 through September 30 - 6:00 AM to 7:00 PM Monday through Friday, 8:00 AM to 5:00 PM on Saturday. Construction activities are not permitted on Sundays and State holidays.

Operational Noise

Operational noise is evaluated based on the standards set in the City's Municipal Code and General Plan.

Vibration

The City does not have a significance threshold to assess vibration impacts. Therefore, this analysis uses the FTA and Caltrans structural damage criterion of 0.50 in/sec PPV for industrial buildings and the human annoyance criterion of 0.4 in/sec PPV.

[17] Federal Transit Administration. September 2018. *Transit Noise and Vibration Impact Assessment Manual*, Table 7-2, page 179.

[18] Compiled from California Department of Transportation. 2017. *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013, and FHWA, *Noise Fundamentals*.

4.12.7 Project Impacts and Mitigation

Threshold 4.12-1:	**Would the Project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**
	Level of Significance: Less than Significant with incorporation of MM NOI-1.

Construction

On-Site Construction Noise. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earthmovers, material handlers, and portable generators, can reach high levels. The nearest sensitive receptors are approximately 700 feet to the east and southeast of the project site.

Construction activities would include demolition, site preparation, grading, building construction, paving, and architectural coating, and infrastructure improvement. Such activities would require dozers, excavators, and concrete saws during demolition; graders, dozers, excavators, scrapers and tractors during site preparation and grading; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, and paving equipment during paving; air compressors during architectural coating; and excavators, pavers, dozers, and rollers during infrastructure improvements. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Noise generated by construction equipment, including earthmovers, material handlers, and portable generators, can reach high levels. Typical noise levels associated with individual construction equipment are listed in **Table 4.12-9: Typical Construction Equipment Noise Levels**.

As previously mentioned, the Rialto Municipal Code (Municipal Code) does not establish quantitative construction noise standards. Therefore, this analysis uses the FTA's threshold of 80 dBA (8-hour L_{eq}) for residential uses and 90 dBA (8-hour L_{eq}) for non-residential uses to evaluate construction noise impacts, as well as a review of any increase in ambient noise at nearby sensitive uses (i.e., residential use) by applying an ambient noise level increase threshold of 5 dBA.

Table 4.12-9: Typical Construction Equipment Noise Levels	
Equipment	**Typical Noise Level (dBA) at 50 feet from Source**
Air Compressor	80
Backhoe	80
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane, Mobile	83
Dozer	85
Generator	82
Grader	85
Impact Wrench	85
Jack Hammer	88
Loader	80
Paver	85
Pneumatic Tool	85
Pump	77
Roller	85
Saw	76
Scraper	85
Shovel	82
Truck	84
1 Calculated using the inverse square law formula for sound attenuation: $dBA_2 = dBA_1+20Log(d_1/d_2)$ dBA_2 = estimated noise level at receptor; dBA_1 = reference noise level; d_1 = reference distance; d_2 = receptor location distance	
Source: Federal Transit Administration. September 2018. *Transit Noise and Vibration Impact Assessment Manual*.	

The noise levels identified in **Table 4.12-10: Project Construction Noise Levels**, show estimated unmitigated and mitigated exterior construction noise without accounting for attenuation from existing physical barriers. The nearest noise-sensitive receptors are the residential uses located 700 feet to the east and 700 feet to the southeast of the project site. Additionally, the nearest non-noise sensitive use (i.e., industrial use) is located adjacent to the project site. As shown in the table, , unmitigated exterior construction noise levels could reach 87.5 dBA at the nearest non-noise sensitive use (i.e., industrial use) to the project site. Therefore, unmitigated exterior construction noise levels at the nearest non-noise sensitive use would not exceed the FTA's 90 dBA L_{eq} threshold.

Table 4.12-10: Project Construction Noise Levels

Construction Phase	Land Use	Direction	Unmitigated Modeled Exterior Noise Level (dBA L_{eq})[1]	Mitigated Modeled Exterior Noise Level (dBA L_{eq})[2]	Ambient Noise Threshold (dBA L_{eq})[3]	FTA Noise Threshold (dBA L_{eq})	Does Mitigated Noise Level Exceed Either Threshold?
Demolition	Residential	East	60.6	50.6	55.2	80	No
	Residential	Southeast	60.7	50.7	61.2	80	No
	Industrial	Southeast	71.2	61.2	NA	90	No
Site Preparation	Residential	East	59.7	49.7	55.2	80	No
	Residential	Southeast	59.9	49.9	61.2	80	No
	Industrial	Southeast	84.6	74.6	NA	90	No
Grading	Residential	East	64.4	54.4	55.2	80	No
	Residential	Southeast	64.6	54.6	61.2	80	No
	Industrial	Southeast	87.5	77.5	NA	90	No
Building Construction	Residential	East	62.6	52.6	55.2	80	No
	Residential	Southeast	62.8	52.8	61.2	80	No
	Industrial	Southeast	87.4	77.4	NA	90	No
Paving	Residential	East	60.5	50.5	55.2	80	No
	Residential	Southeast	60.6	50.6	61.2	80	No
	Industrial	Southeast	86.7	76.7	NA	90	No
Architectural Coating	Residential	East	50.8	40.8	55.2	80	No
	Residential	Southeast	50.8	40.8	61.2	80	No
	Industrial	Southeast	78.2	68.2	NA	90	No
Infrastructure Improvements	Residential	East	56.1	46.1	55.2	80	No
	Residential	Southeast	56.2	46.2	61.2	80	No
	Industrial	Southeast	82.4	72.4	NA	90	No
Overlapping Phases							
Paving + Architectural Coating	Residential	East	61.0	51.0	55.2	80	No
	Residential	Southeast	61.1	51.1	61.2	80	No
	Industrial	Southeast	87.2	77.2	NA	90	No
Architectural Coating + Infrastructure Improvements	Residential	East	57.2	47.2	55.2	80	No
	Residential	Southeast	57.3	47.3	61.2	80	No
	Industrial	Southeast	83.8	73.8	NA	90	No

NA = Not Applicable

1. Equipment was assumed to operate throughout the project site at staggered distances near the property line. The distances used in the RCNM model can be seen in **Appendix I**.
2. Mitigated noise levels include implementation of Mitigation Measure (MM) NOI-1 to reduce construction noise levels. MM NOI-1 would require the proper maintenance of construction equipment and the installation of noise shielding/muffling devices.
3. The ambient noise threshold represents a 5 dBA increase in existing ambient exterior noise levels at a noise sensitive use. Existing ambient noise levels are show in **Table 4.12-7**. Noise Measurement Site 2 (50.2 dBA L_{eq}) is representative of the residential receptors to the east and Noise Measurement Site 3 (56.2 dBA L_{eq}) is representative of the residential receptors to the southeast. With the 5 dBA increase applied, the ambient noise threshold is 55.2 dBA L_{eq} at the residential receptors to the east and 61.2 dBA L_{eq} at the residential receptors to the southeast. The ambient noise threshold does not apply to non-noise sensitive uses.

Source: Federal Highway Administration Roadway Construction Noise Emissions Model; refer to **Appendix I**, Noise Data.

Additionally, unmitigated exterior construction noise levels would range from 50.8 dBA to 64.6 dBA at the nearest noise sensitive uses (i.e., residential uses) to the project site and the FTA's 80 dBA L_{eq} threshold would not be exceeded (**Table 4.12-10**). However, unmitigated construction noise levels at the nearest sensitive uses would exceed the ambient noise threshold during all phases of construction, with the exception of the architectural coating phase. Therefore, the Project would implement Mitigation Measure (MM) NOI-1 to reduce construction noise levels. MM NOI-1 would require the proper maintenance of construction equipment and the installation of noise shielding/muffling devices. The FHWA states that muffler systems can reduce noise levels by 10 dBA or more.[19] As identified in the table, mitigated exterior construction noise levels at noise sensitive uses would not exceed the ambient noise thresholds.

It should be noted that construction equipment would operate throughout the project site and the associated noise levels would not occur at a fixed location for extended periods of time. Although some sensitive uses may be exposed to elevated noise levels during Project construction, heavy construction equipment would be in motion and construction noise would be acoustically dispersed throughout the project site (i.e., not concentrated in one area near sensitive uses). The City has set restrictions on construction hours to control noise impacts from construction activities. Municipal Code Section 9.50.070 states that construction activities may only take place between the hours of 7:00 AM and 5:30 PM on weekdays and between the hours of 8:00 AM and 5:00 PM on Saturdays from October 1 through April 30 and shall only occur between 6:00 AM and 7:00 PM on weekdays and between the hours of 8:00 AM and 5:00 PM on Saturdays from May 1 through September 30.

The Project would be required to comply with the allowable hours of construction set in the Municipal Code. As discussed above, Project construction noise levels would not exceed the FTA or ambient noise thresholds with implementation of MM NOI-1 and impacts would therefore be less than significant.

Operations

Implementation of the proposed Project would create new sources of noise. The major noise sources associated with the Project that would potentially impact existing and future sensitive receptors include the following:

- Mechanical equipment
- Truck and loading dock noise
- Back-up alarms
- Parking areas
- Off-site traffic noise

As discussed previously, Section 9.50.050 of the Municipal Code identifies activities that are unlawful to engage in between the hours of 8:00 PM and 7:00 AM. This includes the loading or unloading any vehicle, or operate or permit the use of dollies, carts, forklifts, or other wheeled equipment that causes any impulsive sound, raucous or unnecessary noise within one thousand feet of a residence. However, Municipal Code Section 9.50.060 notes that sounds generated in commercial and industrial zones that are necessary and incidental to the uses permitted therein are exempt from the provisions of the Municipal Code Chapter 9.50 (Noise Control) including Section 9.5.050 (Controlled Hours of Operation).

Additionally, all loading and unloading activities, including the operation of dollies, carts, and forklifts, would occur within the warehouse buildings while trucks are docked. Loading dock doors would also be surrounded with protective aprons, gaskets, or similar improvements that, when a trailer is docked, would

[19] Federal Highway Administration. 2017. *Special Report - Measurement, Prediction, and Mitigation*, Chapter 4 Mitigation.

serve as a noise barrier between the interior warehouse activities and the exterior loading area. This would attenuate noise emanating from interior activities, and as such, interior loading and associated activities would be permissible during all hours of the day.

Mechanical Equipment. Potential stationary noise sources related to long-term operations would include mechanical equipment. Mechanical equipment (e.g., heating ventilation and air conditioning [HVAC] equipment) typically generates noise levels of approximately 52 dBA at 50 feet.[20] HVAC units would be installed on the roof of the proposed warehouse building. The nearest residential sensitive receptors (residential uses to the east) would be located as close as 2,125 feet from the HVAC equipment at the project site. At this distance mechanical equipment noise would attenuate to approximately 19.4 dBA, which is well below the City's normally acceptable residential exterior noise standard (60 dBA). Operation of mechanical equipment would not increase ambient noise levels at sensitive receptors.[21] Additionally, industrial uses would be located approximately 115 feet southeast from the warehouse building and the mechanical equipment. At this distance, mechanical equipment noise levels would be approximately 44.8 dBA, which is well below the City's normally acceptable exterior noise standard (75 dBA) for general industrial land uses. Further, intervening structures are located between the proposed warehouse structure and the receptors to the east, which would further attenuate HVAC noise levels. Therefore, noise levels associated with mechanical equipment would not exceed the City's noise standards and noise impacts would be less than significant.

Truck and Loading Dock Noise. During loading and unloading activities, noise would be generated by the trucks' diesel engines, exhaust systems, and brakes during low gear shifting braking activities; backing up toward the docks; dropping down the dock ramps; and maneuvering away from the docks. Loading or unloading activities would occur on the eastern side of the project site next to the warehouse building.

Typically, heavy truck operations generate a noise level of 70 dBA at a distance of 50 feet.[22] The closest sensitive receptors would be the single-family residences located approximately 1,880 feet east of the nearest proposed loading areas. At this distance, heavy truck and loading dock noise levels would be 38.5 dBA, which would not exceed the City's normally acceptable residential exterior noise standard (60 dBA). Heavy truck operations would not increase ambient noise levels at sensitive receptors.[23] Additionally, industrial uses would be located approximately 200 feet southeast from the proposed loading areas. At this distance, heavy truck and loading dock noise levels would be approximately 58.0 dBA, which is well below the City's normally acceptable exterior noise standard (75 dBA) for general industrial land uses. Heavy truck and loading dock noise levels at the nearest sensitive receptors would be further attenuated by intervening structures. Additionally, loading dock doors would also be surrounded with protective aprons, gaskets, or similar improvements that, when a trailer is docked, would serve as a noise barrier between the interior warehouse activities and the exterior loading area. This would attenuate noise emanating from interior activities, and as such, interior loading and associated activities would be permissible during all hours of the day. Therefore, noise levels associated with trucks and loading or

[20] Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden. *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, 2010.

[21] Ambient noise levels at the nearest residential sensitive receptors (residential uses to the east) is 50.2 dBA; refer to Noise Measurement Site 2 in **Table 4.12-7**. See **Appendix I** for calculations showing the Project's operational noise level difference from ambient daytime/nighttime noise levels.

[22] Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden. 2015. *Noise Navigator Sound Level Database with Over 1700 Measurement Values*.

[23] Ambient noise levels at the nearest residential sensitive receptors (residential uses to the southeast) is 56.2 dBA; refer to Noise Measurement Site 3 in **Table 4.12-7**. See **Appendix I** for calculations showing the Project's operational noise level difference from ambient daytime/nighttime noise levels.

unloading activities would not exceed the City's noise standards and noise impacts would be less than significant.

Back-Up Alarms. Medium and heady-duty trucks reversing into loading docks would produce noise from back-up alarms (also known as back-up beepers). Back-up alarms produce a typical volume of 97 dBA at one meter (3.28 feet) from the source.[24] As mentioned above, the closest sensitive receptors would be the single-family residences located approximately 1,880 feet east of the loading dock areas where trucks could be reversing and maneuvering. At this distance, exterior noise levels from back-up alarms would be approximately 41.8 dBA, which is below the City's normally acceptable residential exterior noise standard (60 dBA). Back-up alarms would not increase ambient noise levels at sensitive receptors.[25] Additionally, industrial uses would be located approximately 200 feet southeast from the proposed loading areas where trucks could be reversing and maneuvering. At this distance, back-up alarm noise levels would be approximately 61.3 dBA, which is well below the City's normally acceptable exterior noise standard (75 dBA) for general industrial land uses. Therefore, noise levels associated with back-up alarms would not exceed the City's noise standards and noise impacts would be less than significant.

Parking Noise. The proposed Project would provide 365 passenger vehicle surface parking spaces and 398 truck trailer parking stalls; see **Figure 3-3: Conceptual Site Plan**. The Project would generate up to 200 trips during the peak hour. For the purpose of providing a conservative, quantitative estimate of the noise levels that would be generated from the vehicles entering and exiting the parking lots, the methodology recommended by FTA for the general assessment of stationary transit noise sources is used. Using the methodology, the Project's peak hourly noise level that would be generated by the on-site parking levels was estimated using the following FTA equation for a parking lot:

$$L_{eq(h)} = SEL_{ref} + 10 \log (NA/1{,}000) - 35.6$$

Where:

$L_{eq(h)}$ = hourly L_{eq} noise level at 50 feet

SEL_{ref} = reference noise level for stationary noise source represented in sound exposure level (SEL) at 50 feet

NA = number of automobiles per hour

35.6 is a constant in the formula, calculated as 10 times the logarithm of the number of seconds in an hour

Using FTA's reference noise level of 92 dBA SEL[26] at 50 feet from the noise source, the Project's highest peak hour vehicle trips would generate noise levels of approximately 49.4 dBA L_{eq} at 50 feet from the parking lot. Parking lot noise would occur within the surface parking lots on the project site. It is also noted that parking lot noise occurs at the surrounding industrial uses under existing conditions. Parking lot noise would be consistent with the existing noise in the vicinity and would be partially masked by background noise from traffic along surrounding roadways. The closest sensitive receptors would be the single-family residences located approximately 710 feet east of the nearest parking area and east of Locust Avenue. At

[24] Environmental Health Perspectives. 2024. *Vehicle Motion Alarms: Necessity, Noise Pollution, or Both?,* Retrieved from: https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3018517/. Accessed August 8, 2024.

[25] Ambient noise levels at the nearest residential sensitive receptors (residential uses to the southeast) is 56.2 dBA; refer to Noise Measurement Site 3 in **Table 4.12-7**. See **Appendix I** for calculations showing the Project's operational noise level difference from ambient daytime/nighttime noise levels.

[26] Federal Transit Administration. 2018. Transit Noise and Vibration Impact Assessment Manual.

this distance, parking lot noise levels would be approximately 26.4 dBA, which is below the City's normally acceptable residential exterior noise standard (60 dBA). Parking lot activities would not increase ambient noise levels at sensitive receptors.[27] Additionally, industrial uses would be located approximately 30 feet southeast from the parking areas. At this distance, parking lot noise levels would be approximately 53.8 dBA, which is well below the City's normally acceptable exterior noise standard (75 dBA) for general industrial land uses. Noise associated with parking lot activities is not anticipated to exceed the City's noise standards during operation. Therefore, noise impacts from parking lots would not exceed the City's noise standards and noise impacts would be less than significant.

Off-Site Traffic Noise. Implementation of the Project would generate increased traffic volumes along nearby roadway segments. The Project would result in approximately 1,138 daily vehicle trips. In general, traffic noise level increases of less than 3-dBA is barely perceptible to people, while a 5-dBA increase is readily noticeable. [28] Generally, traffic volumes on area roadways would have to approximately double for the resulting traffic noise levels to increase by 3 dBA. Therefore, permanent increases in ambient noise levels of less than 3 dBA are considered to be less than significant.

The Opening Year "Opening Year With Project" and "Opening Year Without Project" scenarios are compared in **Table 4.12-11: Opening Year Traffic Noise Levels**. As shown in the table, roadway noise levels would range from 68.5 dBA CNEL to 70.7 dBA CNEL without the Project and between 69.1 dBA CNEL and 71.5 dBA CNEL with the Project. The "With Project" noise levels would result in a maximum increase of 1.2 dBA CNEL along North Locust Avenue (between Lowell Street to Persimmon Avenue). No significant impacts would occur and no mitigation is required.

Table 4.12-11: Opening Year Traffic Noise Levels

Roadway Segment	Opening Year Without Project		Opening Year With Project		Change	Significant Impact[3]
	ADT	dBA CNEL[1]	ADT	dBA CNEL[1]		
Locust Avenue, between Lowell Street and Persimmon Avenue	10,200	69.1	11,694	70.3	1.2	No
Casmalia Street, between Locust Avenue and Laurel Avenue	10,800	70.7	11,878	71.5	0.8	No
Riverside Avenue, between Alder Avenue and Locust Avenue	15,400	68.5	15,680	69.1	0.6	No

ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level.

Notes:
1. Traffic noise levels are 100 feet from the roadway centerline. The actual sound level at any receptor location is dependent upon such factors as the source-to-receptor distance and the presence of intervening structures, barriers, and topography.
2. The lowest Normally Acceptable land use compatibility noise standard for developed uses along each roadway segment is conservatively used to analyze impacts.
3. Potential impacts occur when the Project change exceeds 3 dBA and the Normally Acceptable land use compatibility standard is exceeded (i.e., both must occur).

Source: Based on traffic data from **Appendix I**; see **Appendix I** for traffic noise modeling assumptions and results.

[27] Ambient noise levels at the nearest residential sensitive receptors (residential uses to the east) is 50.2 dBA; refer to Noise Measurement Site 2 in **Table 4.12-7**. See **Appendix I** for calculations showing the Project's operational noise level difference from ambient daytime/nighttime noise levels.

[28] California Department of Transportation. 2013. *Technical Noise Supplemental to the Traffic Noise Analysis Protocol*.

Threshold 4.12-2:	**Would the Project expose persons to or generate excessive ground borne vibration or ground borne noise levels?**
	Level of Significance: Less than Significant Impact

Once operational, the Project would not be a source of groundborne vibration. Increases in groundborne vibration levels attributable to the proposed Project would be primarily associated with short-term construction-related activities. Construction on the project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved.

The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the criterion of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. The City does not provide numerical vibration standards for construction activities. As the nearest structure is a warehouse building (i.e., Radial) located approximately 40 feet east from the Project's southeastern property line, this impact discussion uses the FTA and Caltrans structural damage criterion of 0.50 in/sec PPV for industrial buildings and the human annoyance criterion of 0.4 in/sec PPV.

Table 4.12-12: Typical Construction Equipment Vibration Levels lists vibration levels at 25 feet and 40 feet for typical construction equipment. Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. Based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during Project construction range from 0.003 to 0.089 in/sec PPV at 25 feet from the source of activity.

Table 4.12-12: Typical Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity at 25 Feet (in/sec)	Peak Particle Velocity at 40 Feet (in/sec)[1]
Large Bulldozer	0.089	0.044
Caisson Drilling	0.089	0.044
Loaded Trucks	0.076	0.038
Jackhammer	0.035	0.017
Small Bulldozer/Tractors	0.003	0.002

Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$

where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance
PPV_{ref} = the reference vibration level in in/sec from Table 7-4 of the Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018.
D = the distance from the equipment to the receiver.

Source: Federal Transit Administration. 2018. Transit Noise and Vibration Impact Assessment Manual.

As shown in **Table 4.12-12**, at 40 feet the vibration velocities from construction equipment would range from 0.002 to 0.044 in/sec PPV from the source of activity, which is below the FTA's 0.50 PPV criterion for industrial buildings and the human annoyance criterion of 0.4 in/sec PPV. It can reasonably be assumed that at any further distance, the vibration levels would attenuate further. It is also acknowledged that

construction activities would occur throughout the project site and would not be concentrated at the point closest to the nearest structure. Therefore, vibration impacts would be less than significant and no mitigation is required.

4.12.8 Cumulative Impacts

Construction-related noise is a localized activity and would only affect land uses that are immediately adjacent to the construction areas due to the fact that noise dissipates as it travels away from its source. Noise by definition is a localized phenomenon and drastically reduces as distance from the source increases. Cumulative noise impacts involve development of the proposed Project in combination with ambient growth and other related development projects. As noise levels decrease as distance from the source increases, only projects in the nearby area could combine with the proposed Project to potentially result in cumulative noise impacts.

Cumulative Construction Noise

The Project's construction activities would not result in a substantial temporary increase in ambient noise levels. Construction noise would be periodic and temporary noise impacts that would cease upon completion of construction activities. The Project would contribute to other proximate construction project noise impacts if construction activities were conducted concurrently. However, based on the noise analysis above, the Project's construction-related noise impacts would be less than significant following the City of Rialto Municipal Code.

Construction activities at other planned and approved projects near the project site would be required to comply with applicable City rules related to noise and would take place during daytime hours on the days permitted by the applicable Municipal Code, and projects requiring discretionary City approvals would be required to evaluate construction noise impacts, comply with the City's standard conditions of approval, and implement mitigation, if necessary, to minimize noise impacts. Construction noise impacts are by nature localized. Based on the fact that noise dissipates as it travels away from its source, noise impacts would be limited to the project site and vicinity. Therefore, Project construction would not result in a cumulatively considerable contribution to significant cumulative impacts, assuming such a cumulative impact existed. Impacts would not be cumulatively considerable and no mitigation is required.

Cumulative Operational Noise

Cumulative noise impacts describe how much noise levels are projected to increase over existing conditions with the development of the proposed Project and other foreseeable projects. Cumulative noise impacts would occur primarily as a result of the project-generated traffic on local roadways in combination with cumulative projects in the vicinity. However, noise from generators and other stationary sources could also generate cumulative noise levels.

Cumulative Stationary Noise. As discussed above, impacts from the Project's operational stationary noise would be less than significant. Due to site distance, intervening land uses, and the fact that noise dissipates as it travels away from its source, noise impacts from on-site activities and other stationary sources would be limited to the project site and vicinity. No known past, present, or reasonably foreseeable projects would compound or increase the operational noise levels generated by the Project. Therefore, cumulative operational noise impacts from related projects, in conjunction with Project-specific noise impacts, would not be cumulatively significant.

Cumulative Off-Site Traffic Noise. The cumulative mobile noise analysis is conducted in a two-step process. First, the combined effects from both the Project and other projects are compared. Second, for combined effects that are determined to be cumulatively significant, the Project's incremental effects are then analyzed. A project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The combined effect compares the "Cumulative With Project" condition to "Existing" conditions. This comparison accounts for the traffic noise increase generated by the Project combined with the traffic noise increase generated by cumulative projects.

The following criteria is used to evaluate the combined effect of the cumulative noise increase.

- **Combined Effect**. The cumulative with Project noise level ("Cumulative With Project") would cause a significant cumulative impact if a 3.0 dB increase over "Existing" conditions occurs and the resulting noise level exceeds the applicable exterior standard at a sensitive use.

Although there may be a significant noise increase due to the Project in combination with identified cumulative projects (combined effects), it must also be demonstrated that the Project has an incremental effect. In other words, a significant portion of the noise increase must be due to the Project. The following criteria have been utilized to evaluate the incremental effect of the cumulative noise increase.

- **Incremental Effects**. The "Cumulative With Project" causes a 1.0 dBA increase in noise over the "Cumulative Without Project" noise level.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded. Noise by definition is a localized phenomenon and reduces as distance from the source increases. Consequently, only the proposed Project and growth due to occur in the general area would contribute to cumulative noise impacts. **Table 4.12-13: Cumulative Plus Project Buildout Conditions Traffic Noise Levels** identifies the traffic noise effects along roadway segments in the vicinity of the project site for "Existing," "Cumulative Without Project," and "Cumulative With Project," conditions, and net cumulative impacts.

Table 4.12-13: Cumulative Plus Project Buildout Conditions Traffic Noise Levels

	CNEL @ 100 feet from the Centerline			Combined Effects	Incremental Effects	
Roadway Segment	Existing	Cumulative Without Project	Cumulative With Project	dBA Difference: Existing and Cumulative With Project	dBA Difference: Cumulative Without and With Project	Cumulatively Significant Impact?
Locust Avenue, between Lowell Street and Persimmon Avenue	68.9	69.5	70.7	1.8	1.2	No
Casmalia St, between Locust Avenue and Laurel Avenue	70.5	71.3	72.0	1.5	0.8	No
Riverside Avenue, between Alder Avenue and Locust Avenue	68.3	68.5	69.1	0.8	0.6	No

ADT = average daily trips; dBA = A-weighted decibels; CNEL = Community Noise Equivalent Level;
1. Traffic noise levels are 100 feet from the roadway centerline. The actual sound level at any receptor location is dependent upon such factors as the source-to-receptor distance and the presence of intervening structures, barriers, and topography.

Source: Based on traffic data from **Appendix J**; see **Appendix I** for traffic noise modeling assumptions and results.

First, it must be determined whether the "Cumulative With Project" 3.0 dB increase above existing conditions (*Combined Effects*) is exceeded. Next, under the *Incremental Effects* criteria, cumulative noise impacts are defined by determining if the forecast ambient ("Cumulative Without Project") noise level is increased by 1.0 dB or more. As shown in **Table 4.12-13**, the Incremental Effects criterion (1.0 dB) is exceeded along Locust Avenue (between Lowell Street to Persimmon Avenue); however, the Combined Effects criterion (3.0 dB) is not exceeded. Therefore, the Project would not exceed both the combined and incremental effects criteria along any of the surrounding roadways. Therefore, the Project, in combination with cumulative background traffic noise levels, would result in a less than significant cumulative impact. The Project's contribution to traffic noise would not be cumulatively considerable and no mitigation is required.

4.12.9 Mitigation Program

Standard Conditions

No standard conditions are applicable.

Mitigation Measures

MM NOI-1: **Noise Shielding and Muffling.** Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and muffling devices consistent with manufacturers' standards or the Best Available Control Technology, which achieve a noise reduction of 10 dBA or greater. All equipment shall be properly maintained, and the Applicant or Owner shall require any construction contractor to keep documentation on site during any earthwork or construction activities demonstrating that the equipment has been maintained in accordance with manufacturer's specifications.

4.12.10 Level of Significance After Mitigation

Potential impacts related to noise would be reduced to a level considered less than significant after implementation of the specified mitigation set forth in this section.

4.12.11 References

Governor's Office of Land Use and Climate Innovation. 2017. *General Plan Guidelines – Appendix D, Noise Element Guidelines.* Retrieved from: https://opr.ca.gov/docs/OPR_Appendix_D_final.pdf. Accessed August 8, 2024.

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Federal Highway Administration. 2017. *Special Report - Measurement, Prediction, and Mitigation, Chapter 4 Mitigation.*

Federal Transit Administration. 2018. *Transit Noise and Vibration Impact Assessment Manual*.

4.13 POPULATION AND HOUSING

4.13.1 Introduction

This section of the EIR provides contextual background information on potential impacts on population growth and housing (either directly or indirectly) resulting from Project implementation in the City of Rialto (City). The analysis is based on data in the City's General Plan and data available from the California Department of Finance (DOF) and Southern California Association of Governments (SCAG).

4.13.2 Regulatory Setting

State Regulations

California Housing Element Law

The Housing Element is one of the General Plan elements that are mandated by the State of California (California Government Code §§ 65580 to 65589.8). California State law requires that the Housing Element provides "an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing" (Government Code § 65580).

State law requires that each city and county identify and analyze existing and forecasted housing needs within its jurisdiction and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community, commensurate with local housing needs.

Regional and Local Regulations

Southern California Association of Governments

SCAG is a Joint Powers Agency established under Sections 6502 et seq. of the California Government Code. SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO) for the six-county region of San Bernardino, Los Angeles, Ventura, Orange, Riverside, and Imperial counties. The region encompasses a population exceeding 19 million persons in an area comprised of more than 38,000 square miles. As the designated MPO, SCAG is the responsible agency for developing and adopting regional housing, population, and employment growth forecasts for local governments. Rialto is a member of the SCAG Regional Council District 8.

SCAG's demographic data is developed to enable the proper planning of infrastructure and facilities to adequately meet the needs of anticipated growth in the region. In April 2024, SCAG adopted Connect SoCal 2024, its 2024 - 2050 *Regional Transportation Plan/Sustainable Communities Strategy* (2024 RTP/SCS). The 2024 RTP/SCS plan base year is 2019 and the horizon year is 2050. Major themes in the 2024 RTP/SCS include integrating strategies for land use and transportation; striving for sustainability; protecting and preserving existing transportation infrastructure; increase capacity through improved systems managements; providing more transportation choices; leveraging technology; responding to demographic and housing market changes; supporting commerce, economic growth and opportunity; promoting the links between public health, environmental protection and economic opportunity; and incorporating the principles of social equity and environmental justice into the plan.

Growth forecasts contained in the 2024 RTP/SCS for the County of San Bernardino County and the City are used as the basis of analysis for housing, population, and employment forecasts.

Regional Housing Needs Assessment

The Regional Housing Needs Assessment (RHNA) is an assessment process performed periodically as part of General Plan Housing Element updates at the local level. The RHNA process begins with the California Department of Housing and Community Development's projection of future statewide housing growth need, and the apportionment of this need to regional COGs throughout the State. SCAG is the COG responsible for developing "fair share" allocation methodology to distribute the region's assigned share of statewide need to cities and counties in the region.[1] California Government Code Section 65583 sets forth the specific content requirements of a jurisdiction's Housing Element. Included in these requirements are obligations on the part of local jurisdictions to provide their "fair share" of regional housing needs (its RHNA allocation) at all income levels. Regional growth needs are defined as the number of units that would have to be added in each jurisdiction to accommodate the forecasted number of households, as well as the number of units that need to be added to compensate for anticipated demolitions and changes to achieve an ideal vacancy rate. SCAG defines a "household" as an occupied dwelling unit.

The RHNA 6th Cycle planning period is 2021-2029. The housing construction need is determined for four broad household income categories: very low (households making less than 50% of area median income), low (50 to 80% of area median income), moderate (80 to 120% of area median income), and above moderate (more than 120% of area median income). The intent of the future needs allocation by income groups is to relieve the undue concentrations of very low-income and low-income households in a single jurisdiction and to help allocate resources in a fair and equitable manner.[1] For the 2021-2029 planning period, the City is required to meet the RHNA number of 8,272 housing units. [2] The Housing Element is required to identify potential candidate housing sites by income category to meet the City's RHNA allocation. The City's 2021-2029 Housing Element was adopted by the City on March 11, 2022.

Rialto General Plan

The City's General Plan is a long-range planning document that puts forward a path for realizing the community's vision through specific goals and policies. The General Plan includes the City's 2021-2029 Housing Element which provides goals and policies specifically associated with housing. The General Plan provides a framework for action and direction for the physical development of the City until 2040. The following housing goals are identified in the 2021-2029 Housing Element.

Goal 1 Maintain and improve the quality of existing housing and neighborhoods in Rialto.

Goal 2 Promote and encourage housing development that adequately meets the needs of all socioeconomic segments of the community and region.

Goal 3 Maximize the use of available financial resources and pursue creative and resourceful methods to reduce the overall cost of housing.

Goal 4 Alleviate potential governmental constraints to housing production and affordability.

[1] Department of Housing and Community Development, Division of Housing Policy Development. *Southern California COG Final Regional Housing Need Assessment.* Retrieved from: https://www.hcd.ca.gov/community-development/housing-element/docs/Southern_California_Association_of_Governments_Regional_Housing_Need_Determination_for_the_Sixth_Housing_Element_Update_1.pdf. Accessed on April 23, 2024.

[2] Southern California Association of Governments. *6th Cycle Regional Housing Needs Assessment Allocation Plan*. Retrieved from: https://scag.ca.gov/sites/main/files/file-attachments/6th-cycle-rhna-proposed-final-allocation-plan.pdf?1614911196. Accessed April 22, 2024.

Goal 5 Promote equal opportunity for all residents to reside in the housing of their choice.

Rialto Airport Specific Plan

The Rialto Airport Specific Plan was adopted by the City in November 1997. The Rialto Municipal Airport ceased operations in 2014 and the former airport property and many of the properties adjacent to the Rialto Municipal Airport that were suited to accommodate development were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. Although the Rialto Municipal Airport is no longer operational, the Rialto Airport Specific Plan serves as the zoning ordinance for parcels that were not removed; these parcels are primarily northwest, west, and east of the former Rialto Municipal Airport. The Rialto Airport Specific Plan also provides a framework to guide future land use and development decisions in this area. The Rialto Airport Specific Plan does not contain specific policies related to population growth or housing.

4.13.3 Existing Conditions

Existing Regional and Local Population

Table 4.13-1: City and County Population Projections identifies the increase of population growth in the County and City for 2019 (i.e., 2024 RTP/SCS base plan year), 2024, and 2050 (i.e., 2024 RTP/SCS horizon year). According to the DOF and SCAG's 2024 RTP/SCS, the County has a population of approximately 2,181,433 residents. The City has a population of approximately 103,097 residents.

Table 4.13-1: County and City Population Projections

Location	2019 Population[1]	2024 Population[2]	2050 Population[1]	Projected population increase (2019 to 2050)	% Change (2019 to 2050)
San Bernardino County	2,175,000	2,181,433	2,623,000	448,000	21%
City of Rialto	103,700	103,097	100,736[3]	-2,964	-3%

Sources:
1. Southern California Association of Governments. *SCAG Connect SoCal RTP/SCS 2024: Demographics and Growth Forecast Technical Report.* Retrieved from: https://scag.ca.gov/connect-socal. Accessed September 17, 2024. City projected 2050 population estimate derived using the San Bernardino County-level persons per household ratio (i.e., 2.75 persons per household) and applying it to the City's projected 2050 households (i.e., 36,600 units).
2. State of California, Department of Finance. *E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2020-2024*. Retrieved from: Demographics | Department of Finance. Accessed September 17, 2024. City projected 2050 population estimate derived using the San Bernardino County-level persons per household ratio (i.e., 2.75 persons per household) and applying it to the City's projected 2050 households (i.e., 36,600 units).

Existing Regional and Local Housing

Table 4.13-2: County and City Housing Data identifies the total housing units (Total/Occupied) plus vacancy rate and persons per household in the County and City for 2019 (i.e., 2024 RTP/SCS base plan year) and 2024 using DOF estimates. According to the DOF data, both the County and City have seen an increase in total and occupied housing units and a decrease in population household numbers. However, while the County has seen an increase in vacancy rate, the City has seen a decrease from 2019 to 2024.

Table 4.13-2: County and City Housing Data

Location	Total Units		Occupied Units		Vacancy Rate		Persons/ Household	
	2019[1]	2024[2]	2019[1]	2024[2]	2019[1]	2024[2]	2019[1]	2024[2]
San Bernardino County	723,783	753,826	642,806	688,088	9.1%	11.2%	3.31	3.12
City of Rialto	27,553	28,523	25,749	27,863	6.6%	2.3%	3.97	3.68

Sources:
1. State of California, Department of Finance. *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2020 with 2010 Census Benchmark*. *Retrieved from:* https://dof.ca.gov/forecasting/demographics/estimates/estimates-e5-2010-2020/. Accessed September 17, 2024.
2. State of California, Department of Finance. *E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2020-2024*. Retrieved from: Demographics | Department of Finance. Accessed September 17, 2024.

City of Rialto

SCAG determines total housing needs for each community in Southern California based on three general factors: (1) the number of housing units needed to accommodate future population and employment growth; (2) the number of additional units needed to allow for housing vacancies; and (3) the number of very low, low, moderate, and above moderate-income units needed in the community. Additional factors used to determine the RHNA include tenure, the average rate of units needed to replace housing units demolished, and other factors. Based on DOF data (2024), the City has 28,523 housing units with an average of 3.68 persons per household. The vacancy rate is 2.3 percent (see **Table 4.13-2**). There is no existing residential development on the project site.

Existing Regional and Local Employment

Table 4.13-3: County and City Labor Force Data identifies the total labor force and employment and unemployment rates for the County and City for in the County and City for 2019 (i.e., 2024 RTP/SCS base plan year) and 2023 using DOF estimates. Because COVID-19 resulted in decreased employment for both the County and City, statistical information for 2020 was not used. Additionally, DOF 2024 annual average estimates are not available, therefore DOF 2023 annual average estimates are used in this analysis. According to the State of California Employment Development Department (EDD), between 2019 and 2023, the labor force and the number of employed persons decreased in both the County and City.

Table 4.13-3: County and City Labor Force Data

Location	Labor Force		Employment		Unemployment		Employment Change
	2019[1]	2023[2]	2019[1]	2023[2]	2019[1]	2023[2]	
San Bernardino County	965,400	1,013,700	928,100	966,500	37,400	47,200	-4.1%
City of Rialto	44,700	46,900	42,600	44,500	2,000	2,400	-4.5%

Sources:
1. State of California, Employment Development Department. *Monthly Labor Force Data for Cities and Census Designated Places (CDP), Annual Average 2019 – Revised*. Retrieved from: https://labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-for-cities-and-census-areas.html. Accessed September 17, 2024.
2. State of California, Employment Development Department. *Monthly Labor Force Data for Cities and Census Designated Places (CDP), Annual Average 2023 – Revised*. Retrieved from: https://labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-for-cities-and-census-areas.html. Accessed September 17, 2024.

Jobs to Housing Balance

The economic analysis conducted for SCAG's 2024 RTP/SCS shows the following regional employment growth:

- Job growth from building, operating, and maintaining the 2024 RTP infrastructure projects, averaging over 279,000 jobs per year; and
- Increases in economic competitiveness, efficiency, and amenities from the completion of the projects and operations, averaging over 465,000 jobs per year.

In terms of the jobs to housing balance, the SCAG Rialto 2019 Local Profiles Report identified that 7.6 percent of City residents work within the City, while 92.4 percent commute to places of employment outside the City. The 2024 RTP/SCS aims to balance the region's future mobility and housing needs with economic, environmental, and public health goals.

4.13.4 Methodology

The proposed Project is evaluated against the significance criteria below, as the basis for determining the impact's level of significance concerning population and housing. In addition, this analysis considers the existing regulatory framework (i.e., laws and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, where warranted, to avoid or reduce the Project's potentially significant environmental impacts.

4.13.5 Thresholds of Significance

The following significance criteria for population and housing impacts were derived from the Environmental Checklist in CEQA Guidelines Appendix G. The proposed Project would result in a significant impact related to population and housing if it would:

- Induce substantial unplanned 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).

As addressed in **Section 5.1: Effects Found Not to be Significant,** the City has determined that the proposed Project would not have a significant impact on the following threshold for the reasons stated below, and that no further analysis is required in the EIR:

- Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The project site is vacant; there is no housing on the site. Therefore, Project implementation would not create an impact that would displace people or housing.

4.13.6 Project Impacts and Mitigation

Threshold 4.13-1:	**Would the Project induce substantial unplanned 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)?**
	Level of Significance: Less than Significant Impact

The proposed Project is consistent with the General Industrial General Plan land use designation and the Rialto Airport Specific Plan General Manufacturing land use designation. Project implementation would allow for the construction and operation of a warehouse building, which is a permitted use in the General Manufacturing land use designation.

Employment opportunities would be provided both during the construction of the Project and once the Project is operational. The number of temporary construction jobs that would be created is unknown. With respect to long-term employment opportunities, the proposed Project would employ approximately 557 employees, based on an employment generation factor of one employee per 1,195 sf of warehouse use (664,859 sf/1,195 sf = 556.4, rounded up to 557).[3] As discussed above, approximately 92.4 percent of Rialto residents travel outside of the City for work. Given the high percentage of City residents commuting outside the City for employment and the opportunity to reduce local unemployment rates, the addition of new jobs as a result of the Project would likely be filled by the local labor market. As a result, the increase in new jobs would not induce substantial population growth.

The proposed Project is consistent with the General Plan and Specific Plan designations for the site, meaning that future growth associated with Project implementation has already been accounted for in the General Plan and General Plan EIR. Therefore, the increase in employment opportunities at the project site and potential increase of new workers moving into the City are not considered substantial or unplanned.

The Project proposes three new driveways on Lowell Street, one driveway on Locust Avenue, and one emergency vehicle only driveway on Lake Padden Lane. These improvements would allow for passenger vehicle and truck access to the project site and would not result in the extension of a roadway or infrastructure that would directly or indirectly induce unplanned population growth on or near the project site. Therefore, the Project would not induce substantial unplanned population. Impacts would be less than significant and mitigation is not required.

4.13.7 Cumulative Impacts

Potential cumulative population and housing impacts are assessed relative to the Airport Specific Plan, General Plan, and regional plans, including SCAG's 2024 RTP/SCS population, housing, and employment projections. SCAG's regional growth projections reflect recent and past trends, key demographic and economic assumptions and include local and regional policies. Local jurisdictions participate in the growth forecast development process.

Cumulative impacts would occur if development on the project site, together with other cumulative projects would induce substantial unplanned population growth or displace substantial numbers of existing people or housing. As discussed above, the Project is consistent with the General Industrial

[3] Natelson Company, Inc. 2001. *Employment Density Study Summary Report Prepared for SCAG, Table 8A.*

General Plan land use designation and Rialto Airport Specific Plan's General Manufacturing zoning designation and therefore does not conflict with the City's 2021-2029 Housing Element goals. Further, the proposed Project would not result in significant direct, or indirect permanent or temporary impacts related to population or housing because the Project is consistent with the City's land use and zoning and the off-site improvements that would be implemented as a part of the Project would not extend roadways or infrastructure that would directly or indirectly induce unplanned population growth on or near the project site. Future development projects would also be subject to project-level review and project-specific measures would be required, as needed, to reduce significant impacts. Therefore, the proposed Project would not result in incrementally significant effects to population or housing that could be compounded or increased when considered together with similar effects from other cumulative present and reasonably foreseeable probable future projects. Given the Project's consistency with land use and zoning, as well as the potential for other projects to be generally consistent with the City's population and housing policies, the Project would not result in significant population and housing impacts, and therefore, taken with past, present, and reasonably foreseeable future projects, Project impacts are not considered cumulatively considerable and no mitigation is required.

4.13.8 Mitigation Program

Standard Conditions

No standard conditions are applicable.

Mitigation Measures

No mitigation is required.

4.13.9 Level of Significance After Mitigation

No significant population and housing resource impacts have been identified; no mitigation is required.

4.13.10 References

City of Rialto. 2010. *Rialto General Plan Housing Element.* Retrieved from: https://www.rialtoca.gov/653/General-Plan. Accessed on September 17, 2024.

Department of Housing and Community Development, Division of Housing Policy Development. 2019. *Southern California COG Final Regional Housing Need Assessment*. Retrieved from: Southern California COG Regional Housing Need Determination. Accessed on April 23, 2024.

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Ibid. 2024. *E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2020-2024.* Retrieved from: Demographics | Department of Finance. Accessed September 17, 2024.

Ibid. 2024. *Monthly Labor Force Data for Cities and Census Designated Places (CDP), Annual Average 2019 – Revised.* Retrieved from: https://labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-for-cities-and-census-areas.html. Accessed September 17, 2024.

State of California, Employment Development Department. 2024. *Monthly Labor Force Data for Cities and Census Designated Places (CDP), Annual Average 2023 – Revised.* Retrieved from: https://labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-for-cities-and-census-areas.html Accessed September 17, 2024.

4.14 PUBLIC SERVICES

4.14.1 Introduction

This section of the EIR describes existing public services for the project area and identifies and addresses potential Project impacts related to fire and police protection services provided by the City of Rialto (City).

4.14.2 Regulatory Setting

Federal Regulations

Federal Emergency Management Act (FEMA)

In March 2003, FEMA became part of the U.S. Department of Homeland Security. FEMA's continuing mission is to lead the effort to prepare the nation for all hazards and effectively manage federal response and recovery efforts following any national incident. FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration.

Federal Fire Safety Act (FFSA)

The 1992 FFSA is different from other laws affecting fire safety as the law applies to federal operations, and there is no requirement for local action unless a private building owner leases space to the federal government. The FFSA requires federal agencies to provide sprinkler protection in any building, whether owned or leased by the federal government, which has at least 25 federal employees during the course of their employment.

Occupational Safety and Health Administration (OSHA)

OSHA's mission is to "assure America's workers have safe and healthful working conditions free from unlawful retaliation. OSHA carries out its mission by setting and enforcing standards; enforcing anti-retaliation provisions of the OSH Act and other federal whistleblower laws; providing and supporting training, outreach, education, and assistance; and working collaboratively with our state OSHA programs as well as ensuring that they are at least as effective as federal OSHA, furthering a national system of worker safety and health protections." The agency is also charged with enforcing a variety of whistleblower statutes and regulations.

OSHA: Emergency Action Plan. Developments are required under OSHA standards to prepare an emergency action plan that is kept in the workplace that provides procedures for reporting a fire or other emergency, emergency evacuation, including type of evacuation and exit route assignments, and to be followed by all employees. Employers are required to have and maintain an employee alarm system, provide training, and review the emergency action plan with each employee covered by the plan.

OSHA: Fire Prevention Plan. Developments are required under OSHA standards to prepare a fire prevention plan that at minimum must include procedures to control accumulations of flammable and combustible waste materials, and for regular maintenance of safeguards installed on heat-producing equipment to prevent the accidental ignition of combustible materials. Furthermore, the fire prevention plan must contain the names and/or job titles of employees responsible for maintaining equipment to prevent or control sources of ignition or fires, and for the control of fuel source hazards.

Disaster Mitigation Act of 2000

The Disaster Mitigation Act (DMA) of 2000 is a federal law that amended the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act). The DMA was signed into law on October 30, 2000, after being introduced by Representative Tillie Fowler (R-FL-4) on February 11, 1999. The DMA's goals include reducing injuries, loss of life, and property damage; helping communities understand and reduce their vulnerability to natural hazards; using a more proactive planning process; and developing more effective hazard mitigation plans.

State Regulations

California Public Resources Code 4290 and 4291

These regulations, which implement minimum fire safety standards related to defensible space, apply to the perimeters and access to all commercial, industrial, and residential building construction within a State Responsibility Area approved after January 1, 1991, and within lands classified and designated as a Very High Fire Hazard Severity Zone (VHFHSZ) after July 1, 2021. The person(s) who control, lease, maintain, operate, or own said building in, upon, or adjoining a mountainous area, forest-covered lands, brush-covered lands, grass-covered lands, or land that is covered with flammable materials is required to preserve a defensible space of 100 feet from the perimeter of the building. The regulations include the following:

1. Road standards for fire equipment access.
2. Standards for signs identifying streets, roads, and buildings.
3. Minimum private water supply reserves for emergency fire use.
4. Fuel breaks and greenbelts.

These regulations do not supersede local regulations which equal or exceed minimum regulations adopted by the State.

California Building Code

The State of California provides a minimum standard for building design through the California Building Code (CBC), which is located in Part 2 of Title 24 of the California Code of Regulations (CCR). The CBC is based on the International Building Code but has been modified for California conditions. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. Industrial buildings are plan checked by local city and county building officials for compliance with the CBC. Typical fire safety requirements of the CBC include the installation of sprinklers in all industrial buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas.

California Fire Code

The California Code of Regulations (CCR) Title 24, Part 9 (California Fire Code) contains regulations for the construction and maintenance of buildings, the use of premises, and the management of Wildland-Urban Interface areas, among other issues. The California Fire Code is updated every three years by the California Building Standards Commission and was last updated in 2022 (effective January 1, 2023). The Fire Code sets forth regulations regarding building standards, fire protection and notification systems, fire protection devices such as fire extinguishers and smoke alarms, high-rise building standards, and fire

suppression training. It contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code also include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire safety requirements for new and existing buildings and the surrounding premises.

Emergency Mutual Aid Agreements

The Emergency Mutual Aid Agreements (EMAA) system is a collaborative effort between city and county emergency managers in the Office of Emergency Services in the coastal, southern, and inland regions of the State. EMAA provides service in the emergency response and recovery efforts at the Southern Regional Emergency Operations Center, local Emergency Operations Centers, the Disaster Field Office, and community service centers. The purpose of EMAA is to support disaster operations in affected jurisdictions by providing professional emergency management personnel. In accordance with the EMAA, local and State emergency managers have responded in support of each other under a variety of plans and procedures. San Bernardino County, including the City of Rialto, is in Region VI, which also includes San Diego, Imperial, Inyo, Mono, and Riverside counties.

Mitigation Fee Act (California Government Code (Sections 66000 through 66008))

Enacted as Assembly Bill (AB) 1600, the Mitigation Fee Act requires a local agency, such as the City of Rialto, establishing, increasing, or imposing an impact fee as a condition of development to identify the purpose of the fee and the use to which the fee is to be put. The local agency must also demonstrate a reasonable relationship between the fee and the purpose for which it is charged, and between the fee and the type of development project on which it is to be levied. The Mitigation Fee Act became enforceable on January 1, 1989.

Section 35 of Article XIII of the California Constitution Subdivision (a)(2)

Section 35 of Article XIII of the California Constitution subdivision (a)(2) identifies that the protection of the public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services.

Local Regulations

Rialto General Plan

The General Plan Chapter 5, *Safety and Noise Element* identifies goals related to fire and police protection. The following list includes General Plan goals and policies that have been adopted by the City for the purpose of avoiding or mitigating an environmental effect and are applicable to the proposed Project:

Goal 5-1 **Continue to build the City's fire protection and prevention programs and requirements to minimize fire hazards.**

Policy 5-1.3 Require that all site plans, subdivision plans, and building plans be reviewed by the Fire Department to ensure compliance with appropriate fire regulations, such as California Fire Safe Regulations.

Goal 5-8 **Ensure that first responders and the Emergency Operations Center (EOC) have adequate capacity to respond to hazard events.**

Policy 5-8.7 Require that development be phased in relation to the City's ability to provide an adequate level of fire protection, pursuant to the City standard of cover and fire department strategic plan.

Goal 5-10 **Provide effective, timely and comprehensive policing services that meet the safety needs of Rialto.**

Policy 5-10.3 Continue to encourage design concepts that inhibit and discourage criminal behavior such as Crime Prevention Through Environmental Design (CPTED) techniques.

Rialto Airport Specific Plan

The Rialto Airport Specific Plan was adopted by the City in November 1997. The Rialto Municipal Airport ceased operations in 2014 and the former airport property and many of the properties adjacent to the Rialto Municipal Airport that were suited to accommodate development were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. Although the Rialto Municipal Airport is no longer operational, the Rialto Airport Specific Plan serves as the zoning ordinance for parcels that were not removed; these parcels are primarily northwest, west, and east of the former Rialto Municipal Airport. The Rialto Airport Specific Plan also provides a framework to guide future land use and development decisions in this area. The Rialto Airport Specific Plan does not contain specific policies related to fire and police protection.

City of Rialto Municipal Code

Title 3: Revenue and Finance. The California Mitigation Fee Act (California Government Code, §§ 66000 et seq.) mandates procedures for administration of impact fee programs, including collection and accounting, reporting, and refunds. A development impact fee is a monetary exaction other than a tax or special assessment that is charged by a local governmental agency to an applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project.

The City has adopted development impact fee programs for various public facilities, which are codified under Rialto Municipal Code Chapter 3.33. Rialto Municipal Code Chapter 3.33 – Development Impact Fees establishes every fee that every person or development must comply with (if applicable) regarding utility, community and recreation center impacts, library, animal center impacts, police impacts, park in-lieu/park impacts, and fire protection fees, etc.

Title 18: Zoning. The purpose and intent of Rialto Municipal Code Title 18 -Zoning Code is to set standards and guidelines for the City to lessen congestion in the streets; to secure safety from fire, panic and other dangers; to promote health and the general welfare; to provide adequate light and air; to prevent the overcrowding of land; to avoid undue concentration of population; to facilitate the adequate provision of transportation, water, sewerage, schools, parks and other public requirements.

Title 15, Chapter 15.28: Fire Code. The City of Rialto Fire Code is codified under Rialto Municipal Code Chapter 15.28 – Fire Code. The City has adopted and amended the California Fire Code as permitted by Health and Safety Code Section 17958 and Government Code Section 50022. The City's Fire Code identifies methods for calculating required fire flow, hydrant placement and other requirements considered in building and site design. The Rialto Fire Department reviews plans for proposed development projects to ensure compliance with the City's Fire Code.

Emergency Response

Procedures for mitigating emergency events, such as such wildfires, floods, windstorms, hazardous materials releases, civil disturbance, and earthquakes are outlined in the City's Standard Emergency Management System (SEMS) Multi-Hazard Functional Plan (MHFP). The MHFP incorporates and coordinates all the facilities and personnel of the City into an efficient organization capable of responding to any emergency.

4.14.3 Existing Conditions

Fire Protection

FHSZs are mapped by the California Department of Forestry and Fire Protection (CAL FIRE) as set forth in Public Resources Code Sections 4201-4204 and Government Code Sections 51175-51189. FHSZs are categorized as fire protection within a Federal Responsibility Area under the jurisdiction of a federal agency, a State Responsibility Area under the jurisdiction of CAL FIRE, or within a Local Responsibility Area under the jurisdiction of a local agency. CAL FIRE is responsible for fire protection within State Responsibility Areas, which are found in 56 counties in California, and provides a variety of emergency services in 36 counties.

CAL FIRE defines a State Responsibility Area as land that is not federally owned, not incorporated, does not exceed a housing density of three units per acre, contains wildland vegetation as opposed to agriculture or ornamentals, and has watershed value and/or has range/forage value (this effectively eliminates most desert lands). Where local fire protection agencies, such as the Rialto Fire Department, are responsible for wildfire protection, the land is classified as a Local Responsibility Area. The project site and adjacent areas are classified as a Non-Very High Fire Hazard Severity Zone (Non-VHFHSZ).

The Rialto Fire Department provides fire protection services for the City. Led by a Fire Chief, the Fire Department has a Division Chief, two Battalion Chiefs, an Emergency Medical Services Coordinator, and a Fire Marshall. The Fire Department deploys from five fire stations staffed 24 hours per day by firefighters and non-safety ambulance operators. Daily emergency medical service and fire/rescue staffing consists of one Battalion Chief, four engine companies, one truck company, and four paramedic ambulances. The closest fire station to the project site is Station 204, located at 3288 Alder Avenue, approximately 1.2 miles north of the project site. There is one fire hydrant located at the southeast corner of Locust Avenue at Lowell Street.

Administration. The Rialto Fire Department Administration provides oversight to all department operations including project development, budgeting, development of policy and protocol, personnel development, and strategic planning to ensure highly effective fire and life safety services. Fire Administration is staffed by the Fire Chief with an Executive Assistant, a Division Chief of Operations, Administrative Battalion Chief, and one office specialist.

Rialto Fire Prevention Division. The Rialto Fire Prevention Division engages in community risk reduction services through code compliance, plan review, public education, inspection, emergency preparedness and targeted risk-specific programs.

Ambulance Operator Program. The Rialto Fire Department has provided ambulance transportation services since 1971 using a model of deployment that includes staffing of ambulances with firefighters that are cross-trained as Paramedics and Emergency Medical Technicians. Based on service demand and

cost of deployment, the current ambulance staffing model is being retooled to include single function, paramedic and Ambulance Operators to staff city-owned ambulances.

Rialto Fire Department Emergency Medical Service. The Rialto Emergency Medical Service is responsible for the planning, compliance, review, and oversight for the provisions of clinical medical care provided by the Rialto Fire Department. The Fire Department staffs one paramedic for all fire engines, trucks, and ambulances; all other positions are staffed by Emergency Medical Technicians.

Incident Response

Fire service deployment is about the speed and weight of the response. Speed refers to initial response (first due) of all-risk intervention resources (engines, ladder trucks, and squads) strategically deployed across a jurisdiction for response to emergencies within a time interval to facilitate desired outcomes. Weight refers to multiple-unit Effective Response Force (commonly referred to as a First Alarm) responses to more serious emergencies, such as building fires, multiple-patient medical emergencies, vehicle collisions with extrication required, or technical rescue incidents. In these situations, a sufficient number of firefighters must be assembled within a reasonable time interval to safely control the emergency and prevent it escalating into a more serious event. The Rialto Fire Department responded to a monthly average of 939 incidents in 2023.[1]

Police Protection

The Rialto Police Department provides law enforcement and police protection services throughout the City. The Police Department headquarters is located at 128 North Willow Avenue, approximately 5.8 miles southeast of the project site. With 176 employees, the Police Department is a full-service law enforcement agency that is charged with the enforcement of local, State, and federal laws, and with providing 24-hour protection. Operations within the Rialto Police Department are organized within divisions — Operations, Support Services, and Professional Standards — with bureaus, teams and units, and programs within each division.[2]

The Rialto Police Department participates in the California Law Enforcement Mutual Aid Plan administrated by the Governor's Office of Emergency Services. The law enforcement mutual aid system is an ongoing cooperative effort among law enforcement agencies to ensure an effective and organized response to a wide range of emergencies. Under the Law Enforcement Mutual Aid Plan, the City of Rialto can both provide and request law enforcement resources to and from neighboring jurisdictions. There are seven mutual aid regions in the State and each region is comprised of multiple Operational Areas and has a Regional Law Enforcement Mutual Aid Coordinator. Rialto is located in mutual aid Region VI, which includes the counties of San Bernardino, Mono, Inyo, Riverside, Imperial, and San Diego.

4.14.4 Methodology

The Rialto Fire Department and Rialto Police Department were contacted to determine if the Project would significantly impact the departments' ability to provide fire protection and police protection services. The following analysis considers the existing regulatory framework and available information published by the Rialto Fire Department and Rialto Police Department. Where significant impacts remain

[1] Average was compiled through available monthly report data between May and October 2023. This is the most current published information.

[2] The Rialto Police Department does not have publicly available response time standards or service ratios.

despite compliance with the regulatory framework, feasible mitigation measures are recommended, where warranted, to avoid or reduce the Project's potentially significant environmental impacts.

4.14.5 Thresholds of Significance

The following significance criteria for fire and police impacts were derived from the Environmental Checklist in CEQA Guidelines Appendix G. The proposed Project would result in a significant impact related to fire and police protection if it would:

- 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.
- 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 would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection.

As addressed in **Section 5.1: Effects Found Not to be Significant**, the City has determined that the proposed Project would not have a significant impact on the following threshold for the reasons stated below, and that no further analysis was required:

- 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: schools, parks, and other public facilities?

The Project does not propose new or physically altered government facilities, nor would it include residential uses with the potential to create a demand for new or physically altered school, parks, or other public facilities, such as library services. For this reason, no impact would occur and this threshold question is not further addressed in the EIR.

4.14.6 Project Impacts and Mitigation

Threshold 4.14-1:	**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?**
	Level of Significance: Less than Significant Impact

Fire Protection

The project site is vacant and located in an area currently served by the Rialto Fire Department. Impacts related to fire protection services are assessed by the Rialto Fire Department on a project-by-project basis. In determining the potential impacts to fire protection services that could occur, the Rialto Fire Department considers a project's land use, fire-protection related needs, and a project site's

recommended response distance and time and fire safety requirements, as well as project design features that would reduce the demand for fire protection services.

Construction

During construction, site clearance including vegetation removal would remove potential fuel for fires which could occur during construction. The potential for emergency response incidents related to construction operations would be minimized through compliance with the established regulatory framework, including Cal/OSHA, which ensures that employers provide their workers with a place of employment free from recognized hazards to safety and health, such as exposure to toxic chemicals, excessive noise levels, mechanical dangers, heat or cold stress, or unsanitary conditions.

Project traffic would not result in substantial delays and congestion that would affect the circulation of emergency vehicles in the study area. The Project would not require permanent road closures but would result in temporary partial lane closures during specific construction phases such as connection to utilities in the roadways. SC TRAN-1 in **Section 4.15: Transportation** requires the preparation of a Construction Management Plan to identify planned travel patterns for construction and haul vehicles. These temporary lane closures would not result in the closure of any roadways that would impact the mobility of first responders. The Project would be required to incorporate all applicable design and safety requirements as set forth by the City during construction and operation. Therefore, compliance with the mentioned codes and regulations, and the temporary nature of construction activities would ensure that Project construction would result in less than significant impacts with respect to performance objectives for fire protection services.

Operations

Where local fire protection agencies, such as the Rialto Fire Department, are responsible for wildfire protection, the land is classified as a Local Responsibility Area (LRA). LRAs are incorporated cities, urban regions, agriculture lands, and portions of the desert where the local government is responsible for wildfire protection. The project site and its adjacent areas are classified as a Non-VHFHSZ (non-very high FHSZ).[3]

The proposed Project would conform to the then-current California Building Code and California Fire Code which would require fire suppression systems such as sprinklers and fire curtains. As discussed previously, the City's Fire Code identifies standards for building and site design and fire protection and notification systems. It also contains regulations relating to construction, maintenance, and use of buildings including Fire Department access, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire safety requirements for new and existing buildings and the surrounding premises.

The Project would include 20 fire hydrants located throughout the project site. The fire hydrants would connect to a proposed fire water line loop, which ultimately connects to the water main in Lowell Street. All driveways have been designed to accommodate the required turning radius for fire engines and would not impair emergency fire service access. In accordance with the City's entitlement process, the Rialto Fire Department will review the plot plan to ensure compliance with the City's Fire Code.

[3] CAL FIRE. *Fire Hazard Severity Zones Map*. Retrieved from: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones. Accessed April 29, 2025.

Project implementation would incrementally increase the demand for fire protection services. Although the project site is not developed, the project area is already served by the Rialto Fire Department. Therefore, the Project does not include or require construction of any new or physically altered fire station facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. The proposed land use is consistent with the General Plan and zoning assumptions for the site. The Project is not expected to substantially increase service demand such that a new or physically altered facility would need to be constructed in order to maintain acceptable service ratios, response times or other performance objectives for fire protection.

Project plans would be reviewed by applicable City departments to ensure compliance with the Rialto Municipal Code and General Plan as well as all emergency response and fire safety requirements of the Rialto Fire Department and the California Fire Code. Further, the Project would be required to pay all required development impact fees as adopted by City Ordinance No. 1532. Further, development impact fees are paid on a project-by-project basis to ensure a proportionate fair share is contributed toward facilities, equipment, and personnel that would be needed over time to accommodate the additional demand from the Project. Therefore, upon payment of fees, impacts would be considered less than significant. Therefore, compliance with building codes and payment of development impact fees would reduce impact to a less than significant level and no mitigation is required.

Threshold 4.14-2:	**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 police protection?** ***Level of Significance:*** Less than Significant Impact

Police Protection

Construction

Impacts to police protection services are assessed based on the ability of police personnel to adequately serve the existing and future population, including residents, workers, and daytime and nighttime visitors and the Police Department's ability to meet the additional demand for protection services with the Project. The project site is in a developed area and is adjacent to existing industrial uses.

During construction, action by the Rialto Police Department could be required in cases of trespassing, theft, or vandalism. Construction would not require road closures but may require temporary lane closures during specific construction phases such as connection to utilities in the roadways. SC TRAN-1 in **Section 4.15: Transportation** requires the preparation of a Construction Management Plan to identify planned travel patterns for construction and haul vehicles. These temporary lane closures would not result in the closure of any roadways that would impact the mobility of first responders. The Project would be required to incorporate all applicable design and safety requirements as set forth by the City during construction and operation. Prior to commencement of construction activities, Project plans would be reviewed by the City to ensure compliance with the City's Municipal Code and General Plan as well as all applicable regulations associated with site signage, lighting, perimeter control, and other crime safety preventative measures. SC PS-1 requires the Applicant to contract with a security service to provide security during construction and may include additional security measures, such as the installation of

temporary fencing. With implementation of these Standard Conditions, impacts to police protection would be less than significant during construction and no mitigation is required.

Operations

Project implementation would result in an increase in employment opportunities, which could incrementally increase the demand for police services. However, since the project site is in a developed area of the City that is already contributing toward the need for police services, the Project is not expected to substantially increase service demand such that a new police station would need to be constructed. SC PS-1 requires that all development plans be evaluated by the Rialto Police Department to ensure that public safety design measures are incorporated into the Project plans. Additionally, the Project is required to pay all required impact fees as adopted by City Ordinance No. 1532. Accordingly, development impact fees are paid on a project-by-project basis to ensure a proportionate fair share is contributed toward facilities, equipment, and personnel that would be needed over time to accommodate the additional demand from the Project. Impacts on service demand and response times for police would be less than significant and no mitigation is required.

4.14.7 Cumulative Impacts

For purposes of public services, cumulative impacts are considered for projects located within the City.

Fire Protection

The Project assumes the provision of fire protection services is based on a combination of existing fire services and the use of mutual aid agreements. Additionally, all present and reasonably foreseeable future projects would be required to pay impact fees as adopted by City Ordinance 1532. As previously addressed, development impact fees are paid on a project-by-project basis to ensure a proportionate fair share is contributed toward facilities, equipment, and personnel that would be needed over time to accommodate the additional demand caused by development. The payment of fees and compliance with applicable regulatory requirements would preclude the Project's cumulative contribution to fire protection impacts and no mitigation is required.

Police Protection

The Police Department's operating budget is primarily generated through tax revenues and fees collected from penalties and requested services, and impact fees as adopted by City Ordinance 1532. Increased property and sales tax from cumulative projects would increase the City's General Fund in rough proportion to population increases, providing funding for any improvements necessary to maintain adequate police protection facilities, equipment, and/or personnel. The payment of fees and compliance with applicable regulatory requirements would preclude the Project's cumulative contribution to police protection impacts. Moreover, should any new or altered facilities be required in the future, these facilities would be subject to separate CEQA review. The Project would not cumulatively contribute to an impact to police protection services and no mitigation is required.

4.14.8 Mitigation Program

Standard Conditions and Requirements

Fire Protection

Please refer to SC TRAN in **Section 4.15: Transportation**.

Police Protection

SC PS-1 Prior to the issuance of the first grading permit and/or action that would permit site disturbance, the Applicant shall provide evidence to the City of Rialto Police Department that a construction security service or equivalent service shall be established at the construction site along with other measures, as identified by the Police Department and the Public Works Department, to be instituted during the grading and construction phase of the Project.

SC PS-2 Prior to issuance of building permits, the City of Rialto Police Department shall review development plans for the incorporation of defensible space concepts to reduce demands on police services. Public safety planning recommendations shall be incorporated into the Project plans. The Applicant shall prepare a list of project features and design components that demonstrate responsiveness to defensible space design concepts. The Police Department shall review and approve all defensible space design features incorporated into the Project prior to initiating the building plan check process.

Mitigation Measures

No mitigation is required for Fire or Police Protection.

4.14.9 Level of Significance After Mitigation

Impacts would be less than significant for Police and Fire Protection services and no mitigation is required.

4.14.10 References

CAL FIRE. 2025. *Fire Hazard Severity Zones Map*. Retrieved from: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones. Accessed April 29, 2025.

4.15 TRANSPORTATION

4.15.1 Introduction

This EIR section summarizes the findings of *Locust Gateway Logistics Center Vehicle Miles Traveled Analysis* prepared by Kimley-Horn and Associates, Inc. (Kimley-Horn, 2025) to evaluate the potential transportation impacts associated with the proposed Project. This study has been prepared in accordance with CEQA requirements to evaluate potential transportation impacts based on vehicle miles traveled (VMT). The report is included as **Appendix J** of this EIR.

4.15.2 Regulatory Setting

Federal Regulations

Federal Transportation Improvement Program

The Federal Transportation Improvement Program (FTIP) is a federally mandated four-year program of all surface transportation projects that will receive federal funding or are subject to a federally required action. The FTIP is a comprehensive listing of such transportation projects proposed over a six-year period. As the metropolitan planning organization (MPO) for the region, the Southern California Association of Governments (SCAG) is responsible for developing the FTIP for submittal to the California Department of Transportation (Caltrans) and the federal funding agencies.

The FTIP identifies specific funding sources and fund amounts for each project. It is prioritized to implement the region's overall strategy for providing mobility and improving the efficiency and safety of the transportation system, while supporting efforts to attain federal and State air quality standards for the region by reducing transportation-related air pollution. Projects in the FTIP include highway improvements, transit, rail and bus facilities, high occupancy vehicle (HOV) lanes, high occupancy toll (HOT) lanes, signal synchronization, intersection improvements, freeway ramps, and non-motorized projects - bicycle and pedestrian.

The FTIP must include all federally funded transportation projects in the region, as well as all regionally significant transportation projects for which approval from federal funding agencies is required, regardless of funding source. Projects in the FTIP are consistent with SCAG's approved Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Manual on Uniform Traffic Control Devices

The Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD) is contained in the Code of Federal Regulations (CFR, Title 23, Part 655, Subpart F). The FHWA requires that the most recent MUTCD be adopted by individual states as their legal state standard for traffic-control devices within two years of the update. The MUTCD identifies the standards that should be used to install and maintain traffic-control devices on all public streets, highways, bikeways, and private roads that are open to public traffic. The City of Rialto (City) uses the MUTCD for determining the necessary traffic-control devices (e.g., signs, barricades, gates, warning signs, object markers, guide signs, pavement and curb markings, traffic-control signs, pedestrian control signs, in-roadway lights, and flagger control) on public streets, highways, bikeways, and school areas in the City, including temporary traffic-control devices in and near construction work areas.

State Regulations

Sustainable Communities Strategies: Senate Bill 375 – Land Use Planning

Senate Bill (SB) 375 (2008) provides for a planning process to coordinate land use planning and Regional Transportation Plans (RTPs) and funding priorities in order to help California meet the greenhouse gas (GHG) reduction goals established in Assembly Bill (AB) 32. SB 375 requires that RTPs developed by metropolitan planning organizations (e.g., SCAG) incorporate a "sustainable communities' strategy" in their RTPs that will achieve GHG emission reduction targets set by the California Air Resources Board (CARB). SB 375 also includes provisions for streamlined CEQA review for some infill projects, such as Transit-Oriented Developments (TODs).

Senate Bill 743 – Update to the CEQA Guidelines for Transportation Impacts

The Steinberg Act (SB 743) (also known as the Environmental Act) was enacted in 2013 to shift the focus of transportation analysis from driver delay to reducing GHG emissions, creating multimodal networks, and promoting mixed land uses. SB 743 required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide alternative level of service metrics for transportation impact evaluations. In January 2019, the Natural Resources Agency finalized updates to the CEQA Guidelines including the incorporation of the SB 743 modifications. The CEQA Guidelines shift traffic analysis from delay and operations to vehicle miles traveled (VMT) when evaluating transportation impacts under CEQA. VMT refers to the amount and distance of automobile travel attributable to a project.

Metrics to evaluate transportation impacts may include VMT, VMT per capita, automobile trip generation rates, or automobile trips generated. According to SB 743, projects should aim to reduce VMT and mitigate potential VMT impacts through the implementation of transportation demand management (TDM) strategies. By July 1, 2020, all CEQA lead agencies were required to analyze a project's transportation impacts using VMT. The City adopted their VMT guidelines in 2021.

Regional and Local Regulations

Regional Transportation Plan/Sustainable Communities Strategy

On April 4, 2024, SCAG's Regional Council adopted *2024-2050 Regional Transportation Plan/Sustainable Communities Strategies* (RTP/SCS) or Connect SoCal Plan. On May 10, 2024, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) approved Connect SoCal 2024; CARB approved on May 7, 2025. The Connect SoCal Plan is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. It includes a strong commitment to reduce emissions from transportation sources to comply with SB 375, improve public health, and meet the National Ambient Air Quality Standards. This long-range plan, required by the State of California and the federal government, is updated by SCAG every four years as demographic, economic, and policy circumstances change. The RTP/SCS is a living, evolving blueprint for the region's future.

Of the goals presented in Connect SoCal, the following six are applicable to transportation:

- Create human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances
- Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water
- Improve access to jobs and educational resources

- Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities

San Bernardino County Congestion Management Program

The San Bernardino County Transportation Authority (SBCTA) is San Bernardino's congestion management agency. SBCTA prepares, monitors and periodically updates the County Congestion Management Program (CMP) to meet federal Congestion Management Process requirement and the County's Measure I Program. The San Bernardino County CMP defines a network of state highways and arterials, level of service standards and related procedures; the process for mitigation of impacts of new development on the transportation system and technical justification for the approach.

Measure I Strategic Plan

Measure I authorizes a half-cent sales tax in San Bernardino County until March 2040 for use exclusively on transportation improvement and traffic management programs. Measure I includes language mandating development to pay its fair share for transportation improvements in San Bernardino County. The Measure I Strategic Plan is the official guide for the allocation and administration of the combination of local transportation sales tax, State and federal transportation revenues, and private fair-share contributions to regional transportation facilities to fund the Measure I 2010–2040 transportation programs. The Strategic Plan identifies funding categories and allocations and planned transportation improvement projects in the County for freeways, major and local arterials, bus and rail transit, and traffic management systems. The City has adopted a Development Impact Fee (DIF) program that is consistent with Measure I requirements. The DIF program includes a local traffic development fee which is codified under Rialto Municipal Code 3.33.170.

Rialto General Plan

Chapter 2: Managing Our Land Supply

General Plan Chapter 2, *Managing Our Land Supply* (2010, as amended in 2024), provides guidance to promote the City's goals for current and future development related to Land Use, Community Design, Open Space and Conservation. The following list includes relevant General Plan goals and policies that have been adopted by the City for the purpose of avoiding or mitigating an environmental effect and are applicable to the proposed Project.

Goal 2-23	**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.**
Policy 2-23.5	Require developments to provide pedestrian and vehicle connections and pathways between parking lots at the rear and front of buildings.
Policy 2-23.6	Require delivery areas to be separated from pedestrian areas.
Goal 2-36	**Reduce air pollution emissions from both mobile and stationary sources in the City.**
Policy 2-36.2	Require that new development projects incorporate design features that encourage ridesharing, transit use, park and ride facilities, and bicycle and pedestrian circulation.

Chapter 3: Making the Connections – The Circulation Chapter

General Plan Chapter 3: *Making the Connections – The Circulation Chapter* (2010, as amended in 2024) addresses the anticipated level and pattern of development that will generate travel throughout the City

and that must be accommodated by the roadway system, public transportation, and non-motorized forms of transportation. It also notes that Rialto's increasing prominence as a logistics hub will create a demand for goods movement throughout the City that must be accommodated by commercial vehicles and railroads. To help meet these demands and achieve balanced growth, the City has adopted specific goals and policies.

Goal 4-1 **Provide transportation improvements to reduce traffic congestion associated with regional and local trip increases.**

Policy 4-1.17 Require new streets and improvements to connect to established streets.

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. The one exception will be Riverside Avenue south of the Metrolink tracks all the way to the City's southern border, which can operate at LOS E. **Note: LOS is not used under CEQA to evaluate traffic impacts.**

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 require new development to mitigate traffic impacts that increase delay above that level.

Goal 4-2 **Protect residential neighborhoods from through traffic impacts.**

Policy 4-2.1 Locate new development and their access points in such a way that traffic is not encouraged to utilize local residential streets for access to the development and its parking.

Policy 4-2.2 Discourage non-local traffic from using neighborhood streets.

Goal 4-8 **Establish and maintain a comprehensive system of pedestrian trails and bicycle routes that provide viable connections throughout the City.**

Policy 4-8.5 Require major developments to include bicycle storage facilities, including bicycle racks and lockers.

Goal 4-9 **Promote Walking.**

Policy 4-9.1 Install sidewalks where they are missing, and make improvements to existing sidewalks for accessibility purposes. Priority should be given to needed sidewalk improvement near schools and activity centers. Provide wider sidewalks in areas with higher pedestrian volumes.

Policy 4-9.2 Require sidewalks and parkways on all streets in new development projects.

Policy 4-9.4 Accommodate pedestrians and bicyclists – in addition to automobiles – when considering new development projects.

Policy 4-9.6 Encourage new development to provide pedestrian paths through projects, with outlets to adjacent collectors, secondaries, and arterial roadways.

Policy 4-9.7 Require ADA compliance on all new or modified handicap ramps.

Goal 4-10 **Provide a circulation system that supports Rialto's position as a logistics hub.**

Policy 4-10.1 Designate and enforce truck routes for use by commercial trucking as part of the project approval process.

Policy 4-10.3 Develop appropriate noise mitigation along truck routes to minimize noise impacts on nearby sensitive land uses.

Policy 4-10.4 Encourage the development of adequate on-site loading areas to minimize interference of truck loading activities with efficient traffic circulation on adjacent roadways.

Rialto Airport Specific Plan

The Rialto Airport Specific Plan was adopted by the City in November 1997. The Rialto Municipal Airport ceased operations in 2014 and the former airport property and many of the properties adjacent to the Rialto Municipal Airport that were suited to accommodate development were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. Although the Rialto Municipal Airport is no longer operational, the Rialto Airport Specific Plan serves as the zoning ordinance for parcels that were not removed; these parcels are primarily northwest, west, and east of the former Rialto Municipal Airport. The Rialto Airport Specific Plan also provides a framework to guide future land use and development decisions in this area. The Rialto Airport Specific Plan included a Circulation Plan consistent with the, then current, City Master Plan of Arterial Highways. The Specific Plan Circulation Plan has been superseded by updates to the Rialto General Plan Circulation Element.

4.15.3 Existing Conditions

Existing Transportation System

Roadways and Roadway Characteristics

Regional access to the project site is provided by State Route 210 (SR-210), located approximately one mile to the south of the project site. In addition, Interstate 15 (I-15 is located approximately four miles to the west, the Interstate 215 (I-215) is approximately four miles to the east, and Interstate 10 (I-10) is approximately six miles to the south.

Locust Avenue. Locust Avenue is located east of and adjacent to the project site, and is designated as a Secondary Arterial. The General Plan identifies that Secondary Arterials have two travel lanes in each direction with left-turn lanes. Locust Avenue is an undivided roadway with two travel lanes in each direction which is oriented in a north-south direction through and beyond the boundaries of the City. Locust Avenue is a truck route between Baseline Road and Riverside Avenue. The posted speed limit on Locust Avenue is 45 miles per hour (mph).

Lowell Street. West of Locust Avenue, Lowell Street is an undivided roadway with one travel lane in each direction. On the north side of the street, there are sidewalks along the first property. The remainder of the north side of Lowell Street has curbs and gutters until its terminus to the west adjacent to the project site. There are no road improvements along the south side of Lowell Street.

Casmalia Street. Casmalia Street is designated as a Secondary Arterial, which provides four travel lanes with a bike lane in each direction and a raised median. Casmalia Street extends in an east-west direction through and beyond the boundaries of the City of Rialto. Casmalia Street is a truck route east of Sierra

Avenue to Ayala Drive, with truck access restricted to local deliveries to the west of Alder Avenue. The posted speed limit on Casmalia Street is 55 miles per hour (mph).

Alder Avenue. Alder Avenue is designated as a Major Arterial. Between Riverside Avenue to the north and Casa Grande Drive to the south, Alder Avenue is an undivided roadway with two travel lanes in each direction and a Class II (4-foot-wide) bike lane adjacent to the curb in each direction with a posted speed limit of 40 mph. Between Casa Grande to the north to its terminus at Summit Avenue, Alder Avenue a raised median. South of the intersection of Alder Avenue at Case Grande Drive, Alder Avenue has two southbound travel lanes and one northbound travel lane with a posted speed limit of 35 mph. There is no public or improved roadway between Summit Avenue and Lake Padden Lane. Alder Avenue extends south from Lake Padden Lane to its southern terminus at I-10; it continues south of I-10 beyond the City of Rialto. Alder Avenue is a truck route between Baseline Road and Casa Grande Drive.

Renaissance Parkway. Renaissance Parkway is located approximately 1.2 miles south of the project site and south of I-210, and is designated as a Major Arterial, with four travel lanes, a bike lane in each direction, and a raised center median. Renaissance Parkway extends in an east-west direction through and beyond the boundaries of the City where it changes its name to Highland Avenue to the west and Easton Street to the east. Renaissance Parkway connects with a number of north-south streets that have interchanges with the SR-210 to the north and I-10 to the south. Renaissance Parkway is a truck route between Alder Avenue and Locust Avenue. Truck access is restricted to local deliveries between Locust Avenue and Ayala Drive, and west of Alder Avenue. The posted speed limit on Renaissance Parkway is 50 mph.

Laurel Avenue. Laurel Avenue is located approximately 0.2-mile west of Locust Avenue and north of the project site and is designated as a Secondary Arterial. In the vicinity of the project site, Laurel Avenue terminates at Bohnert Avenue to the north and extends south across I-210. The undivided roadway has two travel lanes; it does not have a roadway designation in the General Plan. The posted speed limit is 30 mph.

Riverside Avenue. Riverside Avenue is a four- to six-lane generally north-south roadway divided by a painted median through the study area. The posted speed limit is 55 mph and on-street parking is prohibited on both sides of the roadway. Riverside Avenue is designated as a Modified Major Arterial II between Sierra Avenue and Locust Avenue. East of Locust Avenue, Riverside Avenue is designated as a Major Arterial to Foothill Boulevard. Between Foothill Boulevard and the BNSF Railway corridor, it is a Modified Arterial II. South of the rail corridor, Riverside Avenue is a Major Arterial to San Bernardino Avenue; it is a Modified Major Arterial II until Slover Avenue. South of Slover Avenue, it is a Modified Arterial to the southern City boundary. North of I-210, Riverside Avenue has Class II bike lanes. Riverside Avenue is a designated truck route east of Sierra Avenue to Locust Avenue.

Casa Grande Drive – Casa Grande Drive is located approximately 0.5 mile north of the project site with two travel lanes in each direction divided by a painted median and bike lane in each direction. Casa Grande is designated as a Secondary Arterial. Casa Grande Drive is an east-west roadway and extends from Locust Avenue to Sierra Avenue in the City. West of Alder, there is one travel lane in each direction with a Class I bike path. Casa Grande Drive is closed to through traffic at Mango Avenue.

Transit Services

OmniTrans provides public transit service to the San Bernardino Valley, inclusive of the City of Rialto. Bus stops in the project vicinity are on Locust Avenue approximately 250 feet from the intersection of Locust

Avenue at Lowell Street and on Casa Grande Drive approximately 200 feet west of Locust Avenue. There are bus stops further south on Bohnert Avenue at Locust Avenue and further to the north on Riverside Avenue at Locust Avenue. OmniTrans Route 22 operates between the Arrowhead Regional Medical Center in the City of Colton to and through the City of Rialto. Route 22 operates on weekdays between approximately 5:00 AM to 9:40 PM; on Saturdays from approximately 7:15 AM to 7:30 PM; and on Sundays from approximately 7:30 AM to 7:30 PM. Route 22 has a transfer point with Route 312 at the intersection of Renaissance Parkway at Linden Avenue south of I-210.

Bicycle And Pedestrian Facilities

The Circulation Chapter of the General Plan identifies Class I Bikeways (Bike Path; exclusive use for bicycles), Class II Bikeways (Bike Lane; shares the right-of-way with roads or walkways; it has a continuous stripe of the pavement or is separated by a curb or low barrier); and Class II Bikeways (Bike Route; shares the right-of-way; no pavement markings only signage). North of I-210, there are no bikeways on Locust Avenue. The General Plan identifies Class II Bikeways on Casa Grande Drive, Alder Avenue north of Casa Grande Drive, and Riverside Avenue.

With the exception of a portion of sidewalk on the north side of Lowell Street along the property at the northwest corner of Lowell Street at Locust Avenue, there are no sidewalks or pedestrian facilities along Lowell Street. There are sidewalks on portions of Locust Avenue north of Lowell Street. There are no sidewalks or road improvements along the project site fronting Locust Avenue south of Lowell Street.

4.15.4 Methodology

A significant impact would result if the proposed Project resulted in a conflict that could result in a transportation impact. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, where warranted, to avoid or reduce the Project's potentially significant environmental impacts. The analysis of impacts on transportation examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

A project-specific VMT analysis was conducted for the Project. Project-generated VMT is an assessment based on trips and trip distances of project-specific trip purposes. The Project effect on VMT is an estimate of how VMT within the County will change once a project is built and new and existing traffic is redistributed.

Production/Attraction (PA) VMT. Consistent with the City's VMT Guidelines, because the Project does not include residential uses, the Production/Attraction (PA) trip matrix was used to determine project-generated VMT, which separates and isolates employee commute VMT. The calculation of Home-Based-Work VMT per employee (Employee-Based VMT) using the PA method has two components – the total number of weekday trips generated and the average trip length of each vehicle. Home-Based-Work VMT per employee is determined by dividing the total Home-Based-Work attraction VMT by total employment derived from the model. The Home-Based-Work VMT per employee is used to measure the efficiency of VMT generated by work-related uses for the project site traffic analysis zone (TAZ), under Baseline and Cumulative year conditions.

Boundary VMT. The Project's effect on VMT was evaluated using the boundary method. The boundary method is the total daily VMT within a specific area calculated by multiplying the daily vehicle traffic volume on all the roadway segments by the length of each of the roadway segments within that specific study area. This approach includes all trips, including those trips that do not begin or end in the designated boundary. This method also captures the effect of cut-through and/or displaced traffic within the specific study area.

The VMT impact is determined by normalizing the boundary VMT by the service population and comparing the results between the No Project and Plus Project conditions. The Project effect on VMT using the boundary method was evaluated for the countywide boundary.

4.15.5 Thresholds of Significance

The following significance criteria for transportation impacts were derived from the Environmental Checklist in CEQA Guidelines Appendix G. The proposed Project would result in a significant impact related to transportation if it would:

- Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;
- Conflict or be inconsistent with CEQA Guidelines Section 15064.3(b);
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- Result in inadequate emergency access.

VMT Thresholds

Per the *City of Rialto Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (LOS)* (October 2021; VMT Guidelines), VMT impacts are evaluated based on "project-generated VMT" and the "project effect on VMT." The "project-generated VMT" is compared to the baseline Countywide VMT efficient metric, whereas the "project-effect" effect on VMT is compared between the with and without project conditions. The following thresholds of significance apply to the VMT analysis:

- A project's effect on VMT would be considered significant if the baseline link-level boundary (County Boundary) VMT per service population (residents + employees) increases under plus project conditions compared to no project conditions for both baseline and cumulative scenarios.
- A project would result in a significant project-generated VMT impact if the project-generated VMT per service population exceeds the San Bernardino County regional average baseline of 32.7 VMT per service population for both baseline and cumulative scenarios.
- The Cumulative "No Project" scenario shall reflect the adopted RTP/SCS; as such, if a project is consistent with the regional RTP/SCS, then the cumulative impacts shall be considered less than significant subject to consideration of other substantial evidence.

4.15.6 Project Impacts and Mitigation

Threshold 4.15-1:	**Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?**
	Level of Significance: Less than Significant Impact

Please refer to **Section 4.7: Greenhouse Gas Emissions** and **Section 4.10: Land Use and Planning**, which includes an evaluation of the Project's consistency with SCAG's Connect SoCal: 2024-2050 RTP/SCS and the City's General Plan, respectively. The project site is within the SCAG region. The Connect SoCal 2024-2050 RTP/SCS forecasts the number of people, households and jobs (at the jurisdictional level) expected throughout SCAG's 191 cities and in unincorporated areas by 2050. This information is typically a component of the City's General Plan, and if available, the City's traffic analysis model.

Growth assumed in the City of Rialto General Plan and its corresponding traffic modeling information and assumptions are supplied to SCAG. The proposed Project is consistent with the General Plan and zoning assumptions. Therefore, because the proposed Project was accounted for in the City's growth forecast, the Project would be consistent with the RTP/SCS. The analysis finds that the Project is consistent with the applicable goal and policies of the 2024-2050 RTP/SCS and the General Plan. The Project's circulation plan would be consistent with the General Plan pertaining to transit, bicycle and pedestrian facilities. The Project would provide pedestrian sidewalks along the project site frontage of Lowell Street and Locust Avenue, which would improve pedestrian circulation in the surrounding area. Public transit routes would continue to operate during Project construction and operations and would not be impacted by Project implementation.

Transit Facilities. OmniTrans bus stops are located on Locust Avenue, Casa Grande Drive, Riverside Avenue, and Bohnert Avenue in the area. The nearest bus stop is just north of the intersection of Locust Avenue at Lowell Street. Project construction and operation would not impact surrounding roadways and thus would not impact transit facilities through closure of roadways that would impede public transit mobility.

Roadways. There is currently no vehicular access to the project site. The Project proposes three new driveways on Lowell Street, one driveway on Locust Avenue, and one emergency vehicle only driveway on Lake Padden Lane. The driveway shown on the site plan on Lake Padden Lane would be provided exclusively for emergency access purposes with no truck or passenger vehicle access. All driveway improvements would be constructed pursuant to the City's requirements. At the Locust Avenue and Lowell Street intersection, the eastbound approach on Lowell Street would be restriped with a dedicated left-turn lane and dedicated right-turn lane; the northbound approach on Locust Avenue would be restriped with a northbound left-turn lane. Improvements to the west side of Locust Avenue along the project site frontage include curb and gutter and pavement replacement extending 14 feet onto the east side of the roadway. Improvements to the south side of Lowell Street include curb and gutter and full width pavement replacement. The Project would not conflict with a plan, ordinance, or policy concerning the existing circulation system or roadway facilities.

Bicycle Facilities. There are currently no bike lanes on Lowell Street or Locust Avenue. On-site bike storage facilities would be provided.

Pedestrian Facilities. There are currently no sidewalks or pedestrian facilities along the project site frontage. Project implementation includes the addition of a pedestrian sidewalk along the project site frontages of Lowell Street and Locust Avenue.

With respect to Threshold 4.15-1, impacts would be less than significant and no mitigation is required.

Threshold 4.15-2:	**Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?**
	Level of Significance: Less than Significant Impact

The City's VMT Guidelines provide details on appropriate screening thresholds that can be used to identify when a proposed land use project is anticipated to result in a less than significant impact without conducting a more detailed level analysis. According to the City's VMT Guidelines, if a project meets the transit priority area (TPA), low VMT, or project type screening thresholds, the project is presumed to result in a less than significant VMT impact. The proposed Project does not meet the screening thresholds associated with Transit Priority Areas, Low VMT Areas, or Project Type.

The VMT analysis was completed using the current version of San Bernardino County's Travel Demand Model, SBTAM version 3.1 (referred to as the SBTAM Model). The model is trip-based and considers the interactions between different land uses based on socio-economic data, such as population, households, and employment. Adjustments in socio-economic data (population and employment) were made to the appropriate Traffic Analysis Zones (TAZ) in the SBTAM Model to reflect the Project's proposed land uses.

The current version of the SBTAM Model maintains a base year condition of 2019, which was interpolated to 2024 to be representative of baseline conditions. The Cumulative Year for the SBTAM Model is 2050.

The project's VMT analysis was conducted for the following scenarios:

- **Baseline Conditions** – Based on 2019 SBTAM Model version 3.1 conditions and interpolated to 2024 conditions using Cumulative No Project Conditions.
- **Baseline Plus Project Conditions** – Based on the 2019 SBTAM Model with the Project and interpolated to 2024 conditions using Cumulative Plus Project Conditions.
- **Cumulative No Project Conditions** – Based on the updated 2050 SBTAM Model conditions without the Project.
- **Cumulative Plus Project Conditions** – Based on the updated 2050 SBTAM Model conditions with the Project. For this scenario, the TAZ that includes the geographic boundaries of the project site was updated to reflect the Project's land uses. In addition, other TAZs in the City had their future land use growth totals reduced on a weighted basis by employment type to maintain regional control totals. Based on the City guidelines, it is important to maintain appropriate control totals for regional jobs to housing ratio such that the model reflects appropriate future demographic and market conditions. Simply put, the total number of jobs and housing units in the City remained the same as the Cumulative No Project conditions even with the addition of the Project.

Project-generated VMT is an assessment based on trips and trip distances of project-specific trip purposes. The Project effect on VMT is an estimate of how VMT within the County would change once a project is built and new and existing traffic is redistributed.

Table 4.15-1: Baseline Year (2024) Project-Generated VMT identifies the Project's VMT for the Baseline Year (2024) conditions. As shown in the table, the home-based work VMT per employee for the Project is 23.23, which is approximately 22 percent lower than the County average of 29.74.

Table 4.15-1: Baseline Year (2024) Project-Generated VMT

VMT Metric	San Bernardino County	Project
HBW VMT	26,937,842	15,741
Employment	905,832	678
HBW VMT/Employee	29.74	23.23
Exceed Threshold?	**-**	**No**

VMT = vehicle miles traveled; HBW = Home-Based Work
Note: The current version of the SBTAM Model maintains a base year condition of 2019, which was interpolated to 2024 to be representative of existing conditions. The Cumulative Year for the SBTAM Model is 2050.

Table 4.15-2: Cumulative Year (2050) Project-Generated VMT shows the project-generated home-based and home-based work VMT for Cumulative Year (2050) conditions. As shown in the table, the Project's home-based work VMT per employee is 23.42, which is approximately 21 percent lower than the County average of 29.53.

Table 4.15-2: Cumulative Year (2050) Project-Generated VMT

VMT Metric	San Bernardino County	Project
HBW VMT	33,810,918	23,025
Employment	1,144,814	983
HBW VMT/Employee	29.53	23.42
Exceed Threshold?	**-**	**No**

VMT = vehicle miles traveled; HBW = Home-Based Work

Therefore, because the Project's Baseline (2024) and Cumulative Year (2050) Home-Based Work (HBW) VMT per employee are both less than the countywide average, according to the City's VMT Guidelines, the Project would result in a less than significant impact concerning project-generated VMT.

As shown in **Table 4.15-3: Baseline Year (2024) Project Effect on VMT**, the County Boundary VMT per service population decreases under the With Project Condition (22.47) when compared to the Without Project Conditions (22.48).

Table 4.15-3: Baseline Year (2024) Project Effect on VMT

VMT Metric	Without Project	With Project
County Boundary VMT	71,731,963	71,729,970
County Service Population	3,191,574	3,191,780
County Boundary VMT/Service Population	22.48	22.47
Exceed Threshold?	**-**	**No**

VMT = vehicle miles traveled; HBW = Home-Based Work
Note: 2024 VMT results were determined by interpolating model Base Year 2019 and Future Year 2050 results.

Table 4.15-4: Cumulative Year (2050) Project-Generated VMT shows the Cumulative Year (2050) Project effect on VMT for the County. As shown in the table, the County Boundary VMT per service population of 24.59 remains the same under both the With and Without Project Conditions.

Table 4.15-4: Cumulative Year (2050) Project Effect on VMT

VMT Metric	Without Project	With Project
County Boundary VMT	92,487,700	92,482,797
County Service Population	3,761,254	3,761,254
County Boundary VMT/Service Population	24.59	24.59
Exceed Threshold?	**-**	**No**

VMT = vehicle miles traveled; HBW = Home-Based Work

Therefore, because the Project's Baseline Year (2024) and Cumulative Year (2050) Countywide Boundary VMT per service-population does not increase under the With Project conditions, according to the City's VMT Guidelines, the proposed Project would have a less than significant impact based on the VMT impact thresholds and no mitigation is required.

Threshold 4.15-3: **Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

Level of Significance: Less than Significant Impact

The roadways serving the project site are generally straight and flat. There is currently no vehicular access to the project site. The Project proposes three new driveways on Lowell Street, one driveway on Locust Avenue, and one emergency vehicle only driveway on Lake Padden Lane. The driveway shown on the site plan along Lake Padden Lane would be provided exclusively for emergency access purposes with no truck or passenger vehicle access. All driveway improvements would be constructed pursuant to the City's requirements. At the Locust Avenue and Lowell Street intersection, the eastbound approach on Lowell Street would be restriped with a dedicated left-turn lane and dedicated right-turn lane; the northbound approach on Locust Avenue would be restriped with a northbound left-turn lane. All drive aisles would accommodate standard fire lane turning radiuses and hammerhead turnaround maneuvers for emergency vehicles and fire services. Project operations would not include sharp curves nor would it introduce incompatible uses to area roadways. The two public access roadways adjacent to the project site are Lowell Street and Locust Avenue; Locust Avenue is a truck route. The Project does not include the use of incompatible vehicles on the project site. Further, the project site has a Rialto Airport Specific Plan land use designation of General Manufacturing (I-GM), which permits wholesaling and warehousing uses. The proposed Project is a permitted use under the I-GM land use designation and is considered a compatible use.

The line of sight – a straight line between the driver's eye and oncoming vehicles on the adjacent roadway – defines the "limited use area." The limited-use area for each driveway would be kept clear of visual obstructions, including signage, structures, and obstructive landscaping, in order to maintain adequate sight distance. The Project would be designed in compliance with all applicable State building codes and would meet City standards for design, including sight distance at intersections. Therefore, impacts are considered less than significant and no mitigation is required.

Threshold 4.15-4:	**Would the Project result in inadequate emergency access?**
	Level of Significance: Less than Significant Impact

Internal drive aisles would be up to 40 feet to allow for truck turning movements. In addition, all drive aisles would accommodate standard fire lane turning radiuses and hammerhead turnaround maneuvers to allow access for emergency vehicles. Emergency vehicle access could occur from any of the driveways. All entry gates on the project site would be equipped with Knox Boxes for access by the Rialto Fire Department and Rialto Police Department for emergencies.

Lowell Street is not considered an evacuation route according to the City's Safety Element. Project traffic would not result in substantial delays and congestion that would affect the circulation of emergency vehicles in the study area. While lane closures during construction may be required, construction would not result in the closure of any roadways that would impact the mobility of first responders or increase traffic. SC TRAN-1 requires the preparation of a Construction Management Plan to identify planned travel patterns for haul vehicles. Construction management requirements may include peak hour restrictions, using flag men for short-term obstructions, and a formal traffic control plan should any currently unforeseen extended lane and street closures be required. The Project would be required to incorporate all applicable design and safety requirements as set forth by the City during construction and operation. Therefore, the Project would not result in inadequate emergency access to the City. A less than significant impact would occur and no mitigation is required.

4.15.7 Cumulative Impacts

Circulation System. The proposed Project would connect to the existing circulation system and implement the City's traffic engineering design standards. In addition, the proposed Project would provide new facilities, such as sidewalks, to improve pedestrian mobility; and would not conflict with a plan, ordinance, or policy addressing circulation. In addition, cumulative development in the City and surrounding jurisdictions would be subject to site-specific reviews that would not allow potential cumulatively considerable impacts related to inconsistencies with plans, programs, policies, and ordinances addressing circulation. Therefore, the proposed Project would not combine with other cumulative projects to result in significant cumulative impacts and no mitigation is required.

Vehicle Miles Traveled. For cumulative conditions, a project that is below the VMT impact thresholds and does not have a VMT impact under baseline conditions would also not have a cumulative impact as long as it is aligned with long-term State environmental goals, such as reducing GHG emissions, and relevant plans, such as the SCAG RTP/SCS. The geographic context for the analysis of cumulative traffic impacts includes traffic volumes resulting from buildout of the City of Rialto. In addition, cumulative impacts are based on the future traffic volumes estimated by SCAG, which includes population and socioeconomic projections. The Project is consistent with the General Plan and is accounted for in the growth allocated by the General Plan and analyzed in the General Plan EIR. Based on VMT thresholds of significance, the Project's contribution would not be cumulatively considerable and no mitigation is required.

Design and Incompatible Use Hazards and Emergency Access Adequacy. The evaluation of the proposed Project concluded that it would not result in impacts related to incompatible uses, hazards due to roadway design, or inadequate emergency access. The proposed circulation layout would be required to be installed in conformance with City design standards that would be ensured through the City's development permitting process to provide that no potentially hazardous design features or inadequate

emergency access would be introduced by the Project that could combine with potential hazards from other nearby projects. In addition, cumulative development in the City and surrounding jurisdictions would be subject to site-specific reviews, including reviews by building and fire authorities that would require compliance with existing building and fire code standards that limit the potential of other projects to create design hazards or interference with emergency access. The project site's intended use is compatible with the zoning provided by the Rialto Airport Specific Plan. Therefore, the Project with cumulative projects would not result in a significant cumulative impact related to circulation design features, incompatible uses, and emergency access and no mitigation is required.

4.15.8 Mitigation Program

Standard Conditions

The Project is subject to the City's citywide traffic impact fee program. To the extent that a recommended improvement is included in an existing fee program, a project's payment of impact fees can be used to offset the costs of implementing the measures. In addition, a project may be required to construct a needed improvement in advance of the City's receipt of full funding, in which case the improvement may be subject to a reimbursement agreement, to allow a project to recoup costs from future development.

SC TRAN-1 Prior to issuance of any grading or building permit, the Applicant shall submit for City of Rialto Community Development Director and Traffic Engineer review and approval a Construction Management Plan for the Project. The Plan shall identify construction phasing and address traffic control for any temporary street closures, detours, or other disruptions to traffic circulation and public transit routes. The Plan shall identify the routes that construction vehicles shall use to access the site, the hours of construction traffic, traffic controls and detours, construction materials and vehicle staging areas, and temporary parking arrangements for the construction workers.

Mitigation Measures

No mitigation is required.

4.15.9 Level of Significance After Mitigation

No significant impacts concerning transportation have been identified and no mitigation is required.

4.15.10 References

Kimley-Horn and Associates, Inc. 2025. *Vehicles Miles Traveled Analysis for Locust Gateway Logistics Center*, included as **Appendix J** of this EIR.

4.16 TRIBAL CULTURAL RESOURCES

4.16.1 Introduction

This section of the EIR provides contextual background information on tribal cultural resources on or near the project site. The extent to which implementation of the proposed Project could impact existing tribal cultural resources is evaluated. This section also provides the results of Assembly Bill 52 (AB 52) tribal consultation.

Tribal cultural resources are defined in Public Resources Code Section 21074 as a site, feature, place, cultural landscape, sacred place or object which is of cultural value to a California Native American tribe and is either [1] on or eligible for the California Historic Register or a local historic register; or [2] the lead agency at its discretion, chooses to treat the resource as a tribal cultural resource.

The analysis in this section was conducted in compliance with Public Resources Code Section 5024.1 and Section 21074 to identify tribal, archaeological and historic resources in the project area and evaluate potential impacts that could result from implementation of the Project. Baseline conditions and impact analyses are based on the Cultural Resources Assessment which is included in **Appendix E** of this EIR. The analysis also includes information obtained during consultations with Native American tribal representatives. Native American tribal resources correspondence is provided in **Appendix K**. Historic and archaeological resources are addressed in **Section 4.4: Cultural Resources**.

4.16.2 Regulatory Setting

State Regulations

Senate Bill 18

Senate Bill (SB) 18 (California Government Code § 65352.3) requires local governments to consult with Native American tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process. These consultation and notice requirements apply to the adoption and amendment of general plans and specific plans. The consultation process requires (1) that local governments send the State Native American Heritage Commission (NAHC) information on a proposed project and request contact information for local Native American tribes; (2) that local governments then send information on the project to the tribes that the NAHC has identified and notify them of the opportunity to consult; (3) that the tribes have 90 days to respond on whether they want to consult or not, and (4) that consultation begins if requested by a tribe and there is no statutory limit on the duration of the consultation. If issues arise and consensus on mitigation cannot be reached, SB 18 allows a finding to be made that the suggested mitigation is infeasible. SB 18 is not applicable to the Project.

California Assembly Bill 52

On July 1, 2015, California AB 52 of 2014 was enacted and expanded CEQA by defining a new resource category, "tribal cultural resources." AB 52 establishes that "A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (Public Resources Code § 21084.2).

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before an EIR can be released. AB 52 requires that lead agencies "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if: (1) the California Native American tribe requested to

the Lead Agency, in writing, to be informed by the Lead Agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe, and (2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification, and requests the consultation." Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the Lead Agency. Consultation may include discussing the type of environmental review necessary, the significance of tribal cultural resources, the significance of a project's impacts on the tribal cultural resources, and alternatives and mitigation measures recommended by the tribe.

The parties must consult in good faith, and consultation is deemed concluded when either the parties agree on measures to mitigate or avoid a significant effect on a tribal cultural resource (if such a significant effect exists) or when a party concludes that mutual agreement cannot be reached.

Health and Safety Code Sections 7050.5 and 7052

State Health and Safety Code (HSC) Section 7050.5, declares that, in the event of the discovery of human remains outside of a dedicated cemetery, all ground disturbance must cease, and the San Bernardino County Coroner must be notified. HSC Section 7052 establishes a felony penalty for mutilating, disintering, or otherwise disturbing human remains, except by relatives.

More precisely, if human remains are encountered, Section 7050.5 states that:

a) Every person who knowingly mutilates or disinters, wantonly disturbs, or willfully removes any human remains in or from any location other than a dedicated cemetery without authority of law is guilty of a misdemeanor, except as provided in Section 5097.99 of the Public Resources Code. The provisions of this subdivision shall not apply to any person carrying out an agreement developed pursuant to subdivision (l) of Section 5097.94 of the Public Resources Code or to any person authorized to implement Section 5097.98 of the Public Resources Code.

b) In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the Coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. The Coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the Coroner of the discovery or recognition of the human remains.

c) If the Coroner determines that the remains are not subject to his or her authority 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, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission."

Regional and Local Regulations

Rialto General Plan

General Plan Chapter 7, *Our Roots: Cultural and Historic Resources Element,* recognizes that the "future of Rialto is linked strongly to its past." The following list includes General Plan goals and policies that have been adopted by the City for the purpose of avoiding or mitigating an environmental effect and are applicable to the proposed Project.

Goal 7-1 **Preserve Rialto's significant historical resources as a source of community identity, stability, aesthetic character, and social value.**

Policy 7-1.1 Protect the architectural, historical, agricultural, open space, environmental, and archaeological resources in Rialto.

Goal 7-3 **Identify, document, and protect significant archaeological resources in Rialto.**

Policy 7-3.1 Require archaeological surveys during the development review process for all projects in archaeologically sensitive areas where no previous surveys are recorded.

Policy 7-3.3 Avoid impacts to potentially significant prehistoric and historical archaeological resources and sites containing Native American human remains consistent with State law.

Policy 7-3.4 Reduce adverse impacts to significant archaeological resources that cannot be protected in place through data recovery excavations.

Rialto Airport Specific Plan

The Rialto Airport Specific Plan was adopted by the City in November 1997. The Rialto Municipal Airport ceased operations in 2014 and the former airport property and many of the properties adjacent to the Rialto Municipal Airport that were suited to accommodate development were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. Although the Rialto Municipal Airport is no longer operational, the Rialto Airport Specific Plan serves as the zoning ordinance for parcels that were not removed; these parcels are primarily northwest, west, and east of the former Rialto Municipal Airport. The Rialto Airport Specific Plan also provides a framework to guide future land use and development decisions in this area. The Rialto Airport Specific Plan does not contain specific policies related to tribal cultural resources.

City of Rialto Municipal Code

Municipal Code Chapter 2.20[1] establishes the Historical Preservation Commission. The commission is authorized to make recommendations, decisions and determinations concerning the designation, preservation, protection, enhancement, and perpetuation of these historical and cultural resources which contribute to the culture and aesthetic values of the City. Government Code Section 37361 empowers cities to adopt regulations and incentives for the protection, enhancement, perpetuation and use of such places, buildings, structures and other objects. The adoption of reasonable and fair regulations is necessary as a means of recognition, documentation, preservation and maintenance of resources of cultural, aesthetic, or historical significance. Such regulation serves to integrate the preservation of resources and the extraction of relevant data from such resources into public and private land management and development processes, and to identify as early as possible and resolve conflicts

[1] City of Rialto Municipal Code. Retrieved from: https://library.municode.com/ca/rialto/codes/code_of_ordinances.Accessed July 2024.

between the preservation of cultural resources and alternative land uses. Chapter 2.20 is intended to carry out the goals and policies of the General Plan.

4.16.3 Existing Conditions

Natural Setting

The project site is situated to the southwest of the Cajon Pass, 2.5 miles southeast of the San Bernardino National Forest in the northwestern portion of the City of Rialto. On-site elevations range from approximately 1,612 to 1,649 feet above mean sea level and generally slope from northwest to southeast at an approximately 2 to 9 percent grade. The City is largely urbanized and bordered by other developed areas; the setting surrounding the project site is primarily light and heavy industrial. Residential land uses are located east of Locust Avenue. Previous on-site land uses include a historic ammunition complex, and stockpiling and storage activities. The project site has been heavily disturbed and currently vacant and contains vegetation noted as a mix of chaparral and non-native grasslands.

Prehistoric Setting

Maara'yam/Serrano

The project site is within the ancestral territory of the Maara'yam, often referred to as "Serrano", which was the term adopted by the Spanish and later communities. The Maara'yam occupied a territory of over 7.4 million acres, which was sparsely populated and used in a seasonal manner with clans occupying valley floors in cool seasons and higher elevations in the warm seasons. Evidence of long-term settlement in the immediate area is indicated by the presence of villages to the north and northeast in the mountains and Cajon Pass, as well as west toward Rancho Cucamonga. The Maara'yam also interacted with other cultural groups, such as the Cahuilla, Luiseno, Mojave, and Gabrieleño for the purpose of trade and cultural practice. Across the region, Maara'yam were organized into clans affiliated with one of two exogamous moieties, Coyote or Wildcat.

Villages were typically clan-based and the Maara'yam typically engaged in specific practices between clans/villages, such as marriage outside their clan. Subsistence strategies focused on hunting and gathering which were supplemented by fishing. Food preparation varied, ranging from baking in earth ovens to parching. Food processing tools included scrapers, bowls, baskets, mortars, and metates. Dwellings were usually circular domes that used willow and reeds. They also used ramadas, which consisted of a thatched roof supported by vertical poles in the ground that provided shade. Other structures in villages were used for community and ceremonial reason. A lineage leader, or *kika'*, administered laws and ceremonies from a large ceremonial house centrally located in most villages.

Gabrieleño/Tongva

The project site is also within the ancestral territory of the Gabrieleño/Tongva. It is generally understood that their ancestral territory included the watersheds of the San Gabriel, Santa Ana, and Los Angeles Rivers, portions of the Santa Monica and Santa Ana Mountains, the Los Angeles Basin, the coast from Aliso Creek to Topanga Creek, and San Clemente, San Nicolas, and Santa Catalina Islands. The Gabrieleño/Tongva have a rich and diverse material culture, traditionally including shell set in asphaltum, carvings, painting, baskets, an extensive steatite industry, and a wide range of stone, shell, and bone materials. At the time of European colonization, they inhabited numerous permanent villages in fertile lowlands along waterways in sheltered areas along the coast, each of which held a population in the low hundreds. Smaller villages were also located at varying distances from these permanent villages, all of

which were highly connected via economic, religious, and social ties. Villages contained circular and domed homes made of tule mats, fern, or carrizo, as well as small, circular earth-covered sweathouses. Their hunting and gathering subsistence strategy included land and offshore efforts that resulted in the intake of both small and large land animals, sea mammals, river and ocean fish, and a variety of plant resources. The population sometimes migrated between villages on a temporary basis throughout the year, returning to their permanent villages for ceremonies or when resources needed to be replenished.

Records show that the long history of European colonization and displacement of Native Americans initially began in 1542 as a result of Juan Rodríguez Cabrillo visiting the Los Angeles area during exploration. The Missions San Gabriel and San Fernando were established in 1771 and 1797, respectively. According to mission records, many Gabrieleño/Tongva were forced into the system because of the location of the missions within their ancestral lands. The Serrano faced similar displacement with many of the clans in the adjacent San Bernardino Valley, mountains, and Antelope Valley being removed to the San Gabriel Mission or forced to support Mission lands doing agricultural labor. Due in part to the introduction of new diseases, as well as the harsh conditions of mission life, the indigenous population quickly declined and cultural practices were lost.

Following the secularization of the missions, most surviving Gabrieleño/Tongva and Serrano became wage laborers on the ranchos of Mexican California and were later nearly completely wiped out as a result of a smallpox outbreak in the 1860s. The combination of removal, murder, disease, forced labor, and poor diet contributed to the dispersion of the Gabrieleño/Tongva and Serrano from established villages to scattered areas for survival. During the 1800s, groups of remaining Serrano in San Bernardino County were removed to the San Manuel Reservation and Morongo Reservation, where they were granted federal recognition as domestic dependent sovereign nations. The displacement of the Gabrieleño/Tongva, whose lands ancestral lands were coveted by government and private landowners, has led to difficulty in attaining federal recognition. However, during the 20th century, there was a revitalization of the Serrano and Gabrieleño/Tongva people and cultures, and these communities remain active within their ancestral territories in the modern day.

Historic Setting

Please refer to **Section 4.4: Cultural Resources**, of this EIR.

4.16.4 Methodology

NAHC Sacred Lands File Search

A Sacred Lands File (SLF) search was requested from NAHC on February 20, 2024, to determine if there was any information relating to the potential presence of Native American cultural resources on the project site. A response was received on February 26, 2024, indicating that the SLF check was positive and noted that the Gabrieleño Band of Mission Indians – Kizh Nation should be contacted for additional information. A list of tribal contacts who may have also had an interest in the project site was provided with the NAHC response (refer to **Appendix K**).

AB 52 Tribal Consultation

In compliance with Public Resources Code Section 21080.3.1(b), the City of Rialto sent formal notification on March 12, 2024, to tribal representatives which may have interest in projects within the geographic area traditionally and culturally affiliated with the tribe(s) and have requested notifications of applicable

development projects from the City. Formal notification letters were sent to representatives of the following California Native American tribes based on the list of tribal contacts provided by the NAHC:

- Yuhaaviatam of San Manuel Nation (formerly known as San Manuel Band of Mission Indians)
- Morongo Band of Mission Indians
- Gabrieleño-Tongva San Gabriel Band of Mission Indians
- Gabrieleño/Tongva Nation
- Agua Caliente Band of Cahuilla Indians
- Gabrieleño Band of Mission Indians – Kizh Nation
- Gabrieleño Tongva Indians of California Tribal Council
- Gabrieleño-Tongva Tribe
- Quechan Tribe of the Fort Yuma Reservation
- Soboba Band of Luiseno Indians

The Yuhaaviatam of San Manuel Nation and the Kizh Nation responded on March 18, 2024 and March 21, 2024, respectively, requesting consultation to discuss the Project in further detail. The Yuhaaviatam of San Manuel Nation requested receipt of the Cultural Resources Report (**Appendix E** of this EIR), the Geotechnical Investigation Report (**Appendix F1**), and the Project plans and anticipated depth of disturbance. Upon review of the information provided by the City, the Yuhaaviatam of Manuel Nation contacted the City on August 15, 2024, noting that they did not have concerns regarding the Project and provided mitigation language for incorporation into the Cultural Resources and Tribal Cultural Resources sections of the EIR. The City responded to the Kizh Nation's request for consultation, and as a result provided their requested mitigation language to the City on August 22, 2024. The Morongo Band of Mission Indians provided comments to the City on December 12, 2024, including recommended mitigation measures.

4.16.5 Thresholds of Significance

The following significance criteria for tribal cultural resources were derived from the Environmental Checklist in State CEQA Guidelines Appendix G. An impact would be considered significant and would require mitigation if it would:

- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

  a) Listed or eligible for listing in the California Register of Historical Resources (CRHR), or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or

  b) A resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the Lead Agency shall consider the significance of the resource to a California Native American tribe.

4.16.6 Project Impacts and Mitigation

This analysis of impacts on cultural resources examines the Project's construction and operational effects based on application of the significance criteria outlined above. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

Threshold 4.16-1:	**Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:** **(a) Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?** **(b) A resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the Lead Agency shall consider the significance of the resource to a California Native American tribe.** ***Level of Significance:*** Less than Significant with incorporation of MM CUL-2, MM CUL-3, MM CUL-5, and MM TCR-1 through MM TCR-3.

Chapter 532 Statutes of 2014 (i.e., AB 52) requires that lead agencies evaluate a project's potential impact on "tribal cultural resources." Such resources include "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources." AB 52 also gives lead agencies the discretion to determine, based on substantial evidence, whether a resource qualifies as a "tribal cultural resource."

In compliance with Public Resources Code Section 21080.3.1(b), the City provided formal notification to California Native American tribal representatives identified by the California Native American Heritage Commission. Native American groups may have knowledge about cultural resources in the area and may have concerns about the adverse effects of development on tribal cultural resources as defined in Public Resources Code Section 21074. The City contacted the tribal representatives as noted above.

It is unlikely that tribal cultural resources are present on the project site, given the pedestrian survey results, record search results, Native American tribal consultations, review of archival and environmental data, and existing site disturbance. While low, there is the potential for tribal cultural resources to be inadvertently unearthed during excavation and grading activities. Therefore, Project construction activities could result in potential impacts to previously unidentified tribal cultural resources or human remains. The Project would be subject to compliance with MM CUL-2, MM CUL-3, and MM CUL-5, which requires the preparation of a Cultural Resources Management plan to be approved by the consulting tribes, a cultural resource sensitivity training, and in the event a cultural resources is discovered, work shall cease within a 60 foot buffer and if the resources is Native American in origin, the consulting tribes shall be contacted regarding potential significance and treatment of the resource outlined in MM TCR-3. The Project would also be subject to compliance with MM TCR-1 which requires the retention on a Native

American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation, MM TCR-2 which requires a Tribal Monitoring Services Agreement with the Morongo Band of Mission Indians, and MM TCR-3 which outlines protocol in the event of discovery of a tribal cultural resource, including compliance with the Cultural Resource Management plan outlined in MM CUL-2 and coordination with the Consulting Tribes. Additionally, the Project would comply with California State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, as outlined in SC CUL-1, which outlines procedures and treatment in the event human remains are discovered during excavation and disturbance activities. Therefore, compliance with the established regulatory framework and the mitigation measures outlined above would reduce potential impacts to tribal cultural resources to a less than significant level.

4.16.7 Cumulative Impacts

For purposes of cumulative impact analysis to cultural and tribal resources, the geographic context for cumulative analysis is regional and considers both direct and indirect impacts over a wide area. However, the discussion is focused on a project's potential for resulting in site-specific impact that could contribute to a cumulative loss. Accordingly, impacts are site-specific and not generally subject to cumulative impacts unless multiple projects impact a common resource, or an affected resource extends off the site. With this consideration, the cumulative analyses for tribal cultural resources considers whether the Project, in combination with the past, present, and reasonably foreseeable projects, could cumulatively affect any common resource.

As discussed above, the project site does not contain any known tribal cultural resources. However, the potential exists for undiscovered tribal cultural resources to be adversely impacted during groundbreaking activities. In the event that a potential tribal cultural resource is found, the Project would implement measures to mitigate further damage to the found tribal resource. Therefore, Project impacts would be reduced to a less than significant level.

In addition, future cumulative development projects have the potential to encounter/adversely affect tribal cultural resources. Potential tribal cultural resource impacts associated with other project development would be site-specific and would undergo environmental and development plan review in order to evaluate potential impacts. The combination of the proposed Project as well as past, present, and reasonably foreseeable projects would be required to comply with all applicable State, federal, and local regulations concerning preservation, salvage, or handling of cultural and tribal cultural resources, including compliance with required mitigation. This also includes project-by-project consultation with the appropriate tribal representatives to discuss mitigation measures that would be included to mitigate impacts to tribal cultural resources. Therefore, the Project's contribution to cumulative impacts would be less than cumulatively considerable.

4.16.8 Mitigation Program

Standard Conditions

Please refer to Standard Condition (SC) CUL-1 in **Section 4.4: Cultural Resources**.

Mitigation Measures

MM CUL-2, MM CUL-3, and MM CUL-5 are applicable, please refer to Section 4.4: Cultural Resources.

MM TCR-1 **Native American Monitoring for Gabrieleño Band of Mission Indians – Kizh Nation.** The Project Applicant shall retain a Native American Monitor from or approved by the

Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of the first permit that would result in a "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

A copy of the executed monitoring agreement shall be submitted to the City of Rialto prior to the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. The agreement would also address the consideration of rotating monitoring with the Morongo Band of Mission Indians.

The monitor shall complete monitoring logs that provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs shall identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs shall be provided to the Project Applicant/City of Rialto upon written request to the Tribe.

On-site tribal monitoring shall conclude upon one of the following (1) written confirmation to the Kizh from a designated point of contact for the Project Applicant or City of Rialto that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the Project are complete; or (2) a determination and written notification by the Kizh to the Project Applicant or City of Rialto that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

MM TCR-2: **Native American Monitoring for Morongo Band of Mission Indians.** Prior to the issuance of the first permit that would result in a "ground-disturbing activity," the Applicant shall enter into a Tribal Monitoring Services Agreement with the Morongo Band of Mission Indians for the Project. The agreement would also address the consideration of rotating monitoring with the Gabrieleño Band of Mission Indians – Kizh Nation. The Tribal Monitor shall be on-site during all (or as deemed necessary) ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind). The Tribal Monitor shall have the authority to temporarily divert, redirect, or halt the ground-disturbing activities to allow identification, evaluation, and potential recovery of cultural resources. The Tribal Monitor can establish a buffer around the discovery.

MM TCR-3: **Inadvertent Discovery of a Tribal Cultural Resource.** The Consulting Tribes shall be contacted and informed of any pre-contact cultural resources discovered during Project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment (pursuant to Mitigation

Measure [MM] CUL-5). Should the find be deemed significant, as defined by CEQA, the find shall be addressed to the protocols outlined in the Cultural Resources Management Plan from MM CUL-2. Any and all archaeological/cultural documents created as a part of the Project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the Project Applicant and the City of Rialto for dissemination to the Consulting Tribes.

4.16.9 Level of Significance After Mitigation

With implementation of the Mitigation Program set forth in this EIR, potential impacts to tribal cultural resources would be reduced to a level considered less than significant.

4.16.10 References

Kimley-Horn and Associates, Inc. May 2024. *Cultural Resources Assessment for the Locust Gateway Logistics Project*. Included as **Appendix E** to this EIR.

4.17 UTILITIES AND SERVICE SYSTEMS

4.17.1 Introduction

This section of the EIR examines the utilities and service systems that would be used by the proposed Project and describes the potential impacts on those systems due to the implementation of the Project. Specifically, this section addresses water supply, wastewater, dry utilities, and solid waste. A Water Supply Assessment (WSA) was prepared by Water Systems Consulting, Inc. (January 2025) on behalf of the West Valley Water District (WVWD). The WSA is summarized in this section and is provided as **Appendix L** to this EIR. Storm drain facilities are addressed in **Section 4.8: Hydrology and Water Quality**.

4.17.2 Regulatory Setting

Federal Regulations

Please refer to **Section 4.5: Energy** regarding federal and State energy regulations.

Clean Water Act

The Clean Water Act (33 United States Code §§ 1251 et seq.) is the primary federal law that protects the nation's waters, including lakes, rivers, aquifers, and coastal areas. The statute employs a variety of regulatory and non-regulatory tools to sharply reduce direct pollutants discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. These tools are employed to achieve the broader goal of restoring and maintaining the chemical, physical, and biological integrity of the nation's waters so that they can support "the protection and propagation of fish, shellfish, and wildlife and recreation in and on the water."

Section 401 of the Clean Water Act requires that any applicant for a federal permit to conduct any activity, including the construction or operation of a facility that may result in the discharge of any pollutant, obtain State certification. Section 303 of the Clean Water Act requires states to identify surface waters that have been impaired. Under Section 303(d), states, territories, and authorized tribes are required to develop a list of water quality segments that do not meet water quality standards, even after point sources of pollution have installed the minimum required levels of pollution control technology.

Safe Drinking Water Act

The Safe Drinking Water Act (Health and Safety Code §§ 116350–116405) is intended to protect public health by regulating the nation's public drinking water supply. The federal Safe Water Drinking Act authorizes the U.S. Environmental Protection Agency (U.S. EPA) to set national standards for drinking water to protect against both naturally occurring and man-made contaminants.

State Regulations

State Water Resources Control Board

The State Water Resources Control Board (SWRCB) is the California agency focused on providing and ensuring clean sustainable water for all California residents. The SWRCB works alongside federal programs like the Clean Water Act to regulate water sources and uses. The agency regulates water consumption for irrigation and drinking, as well as water discharges from construction, municipal uses, storm water, and other sources.

The SWRCB preserves, enhances, and restores the quality of California's water resources and ensures proper allocation and efficient use for the benefit of present and future generations. Wastewater

generators must obtain a permit to discharge their wastewater. Pursuant to the federal Clean Water Act and California's Porter-Cologne Water Quality Control Act, the SWRCB regulates wastewater discharges to surface waters through the National Pollution Discharge Elimination System (NPDES) program. Some wastewater discharges are exempt from federal NPDES requirements, but California law may still apply. Under California law, the SWRCB requires waste discharge requirements for some discharges, in addition to those subject to NPDES permits. Permits contain specific requirements that limit the pollutants in discharges. They also require dischargers to monitor their wastewater to ensure that it meets all requirements. Wastewater dischargers must maintain their treatment facilities, and treatment plant operators must be certified. The SWRCB routinely inspects treatment facilities and strictly enforces permit requirements.

California Safe Drinking Water Act

California enacted its own Safe Drinking Water Act, with the California Department of Health Services (DHS) granted primary enforcement responsibility. Title 22 of the California Code of Regulations (CCR) (Division 4, Chapter 15, "Domestic Water Quality and Monitoring Regulations") established DHS authority and provides drinking water quality and monitoring requirements, which are equal to or more stringent than federal standards.

Urban Water Management Plan Act

In 1983, the Urban Water Management Planning Act (UWMP Act) was established by Assembly Bill (AB) 797, and passage of this law recognized that water is a limited resource and that efficient water use and conservation would be actively pursued throughout the State of California. The UWMP Act requires that water suppliers providing water for municipal purposes either directly or indirectly to more than 3,000 customers, or supplying more than 3,000 acre-feet of water annually, prepare and submit an Urban Water Management Plan (UWMP) to the California Department of Water Resources (DWR) every five years.

Senate Bill 610 and Senate Bill 221

Senate Bill (SB) 610 (Public Resources Code § 21151.9 and Water Code § 10910 et seq.) requires the preparation of "water supply assessments" for large developments.[1] These are defined as:

- A proposed residential development of more than 500 dwelling units
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet (sf) of floor space.
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 sf of floor space.
- A proposed hotel or motel, or both, having more than 500 rooms.
- A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 sf of floor area.
- A mixed-use project that includes one or more of the projects specified above.

[1] California Department of Water Resources (DWR). 2003. *Guidebook for Implementation of Senate Bill 1610 and Senate Bill 221 of 2001.* Page iii. Accessed August 12, 2024.

- A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

These water supply assessments, prepared by public water systems responsible for service, address whether adequate existing or projected water supplies are available to serve proposed projects, in addition to urban and agricultural demands and other anticipated development in the service area in which the project is located.

A water supply assessment is included in any environmental document prepared for a project. Where a water supply assessment concludes that insufficient supplies are available, it must describe steps that would be required to obtain the necessary supply. The content requirements for the assessment include identification of the existing and future water suppliers and quantification of water demand and supply by source in five-year increments over a 20-year projection. This information must be provided for average normal, single-dry, and multiple-dry years. The absence of an adequate current water supply does not preclude project approval but does require a lead agency to address a water supply shortfall in its project approval findings.

Additionally, SB 610 requires new information to be included as part of an UWMP if groundwater is identified as a source of water available to the supplier. Information must include a description of all water supply projects and programs that may be undertaken to meet total projected water use. SB 610 prohibits eligibility for funds from specified bond acts until the plan is submitted to the State. SB 221 requires written verification that there is sufficient water supply available for applicable new residential subdivisions. The verification must be provided before commencement of construction.

California Recycled Water Regulations

The regulation of recycled water is vested by State law in the SWRCB and the California Department of Public Health Services (DPH). DPH is responsible for the regulations concerning the use of recycled water. Title 17 (California Water Code, §§ 13500–13556) regulates the protection of the potable water supply through the control of cross-connections with potential contaminants, including recycled water. The established water quality standards and treatment reliability criteria for recycled water are codified in Title 22 of the California Water Code. The requirements of Title 22, as revised in 1978, 1990 and 2001, establish the quality and/or treatment processes required for a recycled effluent to be used for a non-potable application. In addition to recycled water uses and treatment requirements, Title 22 addresses sampling and analysis requirements at the treatment plant, preparation of an engineering report prior to production or use of recycled water, general treatment design requirements, reliability requirements, and alternative methods of treatment.

Assembly Bill 1668 and Senate Bill 606

Assembly Bill (AB) 1668 and SB 606 establish guidelines for efficient water use and a framework for implementation and oversight of the new standards, which were required to be in place by 2022. The two bills strengthen the State's water resiliency in the face of future droughts with provisions that include:

- Establishing water use objectives and long-term standards for efficient water use that apply to urban retail water suppliers; and indoor residential water use, outdoor residential water use, commercial, industrial and institutional irrigation with dedicated meters, water loss, and other unique local uses.
- Providing incentives for water suppliers to recycle water.

- Identifying small water suppliers and rural communities that may be at risk of drought and water shortage vulnerability and provide recommendations for drought planning. Requiring both urban and agricultural water suppliers to set annual water budgets and prepare for drought.
- Requiring both urban and agricultural water suppliers to set annual water budgets and prepare for drought.[2]

California Code, Government Code Section 66013

Pursuant to the Government Code, water and sewer connections for new development to existing infrastructure may be associated with fees from the corresponding local agency. These fees or charges shall not exceed the estimated reasonable cost of providing the service for which the fee is charged or imposed unless taken to a vote regarding if the amount imposed is in excess of the estimated reasonable cost of providing the service.

Sanitary Sewer Management Plan

The SWRCB adopted Wastewater Discharge Requirements Order 2006-0003-Division of Water Quality (DWQ) on May 2, 2006. This order mandates all federal and State agencies, municipalities, counties, districts, and other public entities ("enrollees") that own or operate sanitary sewer systems greater than one mile in length that collect and/or convey untreated or partially treated sewer to a publicly owned treatment works facility in California to comply with the terms of the order. Order 2006-0003-DWQ also requires each enrollee to develop and implement a system-specific sewer management plan to facilitate proper funding and management of sanitary sewer systems. Sewer system management plans must include provisions to provide proper and efficient management, operation, and maintenance of sanitary sewer systems, while taking into consideration risk management and cost/benefit analysis. Additionally, a sewer system management plan must contain a spill response plan that establishes standard procedures for immediate response to a sewer system overflow in a manner designed to minimize water quality impacts and potential nuisance conditions.

Wastewater Discharge Requirements Order 2006-0003-DWQ

On May 2, 2006, the SWRCB adopted Wastewater Discharge Requirements Order 2006-0003-DWQ. This order mandated all federal and State agencies, municipalities, counties, districts, and other public entities ("enrollees") that own or operate sanitary sewer systems greater than one mile in length that collect and/or convey untreated or partially treated sewage to a publicly owned treatment works facility in California to comply with the terms of the order. Order 2006-0003-DWQ also stated that, to facilitate proper funding and management of sanitary sewer systems, each enrollee must develop and implement a system-specific sewer management plan. To be effective, sewer system management plans must include provisions to provide proper and efficient management, operation, and maintenance of sanitary sewer systems, while taking into consideration risk management and cost/benefit analysis. Additionally, a sewer system management plan must contain a spill response plan that establishes standard procedures for immediate response to a sewer system overflow in a manner designed to minimize water quality impacts and potential nuisance conditions.

[2] State of California. *California Statutes Making Conservation a California Way of Life*. Retrieved from: https://www.waterboards.ca.gov/water_issues/programs/conservation_portal/california_statutes.html. Accessed August 12, 2024.

Sewer System Management Plan

The SWRCB requires wastewater collection providers to report sanitary sewer overflows and to prepare and implement Sewer System Management Plans (SSMP). The SSMP policy requires dischargers to provide adequate capacity in the sewer collection system, take feasible steps to stop sewer overflows, identify and prioritize system deficiencies, and develop a plan for disposal of grease, among other requirements. In addition, wastewater providers must report sanitary sewer overflows to the Santa Ana Regional Water Quality Control Board (RWQCB), keep internal records of these overflows, and produce an annual report on overflows. Newport Beach's Utilities Department prepared a SSMP in September 2019, in compliance with the SWRCB.

Assembly Bill 341

AB 341, approved in October 2011, is intended to reduce greenhouse gas emissions by diverting commercial solid waste to recycling efforts and to expand the opportunity for additional recycling services and recycling manufacturing facilities in the state. It is the policy goal of the State that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by 2020. This law requires California commercial businesses and public entities that generate four or more cubic yards of commercial solid waste per week, or a multi-family residential dwelling with five or more units, to arrange for recycling services.

Each local jurisdiction is required to inform businesses about the recycling requirement and to keep track of the level of recycling within the business community. In addition, each jurisdiction is required to report to California's Department of Resources Recycling and Recovery (CalRecycle), the State agency that oversees recycling and solid waste, on progress in the business community.[3]

Assembly Bill 939

Assembly Bill 939, the California Integrated Waste Management Act of 1989, requires each city or county to prepare a Source Reduction and Recycling Element (SRRE) to its Solid Waste Management Plan, that identifies how each jurisdiction will meet the mandatory state waste diversion goal of 50 percent by and after the year 2000. Subsequent legislation changed the reporting requirements and threshold, but restated source reduction as a priority.

California Solid Waste Reuse and Recycling Access Act of 1991

The California Solid Waste Reuse and Recycling Access Act requires areas in development projects to be set aside for collecting and loading recyclable materials. The Act required CalRecycle (formerly the California Integrated Waste Management Board) to develop a model ordinance for adoption by any local agency relating to adequate areas for collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt the model, or an ordinance of their own, to provide adequate areas in development projects for the collection and loading of recyclable materials.

Solid Waste Disposal Measurement Act of 2008

The purpose of the Solid Waste Disposal Measurement Act of 2008 (SB 1016) is to make the process of goal measurement (as established by AB 939) simpler, timelier, and more accurate. SB 1016 builds on AB 939 compliance requirements by implementing a simplified measure of jurisdictions' performance. SB 1016 accomplishes this by changing to a disposal-based indicator—the per capita disposal rate—which

[3] California Legislative Information (CLI). 2011. *Assembly Bill No. 341*. Retrieved from: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201120120AB341 Accessed October 8, 2024.

uses only two factors: (1) a jurisdiction's population (or in some cases employment) and (2) its disposal, as reported by disposal facilities. Each year, CalRecycle calculates each jurisdiction's per capita (per resident or per employee) disposal rates. If business is the dominant source of a jurisdiction's waste generation, CalRecycle may use the per employee disposal rate. Each year's disposal rate will be compared to that jurisdiction's 50 percent per capita disposal target. As such, jurisdictions will not be compared to other jurisdictions or the statewide average, but they will only be compared to their own 50 percent per capita disposal target. Among other benefits, per capita disposal is an indicator that allows for jurisdiction growth because, as residents or employees increase, report-year disposal tons can increase and still be consistent with the 50 percent per capita disposal target. A comparison of the reported annual per capita disposal rate to the 50 percent per capita disposal target will be useful for indicating progress or other changes over time.

Assembly Bill 1826

Assembly Bill 1826, also known as the Mandatory Commercial Organics Recycling (MORe) law of 2014, requires most businesses and multi-family complexes to recycle their organic waste dependent on weekly waste generation. Local jurisdictions across the state are required to implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consist of five or more units.[4]

Senate Bill 1383

SB 1383 establishes targets for reductions in organic waste disposal in landfills and rescue of currently wasted surplus food. The goal was to reduce emissions of short-lived climate pollutants in various sectors of California's economy and find a sustainable alternative to disposing of organics in landfills. All businesses must comply with the law and enroll in an organic recycling program and utilize an organics cart for residential and commercial customers.[5]

CalGreen Code Section 4.408

The California Green Building Standards Code mandates that construction waste management must be recycled or salvaged for reuse at a minimum of 65 percent for nonhazardous construction and demolition waste and comply with local construction standards for demolition waste management when applicable. Exceptions to this include excavated soil and land-clearing debris, if recycling facilities capable of compliance with this item do not exist or are not located reasonably close to the jobsite, or if the enforcing agency makes exceptions when project sites are located in areas beyond the haul boundaries of the diversion facility.[6]

Local and Regional Regulations

Rialto General Plan

The General Plan Chapter 2, *Managing Our Land Supply Element* and Chapter 3, *Investing in Our Future: Economic Development, Redevelopment, and Infrastructure* provides guidance to promote the City's goals for current and future development related to solid waste, recycling, and infrastructure, including water

[4] CalRecycle, *Mandatory Commercial Organics Recycling.* Retrieved from: https://calrecycle.ca.gov/recycle/commercial/organics. Accessed August 12, 2024.

[5] Republic Services. *What is SB 1383?* Retrieved from: https://oclandfills.com/sites/ocwr/files/2022-06/Repub%20Services%201383%20Organics.pdf. Accessed August 12, 2024.

[6] CalRecycle. Nd. *Construction and Landscaping.* Retrieved from Construction and Landscaping - CalRecycle Home Page. Accessed October 8, 2024.

and wastewater systems. The following list includes General Plan goals and policies that have been adopted by the City for the purpose of avoiding or mitigating an environmental effect on the supply of water and are applicable to the proposed Project.[7]

Goal 2-29 **Protect and enhance Rialto's surface waters and groundwater basins.**

Policy 2-29.3 Design sidewalks, roads, and driveways to minimize impervious surfaces; provide flood control channels with permeable bottoms to help restore groundwater aquifers.

Policy 2-29.5 Apply methodologies and assign responsibility to protect the quality of groundwater from pollution by landfills and industrial uses.

Goal 2-30 **Conserve water resources.**

Policy 2-30.1 Require new development to use features, equipment, technology, landscaping, and other methods to reduce water consumption.

Goal 2-31 **Incorporate green building and other sustainable building practices into development projects.**

Policy 2-31.1 Explore and adopt the use of green building standards and Leadership in Energy and Environmental Design (LEED) or similar in both private and public projects.

Policy 2-31.2 Promote sustainable building practices that go beyond the requirements of Title 24 of the California Administrative Code, and encourage energy-efficient design elements, as appropriate.

Policy 2-31.3 Support sustainable building practices that integrate building materials and methods that promote environmental quality, economic vitality, and social benefit through the design, construction, and operation of the built environment.

Goal 2-35 **Achieve waste recycling levels that meet or exceed State mandates. Achieve maximum waste recycling in all sectors of the community: residential, commercial, industrial, institutional, and construction.**

Policy 2-35.2 Utilize source reduction, recycling, and other appropriate measures to reduce the amount of solid waste generated in Rialto that is disposed of in landfills.

Policy 2-35.3 Encourage the maximum diversion from landfills of construction and demolition materials through recycling and reuse programs.

Goal 3-8 **Promote affordable and quality water service capable of adequately meeting normal and emergency water demands to all areas in Rialto.**

Policy 3-8.1 Require that all new development or expansion of existing facilities bear the cost of expanding the water system to handle the increased demands which they are expected to generate.

Policy 3-8.10 Support water conservation through requirements for landscaping with drought-tolerant plants and efficient irrigation for all new development and City projects.

[7] City of Rialto. *The City of Rialto Focused General Plan Update 2024*. Retrieved from: https://www.rialtoca.gov/773/2023-City-of-Rialto-Focused-General-Plan. Accessed October 8, 2024.

Goal 3-9	**Upgrade and maintain an improved wastewater system with adequate plant efficiency and capacity to protect the health and safety of all Rialto residents, businesses, and institutions.**
Policy 3-9.1	Require that all new development or expansion of existing facilities bear the cost of expanding the wastewater disposal system to handle the increased loads which they are expected to generate.
Goal 3-10:	**Minimize the volume of solid waste that enters local and regional landfills.**
Policy 3-10.2:	Encourage the recycling of construction and demolition materials in an effort to divert these items from entering landfills.

Rialto Airport Specific Plan

The Rialto Airport Specific Plan was adopted by the City in November 1997. The Rialto Municipal Airport ceased operations in 2014 and the former airport property and many of the properties adjacent to the Rialto Municipal Airport that were suited to accommodate development were removed from the Rialto Airport Specific Plan and incorporated into the Renaissance Specific Plan, which was adopted by the City in 2010. Although the Rialto Municipal Airport is no longer operational, the Rialto Airport Specific Plan serves as the zoning ordinance for parcels that were not removed; these parcels are primarily northwest, west, and east of the former Rialto Municipal Airport. The Rialto Airport Specific Plan also provides a framework to guide future land use and development decisions in this area. The Rialto Airport Specific Plan does not contain specific policies related to utilities.

City of Rialto Municipal Code

Chapter 12.08 Sewer System. Connections to the City's sewer system are generally regulated by Title 12 (Public Utilities) of the Municipal Code. Chapter 12.08 establishes rules and requirements for connection to the sewer system and fees for waste deposit. The Chapter further regulates private sewer connections when connections to the public system are not feasible as well operation of private sewer systems.

Chapter 18.111 Wireless Telecommunications Facilities. This chapter provides the installation, modification, operation, and maintenance of wireless telecommunication facilities on public and private property consistent with State and federal law. Telecommunication facilities must ensure public safety, minimize the visual effects of telecom facilities on public streetscapes, protect public views, and otherwise avoid and mitigate the visual impacts of telecom facilities on the community.

Chapter 18.108, Regulation of Recycling Facilities. The requirements of Chapter 18.108 – Regulation of Recycling Facilities established guidelines and operating standards and procedures for the permitting of recycling facilities in the City. Recycling facilities may be located and operated in commercial and industrial zoning districts in conformance with Section 18.108.040.

2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan

Pursuant to the UWMP Act, the City adopts the San Bernardino Valley Regional Urban Water Management Plan every five years. The current adopted plan is the 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan (IRUWMP).[8]

[8] San Bernardino Valley Municipal Water District, *2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan.* Retrieved from: https://www.rialtoca.gov/DocumentCenter/View/1601/2020-Upper-Santa-Ana-River-Watershed-Integrated-Regional-Urban-Water-Management-Plan. Accessed July 11, 2024.

4.17.3 Existing Conditions

Water

The WVWD is located in the southwest region of San Bernardino County and serves the cities of Rialto, Fontana, Colton, and Jurupa Valley, and unincorporated areas of San Bernardino County. WVWD's total water service area encompasses approximately 31 square miles. Its service area is generally bordered by the City of Fontana to the west, the City of San Bernardino to the east, the U.S. Forest Service boundary to the north, and the County of Riverside to the south. The project site is located entirely within WVWD's northern service area section. WVWD's distribution system is divided into 8 pressure zones and uses 25 reservoirs for a total storage capacity of 72.6 million gallons (mg). WVWD also operates a 14.4 million gallons per day (mgd) water filtration facility.

There is existing domestic water infrastructure proximate to the project site. WVWD has an existing municipal water main that varies from 8 inches to 10 inches in Lowell Street and an existing 12-inch water main in Locust Avenue.

Purchased or Imported Water. WVWD purchases State Water Project (SWP) water from the San Bernardino Valley Municipal Water District. This water is put into the distribution system based on metered flows at the Lytle Turnout off the San Gabriel Pipeline Feeder. Metering and transmission facilities are sized to enable WVWD to purchase and treat up to 20 mgd (approximately 23,000 acre-feet per year (afy)). SWP water is treated at WVWD's Oliver P. Roemer Water Filtration Facility (Water Filtration Facility) and used for potable supply. WVWD is investigating the use of SWP water for groundwater recharge in the Lytle Creek Basin. In 2006, the Water Filtration Facility was expanded to increase production capacity to 14.4 mgd. In 2020, WVWD began the design of a 7.2 mgd expansion of the Water Filtration Facility to increase capacity to 21.6 mgd.

Groundwater. WVWD draws the majority of its supply from its wells from five regional groundwater basins: Bunker Hill and Lytle Creek (which are both part of the San Bernardino Basin), Rialto-Colton, Riverside North, and Chino Basins. These groundwater supply sources enter WVWD's distribution system based on metered flows at each well. All five basins have been adjudicated and are managed for long-term sustainability.

Surface Water. WVWD uses local surface water from the east side of the San Gabriel Mountains, including North Fork Lytle Creek, Middle Fork Lytle Creek, and South Fork Lytle Creek. WVWD has the right to divert and export out of the Lytle Creek Region at 2,290 gallons per minute (gpm) when it is available. WVWD can also purchase an additional 1,350 gpm of Lytle Creek flows through an agreement with the City of San Bernardino, which is treated at the Water Filtration Facility. WVWD also uses Lytle Creek surface water flows for groundwater recharge in the Lytle Creek Basin. When flows at the mouth of Lytle Creek Canyon drop below 7,182 gpm, all diversion rights holders must reduce their diversions to a prorated schedule set in the 1897 McKinley Decree entered in Los Angeles Superior Court Case No. 20,790. If WVWD is not receiving its full Lytle Creek surface water allotment, WVWD is permitted to make up the difference through additional pumping in the Lytle Creek Region.

Transfer Opportunities. WVWD has interconnections with the Fontana Water Company, Marygold Mutual Water Company, San Bernardino Valley Municipal Water District, and the cities of Rialto, Colton and San Bernardino, which can be used as needed for short-term supply needs.

Future Water Projects. To meet future demands within the system, WVWD plans to rehabilitate existing wells, drill new wells, and equip wells with wellhead treatment if required. These wells are planned for various groundwater basins and pressure zones within the distribution system. WVWD is expanding the Water Filtration Facility by 7.2 mgd for a total capacity of 21.6 mgd to allow additional treatment of SWP water, when available. When planning future water supply sources, WVWD selects projects that provide sufficient supply to meet peak day demands. When possible, these sources are planned by pressure zone, thereby reducing the need to lift water to a higher zone. As development progresses and increased demands are placed on the system, WVWD will determine which projects to implement. Although WVWD may not need to use each source to its full potential, construction of these water supply projects gives WVWD this option should one or more sources be offline due to maintenance. WVWD plans to collaborate with the other parties to implement groundwater recharge in the Rialto Basin to increase water levels. Increased water levels will result in an increase in WVWD's allowable pumping from the Rialto Basin, thereby increasing supply. The potential supply increase has not yet been quantified.

Recycled Water. Wastewater collected within WVWD's service area is treated by the cities of Rialto and Colton, San Bernardino County, and the Inland Empire Utilities Agency. In 2012, WVWD prepared a master plan to evaluate potential uses of recycled water within its service area. WVWD does not currently have a recycled water distribution system and is not pursuing recycled water use at this time because it is not cost effective to extend facilities from the wastewater treatment plants to the locations of potential use.

Service Area

The current and projected population for WVWD's water service area is shown in **Table 4.17 1: WVWD Water Service Area Projected Population**. The population projections were prepared as part of the IRUWMP. The 2020 population was determined using the DWR Geographic Information Systems (GIS) based tool (DWR Tool) to estimate the population within WVWD's service area using census data and the number of service connections. Future population was projected based on the 2020 WVWD Water Facilities Master Plan. Based on various growth rates identified in the Water Facilities Master Plan, it was estimated that population between 2020 and 2025 would grow at 2.84 percent, then reduce to an annual growth rate of 1.5 percent from 2025 through 2045.

Table 4.17-1: WVWD Water Service Area Projected Population Growth

	2020	2025	2030	2035	2040	2045
Service Area Population	89,101	102,490	110,410	118,943	128,136	138,039

Source: Locust Gateway Water Supply Assessment, 2025.

WVWD's available supplies for future years are summarized in **Table 4.17 2: Current and Projected Water Supplies**. These quantities are established in the IRUWMP.

Table 4.17-2: Current and Projected Water Supplies

Water Supply	Detail on Water Supply	2025	2030	2035	2040	2045
Groundwater	Bunker Hill (part of the San Bernardino Basin)	2,052	2,353	3,554	4,754	6,455
	Bunker Hill (part of the San Bernardino Basin, via Baseline Feeder)	5,000	5,000	5,000	5,000	5,000
	Lytle Creek (part of the San Bernardino Basin)	2,900	2,900	2,900	2,900	2,900
	Rialto-Colton	4,426	4,538	4,650	4,761	4,873
	Riverside-Arlington	2,500	3,000	3,500	4,000	4,000
	Chino	-	900	900	900	900
Purchased or Imported Water	SWP – Rialto Colton Groundwater Supplemental Supply	-	-	-	-	-
	SWP - Direct Delivery	7,000	7,000	7,000	7,000	7,000
Surface Water	Lytle Creek	3,100	3,100	3,100	3,100	3,100
	Total	**26,978**	**28,791**	**30,603**	**32,415**	**34,229**

Source: Locust Gateway Water Supply Assessment, 2025.

Wastewater

The City owns, operates, and maintains the local public sanitary sewer system, which includes a wastewater collection system and treatment plant. Wastewater is treated at the Rialto Wastewater Treatment Plant located at 501. E. Santa Ana Avenue in Rialto. The Rialto Wastewater Treatment Plant treats domestic and commercial/industrial wastewater generated in the City of Rialto and portions of the City of Fontana. The combined total treatment design capacity of the plant is 11.7 million gallons per day (mgd).[9] The City processes over 2 billion gallons of wastewater per year at the Wastewater Treatment Plant. Processing of sewage can be accomplished in numerous ways through mechanical, biological, and chemical treatment methods. Primary, secondary, and tertiary treatment standards reflect the degree by which the sewage has been treated. Primary treatment includes the removal of relatively large objects such as trash, rags, cans, and gravel. Secondary treatment involves the removal of biological solids such as fat, grease, human waste, soaps, and other organic materials. Tertiary treatment further clarifies wastewater utilizing chemical washes, biological decomposition, and disinfection. Tertiary treatment involves the removal of nitrates, phosphorus, pathogens, and other microorganisms.[10]

Tertiary treated water can be used as reclaimed water for irrigation and other uses that can rely on non-potable water. Reclaimed water is produced at the Wastewater Treatment Plant. However, there is no infrastructure for citywide use of recycled water for irrigation or other non-potable uses and there are no plans to install such infrastructure. The City's Utilities Division is responsible for maintaining over 150 miles of sewer mains. The collection method uses gravity flow through vitrified clay pipes that flow from

[9] Veolina. Nd. *Strengthening Rialto's Water & Wastewater Infrastructure.* Retrieved from: https://www.veolianorthamerica.com/case-studies/strengthening-rialtos-water-wastewater-infrastructure. Accessed October 8, 2024.

[10] City of Rialto. 2010, as amended. Rialto General Plan Update EIR. Accessed October 8, 2024.

northwest to southeast. There is an existing 12-inch sewer line in Locust Avenue and an 8-inch sewer line in Lowell Street.

Dry Utilities– Electricity, Natural Gas, Telecommunications

Electricity

Southern California Edison Company (SCE) is the primary distribution provider for electricity in the City.[11] SCE services approximately 15 million people in a 50,000-square-mile service territory. SCE is a regulated electrical utility and maintains electrical facilities and infrastructure within the City and surrounding areas. SCE facilities and infrastructure are used to provide service to the City under the applicable rules and tariffs approved by the California Public Utilities Commission (CPUC), which is responsible for ensuring that California utilities' customers have safe and reliable utility service. SCE provides service in accordance with Tariff Rule 2 as authorized by the CPUC. In addition to the specific rule requirements, each service request is individually designed taking into consideration factors that include but are not limited to: the customer's projected electrical load, location of the customer's metering point, requested service voltage, reliability needs, proximity and delivery capacity of SCE's near-by facilities, potential for load expansions and future development of the SCE system.[12] There is an 11-foot-wide SCE easement on Locust Avenue parallel to the right-of-way. The SCE easement and the 5-foot-wide public utility easement on Lowell Street are shown on **Figure 11: Tentative Parcel Map** in **Section 3.0: Project Description**.

Natural Gas

The City is served by Southern California Gas Company (SoCalGas). SoCalGas serves approximately 21.1 million people in a 24,000-square mile service territory.[13] According to the California Energy Commission (CEC), natural gas demand in the SoCalGas service area was 5026 million therms in 2022 (most recent data).[14]

SoCalGas projects that total demand for natural gas will decline at an annual average rate of 2.0 percent per year through 2040.[15] The decline in demand is due to modest economic growth, the CPUC mandated energy efficiency standards and programs, tighter standards created by revised Title 24 Codes and Standards, renewable electricity goals, the decline in commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure.

Telecommunications

Telecommunications are provided by multiple telecommunications companies that operate and maintain transmission and distribution infrastructure which currently serves the City.

[11] Southern California Edison. 2019. *Southern California Edison's Service Area.* Retrieved from: https://download.newsroom.edison.com/create_memory_file/?f_id=5cc32d492cfac24d21aecf4c&content_verified=True. Accessed October 8, 2024.

[12] Southern California Edison. ND. *Expansion and New Facilities.* Retrieved from: https://www.sce.com/business/consulting-services/expansion. Accessed October 8, 2024.

[13] SoCalGas. ND. Company Profile. Retrieved from: https://www.socalgas.com/about-us/company-profile. Accessed October 8, 2024.

[14] California Energy Commission. 2022. *Gas Consumption by Southern California Gas*. Retrieved from: Natural Gas Consumption. Accessed May 7, 2025.

[15] California Gas and Electric Utilities. 2024. *California Gas Report 2024.* Page 5. Retrieved from: https://www.socalgas.com/sites/default/files/2024-08/2024-California-Gas-Report-Final.pdf. Accessed October 8, 2024.

Solid Waste

Burrtec Waste Industries provides trash collection and recycling services including hazardous waste disposal and recycling services to the City of Rialto. Burrtec transports solid waste to the San Bernardino County Department of Public Works Mid-Valley Sanitary Landfill located approximately one mile southwest of the project site at 2390 Alder Avenue. The Mid-Valley Sanitary Landfill has a maximum permitted throughput of 7,500 tons per day and the remaining capacity is 54,219,377 cubic yards. There is currently no solid waste generation at the project site since the site is vacant.

4.17.4 Methodology

Water

A Water Supply Assessment (WSA) was prepared by Water Systems Consulting, Inc. (January 2025) on behalf of the West Valley Water District (WVWD). The WSA is summarized in this section and is provided as **Appendix L** to this EIR. As required by Senate Bill 610 (SB 610), the WVWD is responsible for assessing whether the total projected water supplies available during average, single dry, and multiple dry water years during a 20-year projection will meet the projected water demand for the proposed Project, in addition to WVWD's existing and planned future uses. A water supplier's UWMP serves as a foundational document for a WSA. The water demands of the proposed Project were not accounted for in WVWD's IRUWMP (Water Systems Consulting, Inc. and Woodard & Curran, June 2021), as submitted to the DWR in June 2021. Updated projections were incorporated into the WSA to reflect the most recent supply and demand information. Additional information from other sources were also incorporated into this WSA to document supplies from all sources, including groundwater and purchased water. Documentation includes identifying and quantifying water rights, contracts, and/or entitlements to the supply. The WSA includes the following:

- Overview of WVWD's water system;
- Description of the Project and proposed water demand;
- Information on WVWD's current and projected water supplies;
- Comparison of WVWD's service area water supplies and water demands for average, single dry, and multiple dry years; and,
- Determination of the WVWD water service area water supply sufficiency.

Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, where warranted, to avoid or reduce the Project's potentially significant environmental impacts.

Wastewater

The Project is evaluated against the significance criteria/thresholds and information concerning current service levels and the ability of the service providers to accommodate the increased demand created by the proposed Project. The wastewater analysis identifies the types of wastewater that is anticipated to be generated by Project implementation and wastewater treatment requirements related to wastewater. Impacts would be considered significant if the proposed Project would not comply or would conflict with existing applicable wastewater regulations resulting in a significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, where warranted, to avoid or reduce the Project's potentially significant

environmental impacts. Refer to **Section 4.9: Hydrology and Water Quality** for information regarding the Project's impacts on drainage.

Dry Utilities – Electricity, Natural Gas, Telecommunications

The Project is evaluated against the significance criteria/thresholds and information concerning current service levels and the ability of the service providers to accommodate the increased demand created by the Project. This analysis addresses the Project's potential impacts on dry utility infrastructure, including electrical, natural gas, and telecommunications facilities. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, where warranted, to avoid or reduce the Project's potentially significant environmental impacts. Energy consumption that would occur during both construction and operation of the Project and specific analysis methodologies was assessed in **Section 4.5: Energy**. Energy calculations are provided in **Appendix B** of this EIR and are based on the same assumptions used in **Section 4.2: Air Quality**, and **Section 4.7: Greenhouse Gas Emissions**.

Solid Waste

The Project is evaluated against the significance criteria/thresholds and information concerning current service levels and the ability of the service providers to accommodate the increased demand created by the proposed Project. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, where warranted, to avoid or reduce the Project's potentially significant environmental impacts.

Landfill Capacity: The analysis of the proposed Project's impact on landfill facilities is based on the anticipated generation of solid waste that would occur during construction and operation of the Project. The analysis identifies the projected amount of non-hazardous construction debris and operational solid waste that would be generated from implementation of the Project and the amount that would be disposed of in landfills after compliance with recycling/diversion requirements. The proposed Project's impact regarding solid waste would be significant if the Project's anticipated solid waste generation would substantially affect landfill capacity, such that additional or expanded landfill facilities would be required to accommodate the Project.

Solid Waste Regulations: The analysis of the proposed Project consists of the Project's conformance of applicable solid waste regulations related to the generation or disposal of solid waste. Impacts would be considered significant if the proposed Project would not comply with all applicable federal, State, or local statutes or regulations related to solid waste.

4.17.5 Thresholds of Significance

The following significance criteria for utilities and service system impacts were derived from the Environmental Checklist in CEQA Guidelines Appendix G. The proposed Project would result in a significant impact if it would:

- Require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects.
- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.

- Require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects.
- 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.
- Require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.
- Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.
- Comply with federal, State, and local management and reduction statutes and regulations related to solid waste.

4.17.6 Project Impacts and Mitigation

Water

Threshold 4.17-1:	**Would the Project require or result in the relocation or construction of new or expanded water facilities, the construction of which could cause significant environmental effects?**
	Level of Significance: Less than Significant Impact

Water infrastructure for domestic water, fire protection, and landscape irrigation would be extended to the site from Lowell Street, and water infrastructure for fire protection would be extended to the site from Locust Avenue. The proposed Project would receive water supplies from WVWD through the existing 12-inch water main in Locust Avenue and the existing 8-inch to 10-inch water main in Lowell Street. For the Project's proposed 12-inch water connection to the water main in Lowell Street, either the Project would connect to the existing 10-inch portion of the existing water main or the existing 10-inch main would be replaced with a 12-inch water main. WVWD would be responsible for the review of water infrastructure design plans and would determine if the existing water line in Lowell Street requires replacement during final engineering. The City would provide an encroachment permit for the construction/installation of required infrastructure in the public right-of-way.

Construction activities related to the new on-site and off-site water infrastructure would occur within areas that would be disturbed for other aspects of the proposed Project. The water infrastructure would be installed as part of grading, building construction, and installation of other utilities. The proposed off-site connections to water mains would occur within roadway rights-of-way that would be provided as part of the implementation of the proposed Project. Reconstruction or replacement of the water line would occur within the same location both horizontally and vertically in Lowell Street. The installation of off-site water infrastructure is assumed as part of the impact analysis for the proposed Project. Therefore, impacts related to water infrastructure would be less than significant and no additional mitigation is required.

Threshold 4.17-2:	**Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?** ***Level of Significance:*** Less than Significant Impact

The Locust Gateway WSA was prepared for the proposed Project to satisfy the requirements of SB 610. As required by SB 610, the WVWD is responsible for assessing whether the total projected water supplies available during average, single dry, and multiple dry water years during a 20-year projection will meet the projected water demand for the Project, in addition to WVWD's existing and planned future uses. The findings of the WSA are summarized below and the WSA is provided as **Appendix L** to this EIR.

Project Water Demand

The City designates the project site's land use as industrial which corresponds to the 2020 WVWD Water Facilities Master Plan's industrial water demand factor category. The Rialto Airport Specific Plan designates the property as General Manufacturing. To provide consistency with previous WVWD WSAs prepared for warehouse uses, the heavy industrial demand factor was used to provide a conservative estimate. The estimated heavy industrial water demand factor applied is provided in **Table 4.17-3: Project Water Demand**. The WSA identified that the Project's water demand would be approximately 68 afy.

Table 4.17-3: Project Water Demand

Use	Area (Acres)	Demand Factor (gpd/ac)	Demand (afy)
Heavy Industrial	39.91	1,530	68
gpd/ac; gallons per day per acres; ac = acre; afy = acre-feet per year			
Source: Locust Gateway Water Supply Assessment, 2025.			

Table 4.17-4: Historic and Projected Water Demand identifies the IRUWMP historical and projected demands by customer class, which includes cumulative projects. The Project's water demand was compared to the demands projected within the IRUWMP starting in 2025; the net Project demand is included in the table. The IRUWMP reports projections every five years (2025, 2030, 2035, 2040, and 2045). The IRUWMP projected a 94 AFY increase of industrial demands from 2020 to 2025, which is more than the Project's water demand.

Table 4.17-4: Historic and Projected Water Demand

Customer Class	Demand, AFY[1, 2]					
	2020	2025	2030	2035	2040	2045
Single-Family[3]	12,049	13,715	14,647	15,578	16,509	17,440
Multi-Family	481	553	591	628	665	702
Commercial	1,689	1,943	2,073	2,204	2,334	2,465
Industrial[4]	623	1,115	1,282	1,330	1,378	1,426
Institutional[5]	860	972	1,039	1,105	1,172	1,238
Landscape Irrigation	2,161	2,485	2,652	2,819	2,986	3,153
Hydrant	272	313	334	355	376	397
Golf Course	-	-	-	-	-	-

Table 4.17-4: Historic and Projected Water Demand						
Fire Service	5	5	6	6	7	7
Agricultural Irrigation	70	81	86	92	97	103
Water Losses	1,889	2,513	2,682	2,851	3,020	3,189
Total[6]	**20,099**	**23,694**	**25,391**	**26,967**	**28,543**	**30,119**

1. Demand for 2020 provided in Table 10-3 of the IRUWMP
2. Demand for 2025 – 2045 provided in Table 10-5 of the IRUWMP.
3. Single-family demands here differ from the IRUWMP because they exclude the existing 144 AFY single-family use of the Bloomington Business Park site to be redeveloped.
4. Industrial demands here differ from the IRUWMP because they include the demands from the Pepper Commerce Center (119 AFY) and Bloomington Business Park (236 AFY), WSAs prepared after the IRUWMP.
5. Institutional demands here differ from the IRUWMP because they exclude the existing institutional use of 17 AFY from the Bloomington Business Park WSA site to be redeveloped.
6. Demand totals updated to reflect the changes to the IRUWMP projections.

Source: Locust Gateway Water Supply Assessment, 2025.

Water Supply and Demand

As a part of the IRUWMP, the WVWD estimated that water demands could increase by 10 percent during a single dry year. During a multiple dry year period and to provide for the most conservative estimate, the IRUWMP assumed that demand could continue to exhibit a 10 percent increase although it is expected that conservation messaging and restrictions would help reduce overall consumption.

Table 4.17-5: Normal Year Supply and Demand Comparison provides a comparison of supply and demand projections for a normal year including the IRUWMP, proposed Project demand, and other WSA demands. **Table 4.17-6: Single Year Supply and Demand Comparison** identifies the supply and demand projections for a single dry year.

Table 4.17-5: Normal Year Supply and Demand Comparison					
Totals	**2025**	**2030**	**2035**	**2040**	**2045**
Supply Totals	26,978	28,791	30,603	32,415	34,229
Demand Totals	23,764	25,459	27,035	28,612	30,188
Difference	3,214	3,332	3,568	3,803	4,041

Notes: Supply information provided in the IRUWMP Table 10-12. Demand totals updated to reflect addition of net Project demand and additional demands identified in WSAs developed subsequent to the IRUWMP including the Bloomington Business Park (236 AFY) and Pepper Commerce Center (119 AFY).

Source: Locust Gateway Water Supply Assessment, 2025.

Table 4.17-6: Single Year Supply and Demand Comparison					
Totals	**2025**	**2030**	**2035**	**2040**	**2045**
Supply Totals	29,676	31,670	33,663	35,657	37,651
Demand Totals	26,110	27,963	29,697	31,430	33,164
Difference	3,566	3,707	3,966	4,227	4,487

Notes: Supply information provided in the IRUWMP Table 10-12. Demand totals updated to reflect addition of net Project demand and additional demands identified in WSAs developed subsequent to the IRUWMP including the Bloomington Business Park (236 AFY) and Pepper Commerce Center (119 AFY). WVWD's demands in single dry years are assumed to increase by 10% above normal year demands.

Source: Locust Gateway Water Supply Assessment, 2025.

Table 4.17-7: Multiple Dry Year Supply and Demand Comparison identifies the supply and demand for multiple dry years. The water demands presented in these tables differ from the IRUWMP in order to show the demand required to serve the Project (68 afy) and the additional demands identified in WSAs prepared subsequent to the IRUWMP.

According to the IRUWMP, WVWD has adequate supplies to meet its customer demands and replacement water needs during average, single dry, and multiple dry years throughout the planning period. Even with the addition of the Project demands and the water demands of the cumulative projects noted in the tables, to the projected demands established in the IRUWMP, WVWD anticipates sufficient supply to serve the Project with additional surplus supply for as-needed use. The WVWD has adequate supplies to meet demands during average, single dry, and multiple dry years throughout the planning period. Impacts would be less than significant and no mitigation is required.

Table 4.17-7: Multiple Dry Year Supply and Demand Comparison

Year	Totals	2025	2030	2035	2040	2045
First Year	Supply Totals	29,676	31,670	33,663	35,657	37,651
	Demand Totals	25,873	27,963	29,697	31,430	33,164
	Difference	**3,803**	**3,707**	**3,966**	**4,227**	**4,487**
Second Year	Supply Totals	29,676	31,670	33,663	35,657	37,651
	Demand Totals	25,873	27,963	29,697	31,430	33,164
	Difference	**3,803**	**3,707**	**3,966**	**4,227**	**4,487**
Third Year	Supply Totals	29,676	31,670	33,663	35,657	37,651
	Demand Totals	25,873	27,963	29,697	31,430	33,164
	Difference	**3,803**	**3,707**	**3,966**	**4,227**	**4,487**
Fourth Year	Supply Totals	29,676	31,670	33,663	35,657	37,651
	Demand Totals	25,873	27,963	29,697	31,430	33,164
	Difference	**3,803**	**3,707**	**3,966**	**4,227**	**4,487**
Fifth Year	Supply Totals	29,676	31,670	33,663	35,657	37,651
	Demand Totals	25,873	27,963	29,697	31,430	33,164
	Difference	**3,803**	**3,707**	**3,966**	**4,227**	**4,487**

Notes: Supply information provided in the IRUWMP Table 10-12. Demand totals updated to reflect addition of net Project demand and additional demands identified in WSAs developed subsequent to the IRUWMP including the Bloomington Business Park (236 AFY) and Pepper Commerce Center (119 AFY). WVWD's demands in dry years are assumed to increase by 10% above normal year demands.

Source: Locust Gateway Water Supply Assessment, 2025.

Wastewater

Threshold 4.17-3: **Would the Project require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction of which could cause significant environmental effects?**

Threshold 4.17-4: **Would the Project 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?**

***Level of Significance*:** Less than Significant Impact

The Project would construct an 8-inch sewer PVC pipe along the eastern portion of the project site that would flow to an on-site private sewer lift station. The flows would then be pumped to a gravity manhole that would discharge to an existing 8-inch sewer in Lowell Street. The City would be responsible for the review of wastewater infrastructure design plans and would provide an encroachment permit for the construction/installation of required infrastructure in the public right-of-way. Wastewater from the Project would be conveyed to and treated at the Rialto Wastewater Treatment Plant. The design capacity of the Rialto Wastewater Treatment Plant is permitted for 11.7 mgd of treatment capacity and treats an average of 7 to 8 mgd with 4 to 5 mgd remaining capacity. Based on wastewater generation rates from the Rialto Master Sewer Study, the Project would generate 60,000 gpd of wastewater or 67.2 acre feet per year (1,500 gpd/acre × 40 acres = 60,000 gpd). Projected wastewater demand for the Project would account for less than one percent of the daily treatment volume at the Wastewater Treatment Plant. This increase is nominal compared to the combined residual capacity of the treatment plant. Therefore, existing wastewater treatment facilities would accommodate the project-generated wastewater and continue to maintain a substantial amount of remaining capacity for future wastewater treatment. Further, the City's General Plan EIR evaluated wastewater demand based on the proposed land use and zoning identified for the project site. The Project is consistent with the land use designation and zoning for the project site. Lastly, the City of Rialto has provided a Will Serve letter dated September 19, 2024, stating that the City can provide sewer service to the proposed Project.

Therefore, the Project would not require expansion or relocation of a wastewater facility as there is sufficient capacity at the Wastewater Treatment Plant to serve the Project. Further, the City collects development impact fees, specifically Sewer Frontage fees and Sewer Treatment fees, from new development under Ordinance No. 1532. Collection of fees would also fund future expansion of wastewater infrastructure facilities as needed. Therefore, impacts would be less than significant and no mitigation is required.

Dry Utilities– Electricity, Natural Gas, Telecommunications

Threshold 4.17-6:	**Would the Project require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunication facilities, the construction of which could cause significant environmental effects?**
	***Level of Significance*:** Less than Significant Impact

SoCalGas and SCE provide natural gas and electric power services to the area. These service providers install and maintain mainline systems throughout the City. Several companies provide telecommunications. Project construction would use approximately 0.0080 gigawatt-hours (GWh) of electricity, 35,998 gallons of gasoline, and 97,770 gallons of diesel. Project operations would annually use approximately 0.958 GWh of electricity, 0 therms of natural gas, 180,492 gallons of gasoline, and 728,982 gallons of diesel upon implementation of MM AQ-2 through MM AQ-5, MM GHG-1, MM GHG-2, and MM GHG-4; see **Section 4.5: Energy**.

Electricity

SCE currently operates electric power in the City through electricity distribution lines in both aboveground and buried lines. The Project would connect to existing SCE lines which would enable services to the site. Although some new utility infrastructure may be required on the site, extension of services is not

anticipated to require the construction of any new off-site electric power facilities in order to serve the project site. The Project Applicant would be required to coordinate with SCE to prevent disruption of service while electrical infrastructure is extended to the project site. Impacts would be than significant and mitigation is not required.

Natural Gas

As identified in **Section 4.2: Air Quality**, Mitigation Measure (MM) AQ-2 requires the Project to use all-electric appliances and end uses instead of natural gas. MM AQ-2 also requires that the Project not include natural gas utility lines or connections. Although there are natural gas lines in the area, natural gas infrastructure would not be extended to the project site. Therefore, no impact would occur related to natural gas and no mitigation is required.

Telecommunications

The project site would require telecommunication services, which are provided by private purveyors. There are existing telecommunication lines located within existing adjacent rights-of-way that serve the existing surrounding development. Service to the project site would require tying into these lines but these improvements would occur within existing areas of disturbance such as those adjacent to existing roadways. Any upgrades to existing telecommunication facilities and the construction of new facilities to meet the demand of users would be determined by the service provider. However, the construction of substantial new telecommunication infrastructure is not assumed to be required. These impacts would be less than significant and no mitigation is required.

Solid Waste

Threshold 4.17-5:	**Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**
Threshold 4.17-6:	**Would the Project comply with federal, State, and local management and reduction statutes and regulations related to solid waste.**
	***Level of Significance*:** Less than Significant Impact

Construction

Site preparation (vegetation removal and grading activities) and construction activities would generate typical construction debris, including wood, paper, glass, metals, cardboard, and green waste. Non-salvaged construction and demolition waste would result in an incremental and intermittent increase in solid waste disposal at the Mid-Valley Sanitary Landfill.

Mid-Valley Sanitary Landfill has a maximum daily intake capacity of 7,500 tons per day.[16] Therefore, the landfill would support a temporary increase in solid waste during construction of the Project. Recycling of construction debris would reduce the potential amount of waste disposed of at the Mid-Valley Sanitary Landfill and would contribute to the recycling goals set forth by the City, the CBC, and AB 939. Construction activities would be required to comply with all federal, State, and local statutes and regulations related to

[16] CalRecycle. 2024. SWIS Facility/Site Activity Details. Retrieved from: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1880?siteID=2662. Accessed August 12, 2024.

solid waste. As a result, impacts associated with short-term solid waste would be less than significant and no mitigation is required.

Operations

As of August 2024, the Mid-Valley Sanitary Landfill has a remaining capacity of approximately 54,219,377 cubic yards. Based on a generation rate of 41.64 pounds per employee per day for industrial uses, the Project would generate approximately 11.6 tons per day.[17] This accounts for less than one percent of the maximum daily capacity of the Mid-Valley Sanitary Landfill. The existing landfill would have sufficient capacity to serve the proposed Project and solid waste generated during construction and operations would represent a nominal increase compared to the daily permitted tonnage at the landfill. Compliance with all applicable regulations and laws regarding solid waste would further reduce impacts. Therefore, impacts are less than significant and no mitigation is required.

The Project would comply with applicable local, State and federal regulations regarding solid waste, including those of the City of Rialto. Regulations specifically applicable to the proposed Project include the California Integrated Waste Management Act of 1989 (AB 939), AB 1826, SB 2022, SB 1383, SB 1019, CalGreen Code Section 4.408, AB 341, and the City's Municipal Code Section 8.08. The regulatory framework is described above in the regulatory setting and details what requirements the Project must follow to be compliant. The City's Municipal Code Section 8.08 outlines policies and regulations regarding solid waste handling and recycling for both customers and collectors in the City. In accordance with Municipal Code Section 8.08, the Project would maintain a sufficient number of containers to hold all solid waste; deposit all solid waste, including gray container waste, non-organic recyclables, and organic waste generated or accumulated on the premises into the proper containers; and cleanup of any and all solid waste generated, accumulated, or spilled on the premises prior to collection. Compliance with the above-mentioned policies and programs would ensure that the Project would not conflict with federal, State and local statutes and regulations related to solid waste. Further, the General Plan contains a goals and policies related to solid waste and recycling. Following adherence to these federal, State and local statutes and regulations related to solid waste, impacts would be less than significant and no mitigation is required.

4.17.7 Cumulative Impacts

For purposes of public utilities and service systems, cumulative impacts are considered for projects on a system-wide basis and are associated with the capacity of existing and planned infrastructure from local responsible agencies. As addressed in this section of the EIR, the Project would not result in significant impacts to utilities and service systems in consideration of compliance with existing laws, ordinances, regulations and standards.

With respect to water, as previously addressed, the WSA evaluated the water demand of the proposed Project as well as the projected demands as set forth in the IRUWMP and WSAs prepared subsequent to the preparation of the IRUWMP. The WVWD has determined that it will be able to provide adequate water supplies to meet the potable water demand for this Project in addition to existing and future uses during average, single dry, and multiple dry years. Impacts related to a cumulatively considerable increase in water supply demands would be less than significant and no mitigation is required.

[17] CalRecycle, *Estimated Solid Waste Generation Rates.* Retrieved from: https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates. Accessed August 12, 2024. Note: [41.64(lb/employee/day) x 557(employee)] ÷ 2000(lb/ton) = 11.59(ton/employee/day)

With respect to wastewater, given the existing available capacity at the Rialto Wastewater Treatment Plant, the wastewater treatment needs of the Project, when combined with past, presents, and reasonably foreseeable future projects within the vicinity of the project site, would not result in the need for new or expanded wastewater treatment facilities that could result in significant environmental impacts or exceed the capacity of the wastewater treatment facilities. Furthermore, the Project would have adequate wastewater capacity to serve the Project and reasonably foreseeable future development. All projects within the vicinity of the Project would be required to comply with applicable federal, State, and local regulations that would minimize environmental impact and prevent a cumulatively considerable significant impact from occurring. No significant impact is anticipated with respect to wastewater capacity, and the Project's contribution is not cumulatively considerable. Therefore, the cumulative impact relating to wastewater treatment would be less than significant and no mitigation is required.

With respect to dry utilities, the Project would result in a less than significant impact related to dry utilities. Regarding cumulative impacts, the electric power and telecommunication needs of the Project, when combined with past, present, and reasonably foreseeable future projects within the vicinity of the project site, would not result in the relocation or construction of new or expanded electric power or telecommunication facilities that could result in significant environmental impacts or exceed the capacity of the electricity, natural gas, and telecommunication providers. All projects within the vicinity of the Project would be required to comply with applicable federal, State, and local regulations that would minimize environmental impacts and prevent a cumulatively considerable significant impact from occurring. Based on the foregoing, no significant cumulative impact is anticipated with respect to dry utilities, and the Project's contribution is not cumulatively considerable. Therefore, the cumulative impact relating to electric power and telecommunication facilities would be less than significant and no mitigation is required.

With respect to landfills and solid waste, potential future projects in the City would increase solid waste generation and decrease available capacity at the Mid-Valley Sanitary Landfill and other landfills within the County. However, as with the proposed Project, these projects would be subject to environmental review prior to construction and comply with federal, State and local regulations to minimize water, wastewater and solid waste impacts. Additionally, the Mid-Valley Sanitary Landfill is projected to have sufficient capacity to serve current and future needs until its scheduled closure in 2045. The Project would not result in a significant impact and combined with other projects within the vicinity would not result in cumulatively considerable significant impacts to solid waste standards, infrastructure, or reduction goals. Furthermore, the Project would comply and it is expected that projects within the vicinity of the project site would also comply with federal, State, and local management and reduction statutes and regulations related to solid waste. Therefore, a cumulatively considerable significant impact is not expected with respect to solid waste and no mitigation is required.

Therefore, there are no significant cumulative impacts anticipated relative to utility and service systems, and the Project's contribution toward potential future utility and service system impacts is not cumulatively considerable.

4.17.8 Mitigation Program

Standard Conditions

No standard conditions are applicable.

Mitigation Measures

No mitigation measures are required.

4.17.9 Level of Significance After Mitigation

No significant impact would occur and no mitigation is required.

4.17.10 References

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5.0 OTHER CEQA CONSIDERATIONS

5.1 EFFECTS FOUND NOT TO BE SIGNIFICANT

CEQA provides that an EIR focus on the significant effects on the environment, discussing the effects with emphasis in proportion to their severity and probability of occurrence. The City of Rialto, as the lead agency for the Locust Gateway Development Project (proposed Project), is subject to specific environmental review under CEQA. CEQA Guidelines Section 15063 provides that if a lead agency determines that an EIR will clearly be required for a project, an Initial Study is not required. In this case, the City determined that an EIR will need to be prepared based on the Project's potential to create short-term, long-term, and cumulative impacts. California Public Resources Code (PRC) §21100 (c) states that an EIR shall contain a statement briefly indicating the reasons that a project's various possible significant effects were determined not to be significant and were, therefore, not discussed in detail in the Draft EIR (PRC §21000 et. seq.). The Draft EIR further evaluates all of the Project's possible significant effects in accordance with the CEQA Guidelines. Where it was determined that the Project would have "less than significant impact" or "no impact," these threshold issues have not been addressed in the EIR, except to be identified in this section. The following identifies the threshold and a discussion of why the "less than significant" or "no impact" determination was reached.

5.1.1 Aesthetics and Visual Resources

The CEQA Guidelines ask for an evaluation of the following:

- Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?

There are no officially designated State scenic highways in or proximate to the City.[1] The nearest officially designated scenic highway is State Route 38 (Rim of the World Scenic Byway), located approximately 33 miles east of the project site.[2] Therefore, since the project site is not within the vicinity of any designated or eligible State scenic highways, the Project would not substantially damage scenic resources within a State scenic highway. No impact would occur and this threshold question is not addressed further in the EIR.

5.1.2 Agriculture and Forestry Resources

The CEQA Guidelines ask for an evaluation of the following:

- Would the project 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?
- Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?
- Would the project 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))?

[1] California Department of Transportation. *List of eligible and officially designated State Scenic Highways*. Retrieved from: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed October 20, 2024.

[2] Ibid.

- Would the project result in the loss of forest land or conversion of forest land to non-forest use?
- Would the project 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?

The project site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[3] No portion of the project site is covered by a Williamson Act Contract.[4] Additionally, the area does not include forest resources, including timberlands, and is not zoned for agriculture use.[5] Therefore, the Project would result in no impact concerning mapped farmlands, Williamson Act Contracts, agricultural, forest, or timberland zoning, or the conversion or loss of Farmland, forest land, or timberland. For this reason, no impact would occur and this topic is not addressed further in the EIR.

5.1.3 Biological Resources

The CEQA Guidelines ask for an evaluation of the following:

- Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

The project site is not located with an active Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP) area[6]. For this reason, no impact would occur and this threshold question is not further addressed in the EIR.

5.1.4 Geology and Soils

The CEQA Guidelines ask for an evaluation of the following:

- Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the 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?

There are no known active or potentially active faults at the project site, and the site is not within an Alquist-Priolo Earthquake Fault Zone as designated by the California Department of Conservation, California Geological Survey (CGS). The closest known fault to the site is the San Jacinto fault, which is mapped about 1.4 miles to the northeast[7]. Therefore, the Project would not directly, or indirectly, cause potential substantial adverse effects involving rupture of a known earthquake fault. For this reason, no impact would occur and this threshold question is not addressed further in the EIR.

- Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

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3 State of California Department of Conservation. *California Important Farmland Finder*. Retrieved from: https://maps.conservation.ca.gov/dlrp/ciff/. Accessed October 20, 2024.

4 State of California Department of Conservation. 2023. *California Williamson Act Enrollment 2023*. Retrieved from: https://gis.conservation.ca.gov/portal/home/item.html?id=c608c0e32810424f8f4f9d39570cc45b. Accessed October 20, 2024.

5 City of Rialto. 2013. *City of Rialto Zoning Map*. Retrieved from: https://www.rialtoca.gov/DocumentCenter/View/1513/Zoning-Map---July-2013. Accessed October 22, 2024.

6 Rocks Biological Consulting. 2025. *Biological Technical Report*. Included as **Appendix D** to this EIR.

7 California Department of Conservation, California Geological Survey. November 2024. *California Earthquake Hazards Zone Application.* Retrieved from: https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/. Accessed October 22, 2024.

The project site has an average elevation of approximately 1,620 feet above mean sea level. Due to the area's relatively flat topography, landslides are not anticipated. The project site is not located in a zone identified as being susceptible to landslides by the County of San Bernardino.[8] Therefore, given landslides are not anticipated due to the project site's location and topography, Project implementation would not expose people or structures to potential substantial adverse effects involving landslides, and no loss, injury, or death involving landslides would occur. For this reason, no impact would occur and this threshold question is not addressed further in the EIR.

- Would the project 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?

The Project would connect to the City's existing sewer system and would not include the use of septic tanks or alternative wastewater disposal systems. Therefore, the Project would have no impact concerning 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. For this reason, no impact would occur and this threshold question is not further addressed in the EIR. **Section 4.17: Utilities** of this EIR addresses wastewater service and facilities.

5.1.5 Hazards and Hazardous Materials

The CEQA Guidelines ask for an evaluation of the following:

- 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 or excessive noise for people residing or working in the project area?

There are no public airports or public use airports located within two miles of the project site. The closest airport is the San Bernardino International Airport, which is approximately 10 miles southeast of the project site. The Rialto Municipal Airport Final Comprehensive Plan (January 1991) is no longer applicable as the airport closed in 2014. The project site is not located within an area subject to an airport land use plan. Therefore, the Project would not result in an airport-related safety hazard or excessive noise for people residing or working in the project area. For this reason, no impact would occur and this threshold question is not further addressed in the EIR.

- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

Fire Hazard Severity Zones (FHSZs) are mapped by the California Department of Forestry and Fire Protection (CAL FIRE) as set forth in Public Resources Code Sections 4201-4204 and Government Code Sections 51175-51189. FHSZs are categorized fire protection within a Federal Responsibility Area under the jurisdiction of a federal agency, a State Responsibility Area (SRA) under the jurisdiction of CAL FIRE, or within a Local Responsibility Area under the jurisdiction of a local agency. CAL FIRE is responsible for fire protection within SRAs. CAL FIRE defines an SRA as land that is not federally owned, not incorporated, does not exceed a housing density of three units per acre, contains wildland vegetation as opposed to agriculture or ornamentals, and has watershed value and/or has range/forage value (this effectively eliminates most desert lands). Where local fire protection agencies, such as the Rialto Fire Department,

[8] County of San Bernardino. 2020. *HZ-2 Liquefaction & Landslides*. Retrieved from: https://www.arcgis.com/apps/webappviewer/index.html?id=5864a434814c4e53adc74101b34b1905. Accessed July 14, 2024.

are responsible for wildfire protection, the land is classified as a Local Responsibility Area (LRA). The project site and its adjacent areas are classified as a Non-VHFHSZ (non-very high FHSZ). Therefore, the Project would not result in exposing people or structures to a significant risk of loss, injury or death involving wildland fires. For this reason, no impacts would occur and this threshold questions is not further addressed in the EIR.

5.1.6 Land Use and Planning

The CEQA Guidelines ask for an evaluation of the following:

- Would the project physically divide an established community?

The Project could have a significant environmental impact if it were sufficiently large or otherwise configured in such a way as to create a physical barrier or other physical division within an established community. For example, the construction of a highway through an existing community could constrain travel from one side of the community to another, as well as the cohesiveness of that community.

The proposed Project would develop a speculative warehouse building with three new driveways on Lowell Street, one driveway on Locust Avenue, and one emergency vehicle only driveway on Lake Padden Lane. As described above, the project site would be located in an area with predominantly planned and developed industrial, warehouse, manufacturing, and office uses. The project site is bordered by Lowell Street and industrial, office, and warehouse uses to the north; industrial uses, Locust Avenue, and an undeveloped parcel and single-family residences to the east; industrial, warehouse, and manufacturing uses to the south; and Lake Padden Lane, industrial and manufacturing uses, and Mid-Valley Landfill to the west. The residential neighborhood is approximately 700 feet east of Locust Avenue. The site does not currently provide any connection to the residential neighborhood nor does it provide connectivity or accessibility to other surrounding uses. The Project would include roadway and utility improvements along Lowell Street and Locust Avenue adjacent to the project site, including sidewalks, curb and gutter, restriping, pavement replacement, and utility connections. Project improvements would not include features such as a highway, new roadway, or above-ground infrastructure that would preclude or impede movement through the project site such that a permanent disruption in the physical arrangement of the surrounding community or isolation of that community would occur. The Project is consistent with the existing General Plan designation and zoning and would be compatible with the existing industrial uses adjacent to the site. As such, neither the residential neighborhood nor other existing or planned communities proximate to the project site would be physically divided by the proposed Project. Therefore, the proposed Project would not physically divide an established community and no impact would occur. For this reason, this threshold question is not further addressed in the EIR.

5.1.7 Noise

The CEQA Guidelines ask for an evaluation of the following:

- For a Project located within the vicinity of a private airstrip or 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?

There are no private airstrips or airports located immediately adjacent to or near the project site. The closest airport is the San Bernardino International Airport, which is located approximately 10 miles southeast of the project site. The project site is not subject to an airport land use plan. Therefore, the Project would not expose people residing or working in the project area to excessive airport or airstrip-

related noise levels. No impact would occur. For this reason, this threshold question is not further addressed in the EIR.

5.1.8 Population and Housing

The CEQA Guidelines ask for an evaluation of the following:

- Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The project site is vacant; there is no housing on the site. Therefore, Project implementation would not create an impact that would displace people or housing. For this reason, no impact would occur and this threshold question is not further addressed in the EIR.

5.1.9 Public Services

The CEQA Guidelines ask for an evaluation of the following:

- 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: schools, parks, and other public facilities including libraries?

Implementation of the Project would not create a direct demand for public school services; no residential uses are proposed. The addition of employment-generating uses on the project site would assist the City in achieving its goal to provide a better jobs/housing balance within the City (allowing more City residents to work in the City rather than commuting elsewhere). The Project is not expected to draw a substantial number of new residents to the region and would therefore not indirectly generate a substantial number of new school-aged students in the City requiring public education. Because the Project would not directly generate students and is not expected to indirectly draw students to the area, the Project would not cause or contribute to a need to construct new or physically altered public school facilities. Although the Project would not create a demand for additional public school services, the Project Applicant would be required to contribute development impact fees to the Rialto Unified School District in compliance with Senate Bill 50, which allows school districts to collect fees from new developments to offset the costs associated with increasing school capacity needs. Mandatory payment of school fees would be required prior to the issuance of a building permit. For this reason, impacts to public schools would be less than significant, this threshold question is not further addressed in the EIR.

The proposed Project does not include any residential uses and would not directly create a demand for public park facilities and would not result in the need to modify existing or construct new park facilities. For this reason, no impact would occur and this threshold question is not further addressed in the EIR.

5.1.10 Recreation

The CEQA Guidelines ask for an evaluation of the following:

- Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

- Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The proposed Project does not include the development of any residences or recreational facilities, which would directly increase population and result in increased demand for parks and recreational facilities resulting in the need for new or expanded existing off-site recreational facilities. The collection of taxes and payment of development impact fees as outlined in Rialto Municipal Code Title 3 contributes to the funding of recreational facilities. For this reason, no impact would occur and this topic is not further addressed in the EIR.

5.1.11 Wildfire

The CEQA Guidelines ask for an evaluation of the following:

- If located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones, would the project:
  - a) Substantially impair an adopted emergency response plan or emergency evacuation plan.
  - b) Due to slope, prevailing winds, and other factors, exacerbate wildlife risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.
  - c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.
  - d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes.

Fire Hazard Severity Zones (FHSZs) are mapped by the California Department of Forestry and Fire Protection (CAL FIRE) as set forth in Public Resources Code Sections 4201-4204 and Government Code Sections 51175-89. FHSZs are categorized fire protection within a Federal Responsibility Area under the jurisdiction of a federal agency, a State Responsibility Area (SRA) under the jurisdiction of CAL FIRE, or within a Local Responsibility Area (LRA) under the jurisdiction of a local agency. CAL FIRE is responsible for fire protection within SRAs. CAL FIRE defines an SRA as land that is not federally owned, not incorporated, does not exceed a housing density of three units per acre, contains wildland vegetation as opposed to agriculture or ornamentals, and has watershed value and/or has range/forage value (this effectively eliminates most desert lands). Where local fire protection agencies, such as the Rialto Fire Department, are responsible for wildfire protection, the land is classified as a Local Responsibility Area (LRA). LRAs are incorporated cities, urban regions, agricultural lands, and portions of the desert where the local government is responsible for wildfire protection. The project site and its adjacent areas are classified as a Non-VHFHSZ (non-very high FHSZ).[9] For this reason, no impact would occur and this topic is not further addressed in the EIR.

5.2 SIGNIFICANT AND UNAVOIDABLE IMPACTS

Section 15126.2(b) of the CEQA Guidelines requires that the EIR describe any significant impacts, including those that can be mitigated but not reduced to less than significant levels. The environmental effects of

[9] CAL FIRE. 2025. *Fire Hazard Severity Zones Map*. Retrieved from: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones. Accessed April 29, 2025.

the proposed Project are addressed in Sections 4.1 through 4.17 of this EIR. Implementation of the proposed Project would result in potentially significant impacts for the following topical issues:

- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise
- Tribal Cultural Resources

CEQA Guidelines Section 15126.2(c) requires EIRs to describe any significant impacts, including those that can be mitigated but not reduced to less than significant levels. The environmental effects of the proposed Project are addressed in Sections 4.1 through 4.17 of this EIR. Project implementation would result in potentially significant impacts for the following topical issues: air quality, biological resources, cultural resources, geology and soils, greenhouse gas (GHG) emissions, hazards and hazardous materials, noise, and tribal cultural resources. Project standard conditions (SCs) and mitigation measures (MMs) provided in Sections 4.1 through 4.17 would reduce these impacts to levels considered less than significant, except construction and operations-related greenhouse gas emissions impacts, which would remain significant and unavoidable as discussed below.

Greenhouse Gas Emissions. As discussed in **Section 4.7: Greenhouse Gas Emissions**, the Project is located within South Coast Air Quality Management District's (SCAQMD) jurisdiction. While SCAQMD has not adopted its proposed 3,000 metric tons of CO_2e ($MTCO_2e$) threshold, this EIR's analysis conservatively uses the proposed 3,000 $MTCO_2e$ screening threshold rather than the higher 10,000 $MTCO_2e$ industrial threshold. Project construction and operation would generate approximately 10,180 $MTCO_2e$ per year, and therefore exceed the 3,000 $MTCO_2e$ per year threshold despite implementing MM GHG-1 through MM GHG-4. As such, the Project would generate GHG emissions, either directly or indirectly, that would exceed SCAQMD thresholds despite all feasible mitigation measures, resulting in a significant and unavoidable impact.

5.3 SIGNIFICANT AND IRREVERSIBLE ENVIRONMENTAL CHANGES

CEQA Guidelines Section 15126.2(d) requires a discussion of any significant irreversible environmental changes that would be caused by a proposed project should it be implemented. Generally, the section notes that a project would result in significant irreversible environmental changes if the following occurs:

- The project would involve large amounts of nonrenewable resources during initial and continued phases in a way that would make their nonuse or removal unlikely;
- The primary and secondary impacts from the Project would generally commit future generations to similar uses;
- The project would involve uses in which irreversible damage could result from a potential environmental accident; and
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

Project implementation would require long-term commitment of natural resources and land. Project development would result in committing land resources associated with warehouse uses. The Project includes infrastructure to support the proposed land use. Project construction and long-term operation would require committing and reducing available nonrenewable and slowly renewable resources,

including petroleum fuels and natural gas (for vehicle use, construction, lighting, heating, and cooling of structures) and lumber, sand/gravel, steel, copper, lead, and other metals (for use in building construction, piping, and roadway infrastructure). Other resources that are slow to renew and/or recover from environmental stressors would also be impacted by Project implementation; examples include air quality, through the combustion of fossil fuels and production of greenhouse gases and water supply, through the increased potable water demands for drinking, cleaning, landscaping, and general maintenance needs. The project does not propose land uses that are associated with such effects and would not include the use, storage, or disposal of materials that could damage the environment in the event of a release (i.e., refer to **Section 4.8: Hazards and Hazardous Materials**). With regard to the consumption of resources, as analyzed in **Section 4.5: Energy**, the project would not result in wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

5.4 GROWTH-INDUCING EFFECTS

CEQA Guidelines Section 15126.2(d) requires EIRs to include a discussion of ways in which a project could induce growth. The CEQA Guidelines identify a project as "growth-inducing" if it fosters economic or population growth or if it encourages the construction of additional housing either directly or indirectly in the surrounding environment. New employees from commercial or industrial development and new population from residential development represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area. The proposed Project would therefore have a growth-inducing impact if it would:

- Directly or indirectly foster economic or population growth, or the construction of additional housing;
- Remove obstacles to population growth;
- Require the construction of new or expanded facilities that could cause significant environmental effects; or
- Encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

A project's potential to induce growth does not automatically result in growth. Growth can only happen through capital investment in new economic opportunities by the private or public sectors. Under CEQA, the potential for growth inducement is not considered necessarily detrimental nor necessarily beneficial, and neither is it automatically considered to be of little significance to the environment. The following analyzes the Project's potential growth-inducing impacts for the criteria outlined above, in accordance with CEQA Guidelines Section 15126.2(d). Potential growth-inducing effects are examined through analysis of the following questions.

5.4.1 Would the Project directly or Indirectly foster economic or population growth, or the construction of additional housing?

Population and Employment

According to the California Department of Finance (DOF), the City's estimated population in 2024 is 103,097 persons.[10] The California Employment Development Department (EDD) calculated the City's workforce in 2023 to be approximately 46,900 persons with 44,500 persons employed and 2,400 unemployed.[11] As discussed in **Section 4.13: Population and Housing**, the Project could generate approximately up to 557 employees, based on an employment generation factor of one employee per 1,195 sf of warehouse use.[12] The Project's estimated employment generation would be anticipated to draw from the local workforce. Further, a high percentage of City residents commute outside the City for employment.[13] Given the City's existing available local workforce, the Project would likely only have an indirect effect on the City's population through the expansion of economic activity within the City.

Housing

The project site is undeveloped, and the Project does not propose residential uses. Further, the Project is consistent with both the City's General Plan land use designation and zoning, and the impacts from future development have already been accounted for in the City's General Plan EIR. Therefore, given the City has already accounted for the Project's general economic and population effects, the Project would not directly affect housing availability within the City.

5.4.2 Would the Project remove obstacles to population growth or require the construction of new or expanded facilities that could cause significant environmental effects?

The Project would not remove obstacles to growth through the construction or extension of major infrastructure facilities. Although the project site is undeveloped, it is bordered by existing uses and is planned for development in the City's General Plan and the Rialto Airport Specific Plan.

As discussed in **Section 4.17: Utilities and Service Systems**, existing utilities and service systems (i.e., water, wastewater, solid waste, and electricity) are available to serve the Project. While upgrades to the existing utilities may be necessary, major infrastructure is already present in the area. Project improvements are distribution lines that would serve the project site via existing infrastructure such as the existing water and sewer mains in Lowell Street. The Project does not propose improvements that would extend services to areas that currently are not served or provide additional capacity in these infrastructure improvements, thereby facilitating new off-site development. There are no properties adjacent to the project site that would benefit by having the utilities extended. Therefore, the Project is

[10] State of California, Department of Finance. *E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2020-2024*. Retrieved from https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2024/. Accessed September 17, 2024.City projected 2050 population estimate derived using the San Bernardino County-level persons per household ratio (i.e., 2.75 persons per household) and applying it to the City's projected 2050 households (i.e., 36,600 units).

[11] State of California, Employment Development Department. *Monthly Labor Force Data for Cities and Census Designated Places (CDP), Annual Average 2023 – Revised*. Retrieved from: https://labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-for-cities-and-census-areas.html. Accessed September 17, 2024.

[12] Natelson Company, Inc, 2001, *Employment Density Study Summary Report Prepared for SCAG, Table 8A.*

[13] SCAG. 2019. *Local Profile Report: Profile of the City of Rialto*. Retrieved from: https://scag.ca.gov/sites/main/files/file-attachments/rialto_localprofile.pdf. Accessed August 2024.

not considered growth inducing with respect to removal of obstacles to growth or through the provision of infrastructure.

5.4.3 Would the Project encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively?

The potential impacts associated with the Project have been analyzed in this EIR in Sections 4.1 through 4.17. Project mitigation measures and standard conditions would reduce identified potential significant environmental effects to less than significant except for greenhouse gas emissions. The Project's long-term operational unmitigated GHG emissions would exceed the 3,000 $MTCO_2e$ threshold. To reduce impacts associated with GHG emissions, the Project would implement Laws, Ordinances, and Regulations (LORs) GHG-1 through LOR GHG-7, MM AQ-2 through MM AQ-5, MM GHG-1 through MM GHG-4. However, Project GHG emissions would remain above the 3,000 $MTCO_2e$ threshold with the implementation of feasible mitigation. Project GHG impacts would remain significant and unavoidable. Project implementation is anticipated to have a beneficial economic effect. Project construction would create design, engineering, and construction-related jobs. These jobs would span from Project planning to construction, lasting until Project completion. This would be a direct but temporary growth-inducing Project impact.

5.5 MANDATORY FINDINGS OF SIGNIFICANCE

CEQA Guidelines Section 15065(a)(1)-(4) requires preparation of an EIR when certain specified impacts may result from construction or implementation of a project. An EIR determines a finding of significance if a project has 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; substantially reduce the number or restrict the range of an endangered, rare or threatened species; or eliminate important examples of the major periods of California history or prehistory. In practice, this is the same standard as a significant effect on the environment, which is defined in Section 15382 of the CEQA Guidelines as "a substantial or potentially adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance."

An EIR has been prepared for the Project, which fully addresses all of the Mandatory Findings of Significance. This EIR in its entirety addresses and discloses all known potential environmental effects associated with the development of the Project including direct, indirect, and cumulative impacts in the following resource areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- 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
- Transportation
- Tribal Cultural Resources
- Utilities and Services Systems

A summary of all potential environmental impacts, level of significance before and after the implementation of standard conditions and mitigation measures is provided in **Section 1.0: Executive Summary**. Endemic and endangered animals within California and the Project's potential effect on those species are discussed in **Section 4.3: Biological Resources**, of this EIR. The section found that although the project site has potential habitat to support burrowing owl, California horned lark, loggerhead shrike, prairie falcon, merlin, coastal whiptail, coast horned lizard, and Southern California legless lizard, Cooper's hawk, Costa's hummingbird, and Lawrence's goldfinch existing habitat on site has been disturbed by previous grading and is no longer suitable habitat for the species. Project implementation would have the potential to impact the above-mentioned species during construction activities. As such, the Project has included mitigation, as further discussed in the section. Crotch's bumble bee which is a candidate species for listing under the California Endangered Species Act (CESA) was observed on the project site. As described further in **Section 4.3: Biological Resource**, mitigation would be implemented which requires that an Incidental Take Permit (ITP) from the California Fish and Wildlife Service for the Crotch's bumble bee be obtained. One special-status plant species, Parry's spineflower was observed on the site. Parry's spineflower is a CRPR rank 1B.1 species, meaning it is rare, threatened, or endangered in California and elsewhere and eligible for state-listing under CEQA. Parry's spineflower is also a State Rank S2, meaning it is imperiled because of rarity making it very vulnerable to extirpation. Compensatory mitigation would be required to conserve, enhance, or restore Parry's spineflower habitat. Therefore, biological impacts can be mitigated to a less than significant level.

Section 4.4: Cultural Resources, of the EIR analyzed the potential historic and cultural resource impacts that could occur due to the implementation of the Project and found no recorded historic or prehistoric resources located within the project site. Mitigation proposed within the section would include the retainment of a professional archaeologist to further minimize potential effects to cultural resources. The mitigation presented in the section further lowered the significance of the potential impacts to less than significant levels.

5.6 REFERENCES

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6.0 ALTERNATIVES TO THE PROPOSED PROJECT

6.1 CEQA REQUIREMENTS FOR ALTERNATIVES IDENTIFICATION AND ANALYSIS

Under CEQA, the identification and analysis of alternatives to a project is a fundamental part of the environmental review process. Public Resources Code Section 21002.1(a) establishes the need to address alternatives in an EIR by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, "the purpose of an environmental impact report is ... to identify alternatives to the project."

Direction regarding the definition of project alternatives is provided in CEQA Guidelines Section 15126.6(a):

> *An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.*

The CEQA Guidelines emphasize that the selection of project alternatives be based primarily on the ability to reduce impacts relative to a proposed project, "…even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly."[1] The CEQA Guidelines further direct that the range of alternatives be guided by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice are addressed.[2]

> *Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site.*

Beyond these factors, the CEQA Guidelines require the analysis of a "no project" alternative and an evaluation of alternative location(s) for a project, if feasible. Based on the alternatives analysis, the City of Rialto (City) must identify an environmentally superior alternative. If the environmentally superior alternative is the no project alternative, then the EIR must identify an environmentally superior alternative among the other alternatives.[3] In addition, CEQA Guidelines Section 15126.6(c) requires that an EIR identify any alternatives that were considered for analysis but rejected as infeasible and discuss the reasons for their rejection.

6.2 PROJECT SUMMARY

As proposed, the Project would develop the approximately 40-acre site with a 664,859 square feet (sf) warehouse, inclusive of 7,713 sf of ancillary office space, 365 vehicle parking stalls, 398 trailer parking stalls, and a fence-secured dock area with 82 dock doors. The Project proposes three new driveways on Lowell Street, one driveway on Locust Avenue, and one emergency vehicle only driveway on Lake Padden Lane. The Project would be constructed using concrete tilt-up panels with architectural treatments for

[1] CEQA Guidelines § 15126.6(b).

[2] CEQA Guidelines § 15126.6(f).

[3] CEQA Guidelines § 15126.6(e)(2).

visual relief along the building facades. The warehouse would be white and grey with blue accents and blue window glazing. Views of the warehouse building would be shielded with a screen wall. The proposed Project is described in further detail in **Section 3.0: Project Description**.

The project site has a General Plan land use designation of General Industrial. The General Industrial designation allows for a broad range of heavy industrial activities requiring large areas of land with convenient access for trucks and rail.[4] The General Industrial designation permits manufacturing and distribution, as well as similar uses. The designation allows for a maximum Floor to Area Ratio (FAR) of 1.0. The proposed Project would have an approximate 0.38 FAR. The Project is consistent with the General Plan designation for the site.

The project site is within the Rialto Airport Specific Plan and has a Specific Plan land use designation of General Manufacturing (I-GM), which permits wholesale and warehousing operations. A Conditional Development Permit would be required for the development of a warehouse, which is a conditionally permitted use in industrial zones in the City.[5]

6.3 CRITERIA FOR SELECTING ALTERNATIVES

The range of feasible alternatives must be selected and discussed in a manner to foster meaningful public participation and informed decision making. Several criteria were used to select alternatives to the proposed Project. These criteria are described below.

Ability To Achieve Project Objectives

Section 15126.6(f) of the CEQA Guidelines states:

> *The range of alternatives required in an EIR is governed by a 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project.*

The CEQA Guidelines do not require an EIR to consider every plausible alternative to a project, but rather must examine in detail only the ones which the lead agency determines could feasibly attain most of the basic project objectives. For purposes of the alternative analysis, each alternative assessed in this EIR was evaluated to determine the extent to which it could attain the following objectives identified for the proposed Project:

Objective 1: Develop and operate a warehouse that is in close proximity to three major freeways (State Route 210, Interstate 215, and Interstate 15) to support the distribution of goods throughout the region and that also limits traffic truck disruption to residential areas within the City and neighboring jurisdictions.

Objective 2: Develop and operate a warehouse that maximizes the efficient use of a vacant and underutilized and environmentally constrained site near available infrastructure, to allow

[4] City of Rialto. 2010. *General Plan*. Page 2-10.

[5] City of Rialto. 1997. *Rialto Airport Specific Plan*. Table 8.

the City of Rialto to compete on a domestic and international scale through the efficient and cost-effective movement of goods.

Objective 3: Develop a warehouse in an appropriate location that is predominantly surrounded by other industrial uses and is consistent with the project site's General Manufacturing land use designation under the Rialto Airport Specific Plan.

Objective 4: Maximize the efficient movement of goods throughout the region by locating a warehouse development in close proximity to the Ports of Los Angeles and Long Beach.

Objective 5: Develop and operate an attractive warehouse development in the City of Rialto that meets industry standards for operational design criteria that will attract quality tenants and that will be competitive with other similar facilities in the region.

Objective 6: Positively contribute to the economy of the City of Rialto through new capital investment, expansion of the tax base and creation of new employment opportunities, including opportunities for highly trained workers.

Objective 7: Provide local employment for residents of the City to improve jobs-housing balance within the City, thereby reducing the need for members of the local workforce to commute outside the Project vicinity to work.

Objective 8: Provide infrastructure improvements including street and sidewalk improvements to Lowell Street and Locust Avenue, undergrounding of existing utilities, and drainage and water quality treatment improvements.

Objective 9: Develop a project that does not contribute to surface and groundwater quality degradation by treating surface and stormwater flows.

Elimination/Reduction of Significant Impacts

Section 15126.6(b) of the CEQA Guidelines states that "Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code § 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly."

Therefore, the alternatives evaluated in this EIR have been selected because they are anticipated to reduce and/or eliminate one or more significant impacts associated with the proposed Project. Potentially significant environmental impacts that would result from the Project are evaluated in Sections 4.1 through 4.17 of this EIR. With implementation of the respective Mitigation Program which could include existing requirements based on local, State, or federal regulations or laws and Mitigation Measures (MMs) identified for each topical issue, all significant impacts resulting from the Project would be reduced to a level considered less than significant with the exception of greenhouse gas (GHG) impacts. The Project's operational GHG emissions would exceed the 3,000 $MTCO_2e$ per year threshold, the majority due to non-construction related truck and passenger car trips. Despite all feasible mitigation implemented, including Mitigation Measure (MM) AQ-2 through MM AQ-5 and MM GHG-1 through MM GHG-4, project-related GHG emissions would remain significant and unavoidable.

Feasibility

Section 15126.6(f)(1) of the CEQA Guidelines states:

> *Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). No one of these factors establishes a fixed limit on the scope of reasonable alternatives (Citizens of Goleta Valley v. Board of Supervisors (1990) 52 Cal.3d 553; see Save Our Residential Environment v. City of West Hollywood (1992) 9 Cal.App.4th 1745, 1753, fn. 1).*

Each alternative was evaluated for its feasibility, its ability to attain the proposed Project's objectives, and its ability to reduce and/or eliminate significant impacts associated with the Project.

6.4 ALTERNATIVES CONSIDERED BUT REJECTED

Pursuant to CEQA Guidelines Section 15126.6(c), an EIR must briefly describe the rationale for selection and rejection of alternatives. The lead agency may make an initial determination as to which alternatives are potentially feasible and, therefore, merit in-depth consideration, and which are infeasible and need not be considered further. Alternatives that are remote or speculative, or the effects of which cannot be reasonably predicted, need not be considered (CEQA Guidelines § 15126.6(f), (f)(3)). This section identifies alternatives considered by the lead agency but rejected as infeasible and provides a brief explanation of the reasons for their exclusion. Alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid any significant environmental effects.

Alternative Project Location

Pursuant to CEQA Guidelines Section 15126.6(f)(2), alternate sites should be evaluated, if any feasible sites exist, where significant impacts can be lessened. An alternative location was considered and rejected as discussed below.

An alternative location was rejected from further consideration because the Project is consistent with the General Plan land use designation of General Industrial and the Specific Plan land use designation of I-GM for the project site and there are no site-specific significant and unavoidable impacts that would be lessened if a different site were selected. It is required under CEQA that alternative site(s) be evaluated if any feasible sites exist where significant impacts can be lessened. The Project would result in a significant and unavoidable GHG impact. Due to the cumulative nature of GHG emissions, the environmental impacts of development on any other site in the City are expected to be similar to those of the proposed Project. In addition, other sites, depending on their biological or cultural resources may have similar or greater impacts than the Project. Given the nature of the proposed Project, an alternative location would not alleviate the impacts because a relocation of the proposed Project would not lessen the significant and unavoidable GHG impact. Therefore, an alternative location may meet most of the basic Project objectives but would not substantially lessen impacts and meet the CEQA definition of an alternative. Therefore, this alternative was not further considered.

6.5 ALTERNATIVES FOR ANALYSIS

CEQA Guidelines Section 15126.6 (d) of the CEQA Guidelines requires an EIR to provide sufficient information about each alternative to allow for meaningful evaluation, analysis, and comparison with the Project. Pursuant to CEQA Guidelines Section 15126.6, an analysis of alternatives is presented in this EIR to provide decision-makers with alternatives to be considered. The CEQA Guidelines specify that an EIR shall describe a reasonable range of alternatives that would avoid or substantially lessen the Project's significant effects but need not consider every conceivable alternative.

The analysis provides a comparison of the alternatives' varying environmental effects and their merits and/or disadvantages in relation to the proposed Project and to each other; their feasibility and ability to achieve Project objectives are also discussed. The environmentally superior alternative is identified as required by CEQA see **Section 6.6: Environmentally Superior Alternative**.

Four alternatives to the proposed Project have been identified.

- Alternative 1: No Development Alternative
- Alternative 2: Truck Trailer Parking Alternative
- Alternative 3: Business Park Alternative
- Alternative 4: Reduced Warehouse Alternative

The four analyzed alternatives present a reasonable range of alternatives to the proposed Project. The analysis in this section focuses on significant and unavoidable impacts attributable to each alternative and the ability of each alternative to meet basic Project objectives. The evaluation of each alternative uses the same thresholds of significance identified in Sections 4.1 through 4.17.

For the alternatives, it is assumed that relevant regulatory requirements, applicable project design features, and project-specific mitigation measures identified for the proposed Project would also be implemented with each alternative and thus serve to reduce or avoid potential significant impacts similar to the proposed Project.

Alternative 1: No Development Alternative

CEQA Guidelines Section 15126.6, requires an evaluation of the "No Project" alternative for decision-makers to compare the impacts of approving a project with the impacts of not approving it. The No Development Alternative assumes that the proposed Project would not be developed, which means there would be no warehouse facilities, truck trailer parking, landscape improvements, or off-site roadway improvements. In its existing condition, the site would remain vacant and disturbed, and the remnants of a World War II-era bunker structure, rail spurs, and underground transformer would remain.

Section 15126.6(e)(2) of the CEQA Guidelines specifies the following:

> *The "no project" analysis shall discuss the existing conditions at the time the Notice of Preparation [NOP] is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.*

Section 15126.6(e)(3)(B) of the CEQA Guidelines indicates that when the project is not a land use or regulatory plan, the "no project" alternative:

> *…is the circumstance under which the project does not proceed. Here the discussion would compare the environmental effects of the property remaining in its existing state against environmental effects which would occur if the project is approved. If disapproval of the project under consideration would result in predictable actions by others … this "no project" consequence should be discussed.*

Therefore, although this alternative assumes "No Development" (as required by CEQA), this is considered a speculative assumption as the land is assumed to remain in private ownership (as there are no offers to purchase the land for public use).

Alternative 1: Impact Comparison to the Proposed Project

Aesthetics. Under the Alternative 1 scenario, no development would occur, and the project site would remain vacant. There would be no buildings on site and no related on-site or off-site improvements would be provided. Because there are no scenic vistas proximate to the project site, neither the proposed Project nor Alternative 1 would adversely affect a scenic vista. Because no development on the project site would occur, regulations governing scenic quality are not applicable. However, it is noted that the proposed Project would be consistent with regulations governing scenic quality as addressed in the General Plan, Rialto Airport Specific Plan, and the Municipal Code. Because Alternative 1 would not involve development of the project site, there would be no new sources of lighting; the proposed Project would not result in significant lighting impacts. Neither the Project nor Alternative 1 would result in significant impacts regarding the topic of aesthetics.

Air Quality. Under the Alternative 1 scenario, because there would be no development, no air quality emissions would be generated. The proposed Project would generate emissions during construction and operational activities that require mitigation. Although Alternative 1 would not have any air quality impacts, all significant air quality impacts associated with the Project would be mitigated to a less than significant level.

Biological Resources. Alternative 1 would have no impacts to biological resources, including potential impacts to the burrowing owl and Crotch's bumble bee. Trees and other vegetation on the project site that currently could be used for nesting by migratory birds protected under the Migratory Bird Treaty Act (MBTA) would remain because no existing vegetation would be removed. Although Alternative 1 would not have any biological resources impacts, all potentially significant impacts associated with the Project would be mitigated to a less than significant level.

Cultural Resources. Under Alternative 1, the project site would remain in its current condition and would therefore prevent potential impacts to cultural resources. No construction or grading activities would occur. The intensive-level pedestrian survey conducted of the project site for this EIR found the entire site highly disturbed due to prior grading and development, with various instances of modern dumping and squatting observed. The field survey also confirmed the presence of resource CA-SBR-8696H at the project site, and noted the collapsing entry structure to the empty munitions bunker and historic debris. Although these resources have been determined not to be historically or archeologically significant, under this alternative the resources would remain in situ because the project site would not be developed. Therefore, the potential to discover and impact previously undisturbed cultural resources, including archaeological resources, would not occur. Although this Alternative 1 would have no impact on cultural resources, all potentially significant impacts associated with the Project would be mitigated to a less than significant level.

Energy. The energy usage during construction associated with water for dust control, diesel fuel consumption from on-road hauling trips and off-road construction diesel equipment, and gasoline consumption from on-road worker commute and vendor trips would not occur under the Alternative 1 scenario because no construction or development would occur. However, it is also noted that implementation of the proposed Project would not result in significant impacts concerning energy usage. Therefore, although Alternative 1 would have no impact on energy, the Project would result in a less than significant impact.

Geology and Soils. Under the Alternative 1 scenario, no development would occur on the project site. Therefore, the potential to expose additional people or structures to adverse effects of seismic ground shaking, ground failure, expansive soils, or other unstable geologic hazards would not occur. No soil erosion or loss of topsoil would occur since the project site would remain in its existing condition. Additionally, the potential to unearth unknown paleontological resources during Project implementation would not occur. Although Alternative 1 would have no impact on soils and geology or paleontological resources, impacts associated with the Project would be mitigated to a less than significant level.

Greenhouse Gas Emissions. Under Alternative 1, there would be no construction activities or associated construction equipment operations or operational activities. Therefore, there would be no short-term GHG emissions from construction activities or long-term GHG emissions from mobile sources, area sources, or the consumption of electricity, natural gas, and water associated with operations of the land uses assumed as a part of the Project. Alternative 1 would not generate additional GHG emissions and would have no impact, while the Proposed Project's GHG emissions would be significant and unavoidable despite implementation of all feasible mitigation.

Hazards and Hazardous Materials. Under the Alternative 1 scenario, no development would occur on the project site. The existing ammunitions bunker and brick and mortar structure, which were constructed in the 1940s, would not be demolished. The Phase II Environmental Site Assessment (ESA), which was prepared for the proposed Project, determined that there is the potential for the project site to contain unexploded ordinances (UXOs) and discarded military munitions (DMMs) due to the historical use of the site for munitions storage and the unknown suspected use of the site by historic adjacent pyrotechnic facilities. Although Alternative 1 would have no impact regarding hazards and hazardous materials, potential UXOs and DMMs would remain on the site.

Neither Alternative 1 nor the proposed Project would create a safety hazard as it pertains to an Airport Land Use Compatibility Plan because the project site is not located within two miles of a public airport or public use airport and would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Mitigation would be required such that Project demolition activities would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during construction and would not result in the accidental release of hazardous materials. Therefore, although the proposed Project would require mitigation, potentially significant impacts would be mitigated to a less than significant level.

Hydrology and Water Quality. Alternative 1 assumes no development would occur on the project site. Because there would be no subsurface excavation, the potential to encounter groundwater would not occur. The existing on-site drainage pattern and runoff quantities would remain the same, and Alternative 1 would not affect groundwater supplies or interfere with groundwater recharge.

Under the proposed Project scenario, development would alter the site's existing drainage pattern because the site would change from a primarily undeveloped site to a developed site. However, the proposed drainage facilities would be sized to adequately treat runoff water from the project site, and the site does not include discharge to any streams or rivers. The proposed Project would be required to obtain a General Permit for Stormwater Discharge Associated with Construction Activity, prepare a Storm Water Quality Management Plan (SWQMP) and implement Best Management Practices (BMPs) to minimize on-site and off-site erosion and siltation. Therefore, Alternative 1 would have no impact on hydrology and water quality, whereas the proposed Project's impacts would be less than significant.

Land Use and Planning. Under Alternative 1, the project site would remain vacant. Neither Alternative 1 nor the Project would physically divide an established community through the introduction of physical or community barriers or cause a significant environmental impact due to a conflict with any plan, policy, or regulation adopted to avoid or mitigate an environmental effect. The Project would comply with Connect SoCal, the General Plan, Rialto Airport Specific Plan, and Rialto Municipal Code. Alternative 1 would have no impact on land use and planning because no development would occur, while the Project would result in a less than significant impact.

Mineral Resources. Under Alternative 1, the project site would remain vacant. The Department of Conservation's California Geological Survey maps (specifically, Special Report 206 Plate 2), the General Plan, and Rialto Airport Specific Plan do not identify the project site as an existing, planned, or potential mineral recovery site. Neither Alternative 1 nor the Project would result in the loss of in the availability of a known mineral resource or the loss of in the availability of a locally important mineral resource recovery site. Although Alternative 1 would result in no impacts to mineral resources, the Project would result in less than significant impacts regarding mineral resources.

Noise. Under Alternative 1, there would be no construction activities or associated construction equipment operations or development. Therefore, there would be no construction noise impacts. There would be no substantial temporary increase in noise levels or exposure of persons to or generation of noise levels in excess of standards. Therefore, Alternative 1 would avoid construction and operational noise impacts associated with the Project, whereas the Project's noise impacts would be mitigated to a less than significant level.

Population and Housing. Alternative 1 would not create any new jobs; involve the development of additional housing; or cause increases in the residential population of the City. Therefore, there would be no impact associated with inducing substantial population growth. This alternative would maintain the site in its existing condition. The proposed Project would not induce substantial unplanned population or displace any existing housing, and impacts would be less than significant. Alternative 1 would result in no impacts regarding population and housing whereas the Project would result in less than significant impacts.

Public Services. Alternative 1 would not involve new development, and therefore, no impacts to fire and police protection services would occur. Development of the proposed Project would incrementally increase the demand for fire and police protection services; however, the proposed Project is not expected to substantially increase service demand such that new or physically altered fire and police facilities would need to be constructed, which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives for fire and police

protection. Therefore, Alternative 1 would have no impact, while the proposed Project would result in less than significant impacts on fire and police protection services.

Transportation. Under Alternative 1, the project site would remain vacant and would not generate any additional vehicle trips, compared to the 1,138 trips, including 455 truck trips, which would be generated by the Project. Passenger car equivalent (PCE) factors were then applied to the truck types, based on number of axles to determine the total PCE volumes generated by the project. Therefore, the proposed Project is estimated to generate 1,908 daily PCE trips. Alternative 1 would have no impact concerning vehicle miles traveled (VMT) while the proposed Project would have a less than significant impact concerning the Project's effect on VMT. While this alternative would have no transportation impacts, the proposed Project would have less than significant transportation impacts based on the City's CEQA significance criteria.

Tribal Cultural Resources. Alternative 1 would not involve any construction or excavation activities. Tribal cultural resource impacts are primarily dependent upon the construction and operations footprint of each development, as well as depth of excavation. Therefore, this alternative would have no impact on tribal cultural resources, whereas potential impacts associated with the proposed Project would be mitigated to a less than significant level.

Utilities and Service Systems. Alternative 1 would not involve the development of industrial land uses or the generation of any new employees; therefore, no impacts to utilities and service systems would occur. Since Alternative 1 would not provide new facilities or infrastructure, there would be no physical impacts associated with construction or operation of facilities or accelerated physical deterioration associated with increased usage of existing facilities. In addition, since there would be no development of industrial land uses or generation of new employees under Alternative 1, demand for water, wastewater facilities, dry utilities (electricity, natural gas, telecommunications), or solid waste disposal would not be required. The proposed Project would generate new employees, resulting in an incremental increase in the demand for water, wastewater, and dry utilities use, and the generation of solid waste. Therefore, Alternative 1 would result in no impacts to utilities and service systems while the proposed Project would result in a less than significant impact.

Feasibility and Ability to Meet Project Objectives

Alternative 1 fails to meet the Project's basic objectives. Alternative 1 would fail to develop and operate a warehouse that maximizes efficient use of a vacant and underutilized site that is near available infrastructure, major freeways, and other industrial developments. Additionally, this alternative would not provide infrastructure improvements including street and sidewalk improvements, undergrounding existing utilities, and drainage and water quality treatment improvements on Lowell Street and Locust Avenue. Finally, Alternative 1 would also fail to provide expanded economic activity to the City and would also not provide additional employment opportunities. This would conflict with the City's goals of expanding its economic base and providing greater economic opportunity to the City's residents.

Conclusion

Alternative 1 would have no significant impacts when compared to the proposed Project because no development would occur. Significant unavoidable GHG impacts associated with the proposed Project would not occur. No mitigation would be required to reduce potential significant impacts to a less than significant level. All impact areas which were anticipated to cause a less than significant impact, less than significant with mitigation measures, or a significant and unavoidable impact due to implementation of

the proposed Project would be eliminated under the No Project Alternative; see **Table 6-4: Summary of Proposed Project and Alternatives Impacts.** However, none of the Project objectives would be met.

Alternative 2: Truck Trailer Parking Alternative

Under the Truck Trailer Parking Alternative, the project site would be developed as an approximately 40-acre trailer truck and truck-mounted container storage parking facility. The project site has a Rialto Airport Specific Plan land use designation of I-GM, which permits land uses including wholesale and warehousing operations. Under this alternative scenario, no warehouse uses are assumed. Trucks and trailers would be parked while waiting to be moved to and from off-site locations such as nearby warehouse facilities in instances where there are scheduled delays related to trailer drop off or pick up. The Truck Trailer Parking Alternative would include a one-story, 1,500 sf ancillary free-standing small security office building, 15 passenger vehicle parking stalls for employees, and 960 truck trailer parking spaces.

Table 6-1: Alternative 2 and Proposed Project Comparison identifies a reduction of 663,359 sf of building area compared to the proposed Project.

Table 6-1: Alternative 2 and Proposed Project Comparison

Development Standard	Proposed Project	Alternative 2	Difference
Building Area (sf)	664,859	1,500	-663,359
Truck Trailer Parking	398	960	+562
Employee Parking	365	15	-350

Alternative 2: Impact Comparison to the Proposed Project

Aesthetics. Similar to the Project, Alternative 2 would comply with the development requirements of the Rialto Airport Specific Plan which are included in **Table 4.1-1: Development Standards Consistency Summary** in **Section 4.1: Aesthetics**, as well as General Plan and Municipal Code regulations governing scenic quality. As addressed in **Section 4.1: Aesthetics**, the project site is not proximate to a scenic vista; therefore, no impact would occur under either development scenario. Both Alternative 2 and the proposed Project would comply with applicable light and glare regulations, such as General Plan Policy 2-14.3, which requires the use of building materials that do not produce glare. Further, similar to the Project, Alternative 2 would provide lighting in the surface parking areas; light would also be generated from trucks and passenger vehicle headlights when accessing and leaving the project site. There are no sensitive receptors adjacent to the project site and Locust Avenue is a designated truck route. Therefore, no significant light and glare impacts would be associated with Alternative 2 or the proposed Project. Neither Alternative 2 nor the proposed Project would result in significant visual impacts. Potential impacts associated with the topic of Aesthetics would be less than significant for both the proposed Project and Alternative 2.

Air Quality. Alternative 2 would construct a much smaller building but a larger surface parking area than the proposed Project. This alternative assumes a shorter construction schedule, a less intensive site preparation and grading phase of construction, and the use of less construction materials and equipment. Accordingly, the maximum daily emissions would be lower than the proposed Project. Therefore, Alternative 2 would result in less construction emission impacts than the proposed Project.

Mobile source emissions associated with Alternative 2 would increase, as Alternative 2 would result in more truck trips per day than the proposed Project. This increase in truck trips would result in greater

mobile emissions. However, Alternative 2 would also reduce stationary emission sources from mechanical equipment (e.g., HVAC units) as the facility for Alternative 2 is 663,359 sf smaller than the proposed Project. Potential impacts to air quality would remain less than significant with mitigation incorporated.

Biological Resources. Biological resources are primarily dependent upon the construction and operations footprint of each development. Like the proposed Project, Alternative 2 assumes that the entire project site would be graded. Therefore, for environmental issues where project site disturbance would be the same for the Project and Alternative 2, there would be no change in the significance of potential impacts to biological resources. Therefore, as with the Project, Alternative 2 would result in a less than significant impact with mitigation incorporated in regard to biological resources.

Cultural Resources. Cultural resources are primarily dependent upon the construction and operations footprint of each development. Like the proposed Project, Alternative 2 assumes that the entire project site would be graded. Therefore, for environmental issues where project site disturbance would be the same for Alternative 2 and the proposed Project and Alternative 2, there would be no change in the significance of potential impacts for cultural resources. Therefore, as with the Project, this alternative would result in a less than significant impact with mitigation incorporated.

Energy. Construction of Alternative 2 would likely result in a shorter construction schedule, a less intensive site preparation and grading phase of construction, and the use of less construction materials and equipment. Therefore, the energy usage during construction associated with water usage for dust control, diesel fuel consumption from on-road hauling trips and off-road construction diesel equipment, and gasoline consumption from on-road worker commute and vendor trips would less than or similar to the proposed Project. With respect to operational uses, Alternative 2 would result in a decrease in energy usage given this alternative would result in a decrease of building development. Energy usage resulting from Alternative 2 would be proportionally reduced as compared to the proposed Project. Energy impacts would be less than significant.

Geology and Soils. Potential geological, soil, and paleontological resource impacts of Alternative 2 would be similar to the Project because it would be developed within the same footprint and under the same geologic unit and soil conditions. The potential for seismic ground shaking, fault rupture, liquefaction, or collapse would be the same or similar. Development under this alternative would also be required to comply with California Building Code standards and applicable construction and operational BMPs to reduce impacts related to geologic hazards. Additionally, the potential to unearth unknown paleontological resources during Project implementation could occur. Impacts associated with Alternative 2 and the Project would be reduced to a less than significant impact with mitigation incorporated.

Greenhouse Gas Emissions. Alternative 2 assumes the construction of a smaller facility but larger surface parking area than the proposed Project. A shorter construction schedule, a less intensive site preparation and grading phase of construction, and the use of less construction materials and equipment is anticipated. Accordingly, direct emissions of GHGs from construction activities would be lower than the Project. Once construction is complete, the generation of these construction-related GHG emissions would cease. The SCAQMD recommends that construction emissions be amortized over a 30-year project lifetime. Therefore, projected GHGs from construction are quantified and amortized over 30 years. The amortized construction emissions are added to the annual average operational emissions.

Alternative 2 would result in a decrease in operational GHG emissions from area sources, given that this alternative would result in a decrease of 663,359 sf of development. However, the average daily trips

associated with Alternative 2 would increase and result in greater GHG emissions from mobile sources compared to the Project. As the majority of the GHG emissions (approximately 77%) from the proposed Project are associated with mobile sources, Alternative 2 would likely result in greater overall GHG emissions. Both the Project and Alternative 2 would implement MM AQ-2 through MM AQ-5 and MM GHG-1 through MM GHG-4 to reduce operational emissions. Despite implementation of mitigation, both Alternative 2 and the proposed Project would result in significant and unavoidable GHG emission impacts.

Hazards and Hazardous Materials. Impacts related to hazards and hazardous materials for Alternative 2 would be similar to the Project because it would be developed within the same footprint. Alternative 2 would still include the demolition of an ammunition bunker and brick and mortar structure and there is still the potential for the project site to contain UXOs or DMMs due to the historical use of the site. MMs HAZ-1 through MM HAZ-4 would also be applicable to Alternative 2 to reduce potential impacts associated with asbestos, lead-based paint, the potential for UXOs and DMMs, and soil contamination to a less than significant level. Like the proposed Project, Alternative 2 would not expose persons on the project site to airport hazards, affect aircraft operations, or create an airport safety hazard for on-site employees. Additionally, there are no schools within 0.25-mile of the project site. Alternative 2 would include the operation of a truck trailer parking facility and would not result in the release of hazardous materials. Impacts associated with Alternative 2 and the proposed Project would be less than significant with mitigation incorporated.

Hydrology and Water Quality. The development footprint for Alternative 2 and the Project would be the same. Therefore, under both development scenarios, the amount of pervious surface would decrease associated with buildings and parking. Alternative 2 would still be required to obtain a General Permit for Stormwater Discharge Associated with Construction Activity and prepare a SWQMP, which must include erosion-control and sediment control BMPs that would meet or exceed measures required by the Construction General Permit to control potential construction-related pollutants. The Project's operator would also be required to prepare a water quality management plan pursuant to the City's Municipal Code Section 12.60.260. With respect to hydrology and water quality, impacts associated with Alternative 2 and the proposed Project would be less than significant with Standard Conditions incorporated.

Land Use and Planning. As with the proposed Project, the Alternative 2 development scenario would not physically divide an established community through the introduction of either physical or community barriers and would not cause a significant environmental impact due to a conflict with any plan, policy, or regulation adopted to avoid or mitigate an environmental effect. Alternative 2 would comply with the existing land use designations requirements applicable to the site, including the Rialto Airport Specific Plan, General Plan, and Municipal Code. Further, both Alternative 2 and the proposed Project would be consistent SCAG 2020-2024 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal). Additionally, neither scenario would introduce any roadways or infrastructure that would bisect or transect surrounding land uses. Therefore, both Alternative 2 and the Project would have a less than significant impact associated with land use and planning.

Mineral Resources. Potential mineral resources impacts would be the same as the Project because it would be developed within the same footprint. The Department of Conservation's California Geological Survey maps (specifically, Special Report 206 Plate 2), the General Plan, and Rialto Airport Specific Plan do not identify the project site as an existing, planned, or potential mineral recovery site. As with the proposed Project, Alternative 2 would be consistent with the existing land use designations of the project

site. Neither Alternative 2 or the proposed Project would result in the loss of availability of a significant mineral resource and impacts would be less than significant.

Noise. Under the Alternative 2 scenario, there would be fewer construction activities because the Alternative would require construction of a much smaller facility than the proposed Project and surface parking construction would be less time-intensive than construction of a warehouse. Therefore, Alternative 2 would result in lower construction noise impacts. However, construction of Alternative 2 would still require implementation of MM NOI-1 which requires the proper maintenance of construction equipment and the installation of noise shielding/muffling devices to mitigate construction noise impacts. Therefore, in regard to construction noise, impacts associated with Alternative 2 and the proposed Project would both be less than significant with mitigation incorporated.

Under Alternative 2, operational noise impacts would be similar to or greater than the proposed Project. Alternative 2 would generate less noise from mechanical equipment due to the reduction of 663,359 sf of building development. However, there would be more noise from trucks including parking, back-up alarms, and off-site traffic noise due to the increase in daily traffic trips. Therefore, when compared to the proposed Project, Alternative 2 would have greater noise impacts. It is anticipated that operational noise impacts associated with Alternative 2 and the proposed Project would both be less than significant.

Population and Housing. Both Alternative 2 and the proposed Project would generate new construction and permanent employment opportunities. The Project proposes a warehouse building and would employ approximately 557 employees. Alternative 2 would involve the development and operation of a truck trailer parking facility, which would have fewer employment opportunities than the proposed Project. Similar to the Project, future employees are anticipated to travel to and from the site from within the City and surrounding area. Neither Alternative 2 nor the Project would require the construction of additional residential units that could induce substantial unplanned population growth not analyzed in the City's General Plan. Therefore, Alternative 2 would reduce the number of employees required for operations when compared to the proposed Project. Under both development scenarios, impacts to population and housing would be less than significant.

Public Services. Development under both Alternative 2 and the Project would incrementally increase the demand for police and fire protection services. However, Alternative 2 would reduce the number of employees required for on-site operations, which would incrementally reduce the demand on public services when compared to the proposed Project. Neither scenario is expected to substantially increase service demand such that a new or physically altered facility would need to be constructed, which would cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for police and fire protection. Further, development impact fees are paid on a project-by-project basis to ensure a proportionate fair share is contributed toward facilities, equipment, and personnel that would be needed over time to accommodate the additional demand from a project. Alternative 2 would incrementally reduce the demand of public services when compared to the proposed Project. Under both development scenarios, impacts would be less than significant.

Transportation. Based on the trip generation assumptions established by the City, Alternative 2 is expected to result in an increase in average daily trips, compared to the Project. Therefore, Alternative 2 would likely result in greater VMT and transportation impacts than the proposed Project. The proposed Project would generate 1,138 trips, including 455 truck trips. The VMT impacts are measured based on the Citywide VMT per Service Population Threshold and the Countywide VMT per Employee Threshold

and would result in less than significant impacts concerning VMT. However, based on the City's significance criteria, it is anticipated that under both scenarios, impacts would be less than significant.

Tribal Cultural Resources. Tribal cultural resources are primarily dependent upon the construction and operations footprint of each development. Like the Project, Alternative 2 assumes that the entire project site would be graded. Therefore, for environmental issues where site disturbance would be the same for the Project and Alternative 2, there would be no change in the significance of potential impacts for tribal cultural resources. Therefore, as with the proposed Project, this alternative would result in a less than significant impact to tribal cultural resources with mitigation incorporated.

Utilities and Service Systems. When compared to the Project, the reduced square footage and number of employees associated with Alternative 2 would result in a decrease in demand on utilities, as the Alternative would result in a decrease of 663,359 sf of development. A Water Supply Assessment was prepared for the proposed Project, which concluded that the Project would not significantly impact water supply. Therefore, because Alternative 2 would only include a 1,500-sf building, the water and wastewater demand compared to the Project would be substantially lower during construction and operations. A smaller building would also result in a lower demand for electrical power and telecommunications infrastructure; the parking area would have a slightly higher demand for electricity than the parking area associated with the proposed Project; no natural gas use is assumed. Alternative 2 would result in lower solid waste generation than the Project; neither Alternative 2 nor the proposed Project would significantly impact the permitted capacity of the Mid-Valley Sanitary Landfill. Alternative 2 would incrementally reduce the demand of utilities and service systems when compared to the proposed Project. Under both development scenarios, impacts would be less than significant.

Feasibility and Ability to Meet Project Objectives

Alternative 2 fails to meet the proposed Project's Objectives 1 through 5. Alternative 2 would fail to develop and operate a warehouse that maximizes efficient use of a vacant and underutilized site that is near available infrastructure, major freeways, and other industrial developments. Alternative 2 does not reflect the type of development proposed by the Applicant. However, this alternative would provide infrastructure improvements including street and sidewalk improvements, undergrounding of existing utilities, and drainage and water quality treatment improvements on Lowell Street and Locust Avenue. Additionally, Alternative 2 would provide expanded economic activity and additional employment opportunities to the City, but to a lesser degree than the proposed Project. Alternative 2 would not conflict with the City's goals of expanding its economic base and providing greater economic opportunity to the City's residents.

Conclusion

Alternative 2 would have a building area of approximately 1,500 sf, which is a decrease of 663,359 sf when compared to the Project but would increase the number of truck trailer parking spaces. Uses of Alternative 2 would be consistent with the Specific Plan and impacts would be similar to that of the Project (see **Table 6-4**).

Like the Project, this alternative assumes that the entire project site would be graded. Therefore, for environmental issues where project site disturbance would be the same for the Project and Alternative 2, there would be no change in the significance of the potential impacts. This would be the case for the topics of biological resources, cultural resources, geology and soils, hazards and hazardous materials, and tribal cultural resources, which would be mitigated to a less than significant level. Similarly, this would

also be the case for hydrology and water quality and mineral resources, which would be less than significant.

Neither Alternative 2 nor the Project would result in significant aesthetic impacts. Although the building square footage associated with Alternative 2 would decrease, the remaining project site area would be developed with truck trailer parking and site landscaping. With respect to traffic, Alternative 2 is expected to result in an increase in average daily trips compared to the Project. Alternative 2 would likely result in greater VMT impacts than the proposed Project.

Alternative 2 assumes the construction of facility that is 663,359 sf smaller than the proposed Project. Therefore, a shorter construction schedule, a less intensive site preparation and grading phase of construction, and the use of less construction materials and equipment is anticipated. Accordingly, construction air quality emissions, GHG emissions, energy usage and noise levels would be lower than the proposed Project. However, the increase in average daily trips associated with Alternative 2 would likely result in greater operational air quality emissions, energy usage, GHG emissions, and noise impacts. As with the proposed Project, energy usage impacts would be less than significant, air quality emissions and noise impacts would still be less than significant with mitigation incorporated, and GHG emission impacts would be significant and unavoidable despite implementation of mitigation.

Alternative 2 would fail to develop and operate a warehouse that maximizes efficient use of a vacant and underutilized site that is near available infrastructure, major freeways, and other industrial developments as set forth in Project Objectives 1 through 5. Alternative 2 would provide infrastructure improvements and would provide expanded economic activity to the City and would also provide additional employment opportunities. This alternative would still contribute to the City's goal of positively contributing to the economy through new capital investment, expansion of the tax base, and creation of new employment opportunities but to a lesser degree than the proposed Project.

Alternative 3: Business Park Alternative

Under the Business Park Alternative, the project site would be developed as a 667,000-sf business park. Alternative 3 would develop multi-tenant, free-standing small buildings with office/commercial-related uses. The Business Park Alternative would accommodate a variety of uses including commercial, flexible office space, meeting rooms, or event space. The buildings would be one story and building height would be consistent with development standards included in the Rialto Airport Specific Plan. Under the Business Park Alternative scenario, no warehouse uses are assumed. Therefore, no truck trailer parking would be provided, and individual buildings would not have dock doors for large trucks. All employee and visitor parking would be provided on the project site, this alternative assumes 2,224 passenger vehicle parking stalls for employees. The parking requirements for the Airport Specific Plan are based on the Municipal Code and would be calculated for administrative/office uses. **Table 6-2: Alternative 3 and Proposed Project Comparison**, identifies an increase of 1,859 passenger vehicle parking spaces and a reduction of 398 truck trailer parking spaces when compared to the proposed Project.

Table 6-2: Alternative 3 and Proposed Project Comparison

Development Standard	Proposed Project	Alternative 3	Difference
Building Area (sf)	664,859	667,000	+2,141
Truck Trailer Parking	398	0	-398
Employee Parking	365	2,224	+1,859

The project site has a General Plan land use designation of General Industrial and has a Rialto Airport Specific Plan land use designation of I-GM. Under this alternative scenario, a General Plan Amendment to Business Park would be required. Table 8 of the Rialto Airport Specific Plan identifies permitted uses within the I-GM land use designation including manufacturing and processing, warehousing and distribution, chemical or petroleum products processing and refining, heavy equipment operations, and similar uses.[6] A business park is not a permitted use or a conditionally permitted use in the I-GM land use designation. Business and commercial uses are permitted under several Specific Plan land use designations including Office/Freeway Commercial (O/FC), Airport-Related Planned Industrial Development (I-AR). Therefore, Alternative 3 would require additional discretionary permits/approvals including a Specific Plan Amendment to allow for the development of a business park on the project site.

Alternative 3: Impact Comparison to the Proposed Project

Aesthetics. Because there are no scenic vistas proximate to the project site, neither Alternative 3 nor the proposed Project would adversely affect a scenic vista. Similar to the Project, Alternative 3 would be required to be consistent with the development standards of the Rialto Airport Specific Plan, as well as the General Plan and Municipal Code. Both the proposed Project and Alternative 3 would comply with applicable light and glare regulations, such as General Plan Policy 2-14.3, which requires the use of building materials that do not produce glare. Further, Alternative 3 and the proposed Project assume roughly the same building square footage. Alternative 3 would be consistent with the visual quality of adjacent industrial, warehouse, and office land uses. Alternative 3 would include surface parking and landscaping, similar to the Project. Therefore, both Alternative 3 and the proposed Project would result in less than significant impacts associated with aesthetics.

Air Quality. While the square footage of both Alternative 3 and the proposed Project would be almost the same, Alternative 3 assumes multiple buildings and office uses would require more internal building improvements than a warehouse facility. Therefore, a longer construction schedule, a similar site preparation and grading phase of construction, and the use of more construction materials and equipment is anticipated. Accordingly, maximum daily construction emissions would likely be greater than the proposed Project.

Alternative 3 would generate 8,297 daily trips when compared to the 1,138 daily trips, including 455 truck trips (1,908 daily PCE trips) for the proposed Project. Therefore, Alternative 3 would result in a substantial increase in average daily trips, and thus a proportional increase in mobile source emissions when compared to the Project. Although this alternative would result in less truck traffic, the number of passenger vehicles would increase. Additionally, Alternative 3 would not significantly reduce stationary emission sources from mechanical equipment (e.g., HVAC units) and landscaping equipment for project site maintenance. Alternative 3 would still require implementation of MM AQ-1 through MM AQ-5 to mitigate air quality impacts to a less than significant level. Air quality emissions would be proportionally greater than the proposed Project due to the increased average daily trips associated with Alternative 3.

Biological Resources. Like the Project, Alternative 3 assumes that the entire project site would be graded. Therefore, for environmental issues where site disturbance would be the same for the Project and Alternative 3, there would be no change in the significance of potential impacts. Therefore, as with the

[6] City of Rialto. 1997. *Rialto Airport Specific Plan*. Table 8.

proposed Project, impacts to biological resources associated with Alternative 3 would also be less than significant with mitigation.

Cultural Resources. Like the Project, Alternative 3 assumes that the entire project site would be graded. Therefore, for environmental issues where site disturbance would be the same for the proposed Project and Alternative 3, there would be no change in the significance of potential impacts. Therefore, as with the Project, impacts to cultural resources associated with Alternative 3 would also be less than significant with mitigation.

Energy. Alternative 3 would require more construction than the proposed Project because multiple buildings would be constructed. Therefore, energy usage during construction associated with water usage for dust control, diesel fuel consumption from on-road hauling trips and off-road construction diesel equipment, and gasoline consumption from on-road worker commute and vendor trips would be greater than the Project due to the longer construction schedule, and the use of more construction materials and equipment. Additionally, Alternative 3 would result in an increase in operational energy usage based on the nature of the land uses assumed under this alternative scenario. However, potential energy impacts would remain less than significant.

Geology and Soils. Potential geological, soil, and paleontological resource impacts for Alternative 3 would be similar to the Project because it would be developed within the same footprint and under the same geologic unit and soil conditions. The potential for seismic ground shaking, fault rupture, liquefaction, or collapse would be the same as with the proposed Project. Development under Alternative 3 would also be required to submit a site-specific geotechnical investigation, comply with California Building Code standards, and applicable construction and operational BMPs to reduce impacts related to geologic hazards. Impacts associated with Alternative 3 and the Project would be less than significant with mitigation incorporated.

Greenhouse Gas Emissions. Because the construction of multiple buildings is assumed, a longer construction schedule and the use of more construction materials and equipment is anticipated. Accordingly, direct emissions of GHGs from construction activities would be greater than the proposed Project. Additionally, Alternative 3 would result in an increase in average daily trips compared to the proposed Project. Alternative 3 would generate 8,297 daily trips when compared to the 1,138 daily trips, including 455 truck trips (1,908 daily PCE trips) for the proposed Project. As such, Alternative 3 would result in greater GHG emissions compared to the Project during operations. Both the Project and Alternative 3 would implement MM GHG-1 through MM GHG-4 to reduce operational emissions. Despite implementation of mitigation, Alternative 3 and the proposed Project would result in significant and unavoidable impacts regarding GHG emissions. However, GHG emissions under Alternative 3 would be proportionally greater than the proposed Project due to the increased average daily trips.

Hazards and Hazardous Materials. Impacts related to hazards and hazardous materials for Alternative 3 would be similar to the Project because it would be developed within the same footprint. Alternative 3 would still include the demolition of an ammunition bunker and brick and mortar structure and there is still the potential for the project site to contain UXOs or DMMs due to the historical use of the site. MMs HAZ-1 through MM HAZ-4 would also be applicable to Alternative 3 to reduce potential impacts associated with asbestos, lead-based paint, the potential for UXOs and DMMs, and soil contamination to a less than significant level. Like the Project, Alternative 3 would not expose persons on the project site to airport hazards, affect aircraft operations, or create an airport safety hazard for employees. Alternative 3 would

consist of the operation of a commercial office park and would not result in the release of hazardous materials. Additionally, there are no schools within 0.25-mile of the project site. Impacts associated with Alternative 3 and the proposed Project would be less than significant with mitigation incorporated.

Hydrology and Water Quality. The development footprint for Alternative 3 and the Project would be roughly the same. Therefore, under both development scenarios, the amount of pervious surface would decrease associated with buildings and parking. Alternative 3 would still be required to obtain a General Permit for Stormwater Discharge Associated with Construction Activity and prepare a SWQMP, which must include erosion-control and sediment control BMPs that would meet or exceed measures required by the Construction General Permit to control potential construction-related pollutants. The Project's operator would also be required to prepare a water quality management plan pursuant to the City's Municipal Code Section 12.60.260. With respect to hydrology and water quality, impacts associated with Alternative 3 and the proposed Project would be less than significant with Standard Conditions incorporated.

Land Use and Planning. Development of Alternative 3 would require a General Plan Amendment and Specific Plan Amendment. The project site has a Rialto Airport Specific Plan land use designation of I-GM. Under this alternative scenario, a General Plan Amendment from General Industrial to Business Park would be required. It is also noted that a business park is not a permitted use or a conditionally permitted use in the I-GM land use designation; thus, Alternative 3 would require discretionary permits/approvals including a Specific Plan Amendment to allow for the development of a business park on the project site. Alternative 3 would be required to be consistent with the Rialto Airport Specific Plan, General Plan, and Municipal Code. Both Alternative 2 and the proposed Project would be consistent with Connect SoCal.

Like the proposed Project, Alternative 3 would not physically divide an established community through the introduction of either physical or community barriers and would not cause a significant environmental impact due to a conflict with any plan, policy, or regulation adopted to avoid or mitigate an environmental effect. Additionally, neither scenario would introduce any roadways or infrastructure that would bisect or transect surrounding land uses.

Alternative 3 would result in greater impacts to land use and planning because it would require discretionary permits/approvals including a General Plan Amendment and Specific Plan Amendment to allow for the development of a business park on the project site. Impacts to land use and planning would be less than significant under both scenarios.

Mineral Resources. Potential mineral resource impacts for Alternative 3 would be similar to the Project because it would be developed within roughly the same footprint. The Department of Conservation's California Geological Survey maps (specifically, Special Report 206 Plate 2), the General Plan, and Rialto Airport Specific Plan do not identify the project site as an existing, planned, or potential mineral recovery site. Neither Alternative 2 nor the proposed Project would result in the loss of availability of a significant mineral resource and impacts would remain less than significant.

Noise. Under the Alternative 3 scenario, there would be slightly more construction activities because the alternative would require construction of multiple buildings. Therefore, Alternative 3 would result in longer duration of construction noise. Construction of Alternative 3 would still require implementation of MM NOI-1 which requires the proper maintenance of construction equipment and the installation of noise shielding/muffling devices to mitigate construction noise impacts.

Although Alternative 3 would have less truck traffic, the number of passenger vehicles would increase by 1,859 stalls compared to the Project. Alternative 3 would generate 8,297 daily trips when compared to the 1,138 daily trips, including 455 truck trips (1,908 daily PCE trips) for the proposed Project. Therefore, Alternative 3 would result in an increase in average daily trips, and thus, an increase in vehicle traffic volumes on nearby roadways. Therefore, when compared to the proposed Project, Alternative 3 would have incrementally greater noise impacts. However, it is anticipated that operational noise impacts associated with Alternative 3 and the proposed Project would both be less than significant.

Population and Housing. Both Alternative 3 and the proposed Project would generate new construction and permanent employment opportunities. The Project proposes a warehouse building and would employ approximately 557 employees. Alternative 3 would involve the development of a commercial business park, which would have greater employment opportunities. Similar to the Project, future employees are anticipated to travel to and from the site from within the City and surrounding area. Neither Alternative 3 nor the Project would require the construction of additional residential units that could induce substantial unplanned population growth not analyzed in the City's General Plan. Therefore, Alternative 3 would increase the number of employees required for operations when compared to the proposed Project. Under both development scenarios, impacts to population and housing would be less than significant.

Public Services. Development of both Alternative 3 and the Project would incrementally increase the demand for police and fire protection services. However, Alternative 3 would increase the number of employees required for operations, which would incrementally increase the demand on these services when compared to the proposed Project. Neither scenario is expected to substantially increase service demand such that a new or physically altered facility would need to be constructed, which would cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for police and fire protection. Further, development impact fees are paid on a project-by-project basis to ensure a proportionate fair share is contributed toward facilities, equipment, and personnel that would be needed over time to accommodate the additional demand from a project. Alternative 3 would incrementally increase the demand of fire and police protection services when compared to the proposed Project. Under both development scenarios, impacts would be less than significant.

Transportation. Alternative 3 would generate 8,297 daily trips. The VMT impacts are measured based on the Citywide VMT per Service Population Threshold and the Countywide VMT per Employee Threshold. The Project would generate 1,138 trips, including 455 truck trips (or 1,908 daily PCE trips), and would result in a less than significant impact concerning VMT. Alternative 3 is expected to result in an increase in average daily trips, compared to the Project. Therefore, Alternative 3 would likely result in greater VMT and transportation impacts than the proposed Project. Under both scenarios, impacts would be less than significant.

Tribal Cultural Resources. Like the Project, Alternative 3 assumes that the entire project site would be graded. Therefore, for environmental issues where site disturbance would be the same for the proposed Project and Alternative 3, there would be no change in the significance of potential impacts. Therefore, as with the Project, impacts to tribal cultural resources associated with Alternative 3 would also be less than significant with mitigation incorporated.

Utilities and Service Systems. When compared to the Project, Alternative 3 would result in an increase in demand on utilities because of the nature of office and commercial uses compared to a warehouse. A Water Supply Assessment would be required and is assumed that this alternative scenario would require increased water and wastewater demand compared to the Project during construction and operations. The uses would also result in an increased demand for electrical power, natural gas, and telecommunication services. While Alternative 3 may result in greater solid waste generation than the Project, no significant impact is assumed because the landfill has a permitted daily capacity to accommodate development under this alternative scenario. Alternative 3 would increase the demand on utilities and service systems when compared to the proposed Project. Under both development scenarios, impacts would be less than significant.

Feasibility and Ability to Meet Project Objectives

Alternative 3 fails to meet most of the Project's basic objectives because Alternative 3 does not propose a warehouse, which is the Applicant's proposed use for the project site. Development of the site as a business park would require a General Plan Amendment and Specific Plan Amendment. However, Alternative 3 would provide expanded economic activity to the City and would also provide additional employment opportunities. This alternative would also provide infrastructure improvements including street and sidewalk improvements, undergrounding of existing utilities, and drainage and water quality treatment improvements on Lowell Street and Locust Avenue. Alternative 3 would also not conflict with the City's goals of expanding its economic base and providing greater economic opportunity to the City's residents.

Conclusion

A business park is not a permitted use or a conditionally permitted use under the General Plan and Specific Plan land use designation for the project site. Therefore, Alternative 3 would require additional discretionary permits/approvals to allow for the development of a business park on the project site.

Like the Project, this alternative assumes that the entire project site would be graded and developed within the same footprint. Therefore, for environmental issues where project site disturbance would be the same for the Project and Alternative 3, there would be no change in the significance of potential impacts. This would be the case for the topics of biological resources, cultural resources, geology and soils, hazards and hazardous materials, and tribal cultural resources which would be mitigated to a less than significant level. Similarly, this would also be the case for hydrology and water quality and mineral resources, which would be less than significant.

Neither Alternative 3 nor the Project would result in significant aesthetic impacts. With respect to traffic, Alternative 3 is expected to result in an increase in average daily trips, compared to the Project. Alternative 3 would generate 8,297 daily trips compared to the 1,138 daily trips, including 455 truck trips (1,908 daily PCE trips) for the proposed Project. Alternative 3 would likely result in greater VMT impacts than the proposed Project, although both would result in less than significant impacts.

Alternative 3 would require the construction of multiple buildings when compared to one larger warehouse building. Therefore, a longer construction schedule and the use of more construction materials and equipment is anticipated. Accordingly, construction air quality emissions, energy usage, GHG emissions, and noise impacts would be incrementally greater than the proposed Project. Additionally, the increase in average daily trips associated with Alternative 3 is also likely to worsen operational impacts related to air quality emissions, energy usage, GHG emissions, and noise impacts. As with the proposed

Project, energy usage impacts would be less than significant, air quality emissions and noise impacts would still be less than significant with mitigation incorporated, and GHG emission impacts would be significant and unavoidable despite implementation of mitigation.

Alternative 3 would fail to develop and operate a warehouse that maximizes efficient use of a vacant and underutilized site that is zoned for industrial uses and that is near available infrastructure, major freeways, and other industrial developments. However, Alternative 3 would provide infrastructure improvements and would provide expanded economic activity to the City and would also provide additional employment opportunities. This alternative would still contribute to the City's goal of positively contributing to the economy through new capital investment, expansion of the tax base and creation of new employment opportunities.

Alternative 4: Reduced Warehouse Alternative

The proposed Project would result in significant unavoidable GHG emissions. To reduce GHG impacts to a less than significant level, the size of the proposed warehouse would need to be substantially reduced by approximately 71 percent, which is equivalent to a 193,220-sf warehouse with 4 dock doors and 137 passenger vehicle parking spaces. Like the proposed Project, Alternative 4 would have 398 truck trailer parking spaces. Table 6-3: Alternative 4 and Proposed Project Comparison identifies a reduction of 471,639 sf of building area when compared to the proposed Project. The implementation of Alternative 4 would not use the entire 40-acre project site. This alternative assumes the truck trailer parking in the same location as assumed for the proposed Project. When compared to the proposed Project site plan, approximately one-half or more of the warehouse site (the southern portion of the site) would not be developed and would remain vacant.

Table 6-3: Alternative 4 and Proposed Project Comparison

Development Standard	Proposed Project	Alternative 4	Difference
Building Area (sf)	664,859	193,220	-471,639
Truck Trailer Parking	398	398	0
Employee Parking	365	137	-228

Alternative 4: Impact Comparison to the Proposed Project

Aesthetics. Because there are no scenic vistas proximate to the project site, neither Alternative 4 nor the proposed Project would adversely affect a scenic vista. Like the proposed Project, Alternative 4 would be required to be consistent with the development standards of the Specific Plan, General Plan, and Municipal Code. Both Alternative 4 and the Project would comply with applicable light and glare regulations, such as General Plan Policy 2-14.3, which requires the use of building materials that do not produce glare. Alternative 4 would be consistent with the visual quality of adjacent industrial, warehouse, and office land uses. Alternative 4 would include surface parking and landscaping. However, the southern portion of the site (perpendicular to Lowell Street) would not be developed. Although neither Alternative 4 nor the proposed Project would result in significant impacts associated with aesthetics, Alternative 4 would retain more of the project site in its current undeveloped condition resulting in less change in the visual character of the site.

Air Quality. Alternative 4 would result in the construction of a warehouse that is reduced by approximately 71 percent, which is equivalent to a 193,220-sf warehouse with 4 dock doors and 137 passenger vehicle parking spaces. Therefore, a shorter construction schedule, a less intensive site

preparation and grading phase of construction, and the use of less construction materials and equipment is anticipated. Accordingly, the maximum daily emissions during construction would be lower than the proposed Project. Therefore, Alternative 4 would result in lower construction emissions than the proposed Project.

Alternative 4 would also result in a decrease in average daily trips, which would result in lower mobile source emissions than the proposed Project. Alternative 4 would generate 330 daily trips, including 132 truck trips (553 daily PCE trips) compared to the 1,138 daily trips, including 455 truck trips (1,908 daily PCE trips) for the proposed Project. Alternative 4 would have similar stationary emission sources from mechanical equipment (e.g., HVAC units) and landscaping equipment for project site maintenance, although to a lesser degree than the proposed Project. This alternative would likely still require implementation of MM AQ-1 through MM AQ-5 to mitigate operational air quality impacts to a less than significant level. Air quality emissions would be proportionally lower than the proposed Project due to the decreased development square footage and average daily trips associated with Alternative 4. Potential impacts to air quality would remain less than significant with mitigation incorporated.

Biological Resources. Unlike the Project, Alternative 4 does not assume that the entire project site would be graded. The southern portion of the site would remain vacant and there would be a proportional reduction in the impact to biological resources. Although fewer acres would be disturbed, the significance of potential impacts would be the same and the mitigation program would be applicable to this alternative. Therefore, as with the proposed Project, impacts to biological resources associated with Alternative 4 would also be less than significant with mitigation incorporated.

Cultural Resources. Unlike the Project, Alternative 4 does not assume that the entire project site would be graded. Therefore, the area of potential impact would be reduced. The pedestrian survey conducted of the project site for this EIR found the entire site highly disturbed due to prior grading and development, with various instances of modern dumping and squatting observed. The field survey also confirmed the presence of resource CA-SBR-8696H at the project site, and noted the collapsing entry structure to the empty munitions bunker and historic debris. Although these resources have been determined not to be historically or archeologically significant, under this alternative the resources would remain in situ because that portion of the project site would not be developed. As with the Project, impacts to cultural resources associated with Alternative 4 would also be less than significant with mitigation incorporated.

Energy. Alternative 4 assumes the construction of a smaller warehouse than the proposed Project. The energy usage during construction associated with water usage for dust control, diesel fuel consumption from on-road hauling trips and off-road construction diesel equipment, and gasoline consumption from on-road worker commute and vendor trips would be lower than the Project due to the shorter construction schedule, less intensive site preparation and grading phase of construction, and the use of less construction materials and equipment. Additionally, Alternative 4 would result in a decrease in operational energy usage given this alternative would result in a decrease of 471,639 sf in the size of the warehouse. Energy usage would be proportionally lower than the proposed Project due to the decreased development square footage associated with Alternative 4. Potential impacts to energy would be less than the proposed Project.

Geology and Soils. Because less of the site would be developed, potential geological, soil, and paleontological resource impacts would incrementally lessen when compared to the Project. The potential for seismic ground shaking, fault rupture, liquefaction, or collapse would be the same as with

the proposed Project. Development under Alternative 4 would also be required to submit a site-specific geotechnical investigation, comply with California Building Code standards, and applicable construction and operational BMPs to reduce impacts related to geologic hazards. With respect to paleontological resources, the area of potential impact would be reduced. Impacts associated with both Alternative 3 and the Project would also be less than significant with mitigation incorporated.

Greenhouse Gas Emissions. Alternative 4 would result in the construction of a warehouse that is reduced by approximately 71 percent, which is equivalent to a 193,220-sf warehouse with 4 dock doors and 137 passenger vehicle parking spaces. Therefore, a shorter construction schedule, a less intensive site preparation and grading phase of construction, and the use of less construction materials and equipment is anticipated. Accordingly, direct emissions of GHGs from construction activities would be less than the proposed Project.

Additionally, Alternative 4 would result in a decrease in average daily trips compared to the Project. Alternative 4 would generate 330 daily trips, including 132 truck trips (553 daily PCE trips) compared to the 1,138 daily trips, including 455 truck trips (1,908 daily PCE trips) for the proposed Project. The reduction in square footage of the warehouse and decrease in average daily trips would reduce operational GHG emissions to a less than significant level. As such, Alternative 4 would result in less GHG emissions compared to the Project during construction and operations. Alternative 4 would avoid the need for implementation of MM GHG-1 through MM GHG-4 to reduce operational emissions. GHG emissions would be proportionally lower than the proposed Project due to the decreased development square footage and average daily trips associated with Alternative 4. Alternative 4 would have less than significant GHG impacts while the proposed Project would result in significant and unavoidable impacts regarding GHG emissions.

Hazards and Hazardous Materials. Alternative 4 would be developed on a portion of the project site while the southern part of the site would remain undeveloped. Alternative 4 does not assume the demolition of an ammunitions bunker and brick and mortar structure; therefore, MM HAZ-1 is not required. There is still the potential for the project site to contain UXOs or DMMs due to the historical use of the site. MMs HAZ-2 through MM HAZ-4 would be applicable to Alternative 4 to reduce potential impacts associated with potential UXOs and DMMs and soil contamination to a less than significant level. Like the Project, Alternative 4 would not expose persons on the project site to airport hazards, affect aircraft operations, or create an airport safety hazard for Project employees. Alternative 4 would include the operation of business office park and would not result in the release of hazardous materials. The routine use, storage, and transport of hazardous materials must adhere to federal, State, and local regulations for transport, handling, storage, and disposal of hazardous substances. Hazardous materials/chemicals such as fuels, cleaners, paints, solvents and fertilizers in low quantities do not pose a significant threat related to the release of hazardous materials into the environment. Additionally, there are no schools within 0.25-mile of the project site. Impacts associated with Alternative 4 and the proposed Project would be less than significant with mitigation incorporated.

Hydrology and Water Quality. The development footprint for Alternative 4 would be reduced when compared to the proposed Project. The amount of impervious surface would decrease when compared to the Project. Both Alternative 4 and the Project would be required to obtain a General Permit for Stormwater Discharge Associated with Construction Activity and prepare a SWQMP, which must include erosion-control and sediment control BMPs that would meet or exceed measures required by the Construction General Permit to control potential construction-related pollutants. The Project's operator

would also be required to prepare a water quality management plan pursuant to the City's Municipal Code Section 12.60.260. With respect to hydrology and water quality, impacts associated with Alternative 4 would be less than the proposed Project. Under both development scenarios, impacts would be less than significant with implementation of Standard Conditions.

Land Use and Planning. As with the Project, the Alternative 4 development scenario would not physically divide an established community through the introduction of either physical or community barriers and would not cause a significant environmental impact due to a conflict with any plan, policy, or regulation adopted to avoid or mitigate an environmental effect. Alternative 4 would comply with the land use designations of the site. Alternative 4 would be required to be consistent with the Rialto Airport Specific Plan, General Plan, and Municipal Code. Both Alternative 2 and the proposed Project would be consistent Connect SoCal. Additionally, neither scenario would introduce any roadways or infrastructure that would bisect or transect surrounding land uses. Therefore, both Alternative 4 and the Project would have a less than significant impact associated with land use and planning.

Mineral Resources. Potential mineral resource impacts for Alternative 4 would be similar to the Project although less of the site would be developed. The Department of Conservation's California Geological Survey maps (specifically, Special Report 206 Plate 2), the General Plan, and Rialto Airport Specific Plan do not identify the project site as an existing, planned, or potential mineral recovery site. As with the Project, Alternative 4 would be consistent with the existing land use designations of the project site. Neither the Project nor Alternative 4 would result in the loss of availability of a significant mineral resource and impacts would remain less than significant.

Noise. Alternative 4 would result in the construction of a warehouse that is reduced by approximately 71 percent. Therefore, Alternative 4 would result in less construction noise impacts than the proposed Project because of the shorter duration of construction. With respect to construction noise, impacts associated with Alternative 4 and the proposed Project would be less than significant with mitigation.

Alternative 4 would have lower average daily trips. Alternative 4 would generate 330 daily trips, including 132 truck trips (553 daily PCE trips) compared to the 1,138 daily trips, including 455 truck trips (1,908 daily PCE trips) for the proposed Project. Alternative 4 would result in less truck and passenger vehicle traffic volumes on nearby roadway segments compared to the proposed Project, resulting in lower roadway noise levels. The reduced building size for Alternative 4 would likely result in lower operational noise impacts when compared to the Project. Therefore, when compared to the proposed Project, Alternative 4 would have less noise impacts. Operational noise impacts associated with Alternative 4 and the proposed Project would both be less than significant.

Population and Housing. Both the Project and Alternative 4 would generate new permanent employment opportunities. Alternative 4 would have approximately 162 employees, based on an employment generation factor of one employee per 1,195 sf of warehouse use.[7] Using this generation factor, the proposed Project would employ approximately 557 employees. Similar to the Project, future employees are anticipated to travel to and from the site from within the City and surrounding area. Neither Alternative 4 nor the Project would require the construction of additional residential units that could induce substantial unplanned population growth not analyzed in the City's General Plan. Therefore, Alternative 4 would decrease the number of employees required for operations when compared to the

[7] Natelson Company, Inc, 2001, *Employment Density Study Summary Report Prepared for SCAG, Table 8A.*

proposed Project and impacts to population and housing would be lower. Under both development scenarios, impacts to population and housing would be less than significant.

Public Services. Development of both Alternative 4 and the Project would incrementally increase the demand for police and fire protection services. However, Alternative 4 would decrease the number of employees required for operations, which would reduce the demand on public services when compared to the proposed Project. Neither scenario is expected to substantially increase service demand such that a new or physically altered facility would need to be constructed, which would cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for police and fire protection. Further, development impact fees are paid on a project-by-project basis to ensure a proportionate fair share is contributed toward facilities, equipment, and personnel that would be needed over time to accommodate the additional demand from a project. Alternative 4 would reduce the demand for fire and police protection services when compared to the proposed Project. Under both development scenarios, impacts would be less than significant.

Transportation. VMT impacts are measured based on the Citywide VMT per Service Population Threshold and the Countywide VMT per Employee Threshold. Alternative 4 would generate 330 daily trips, including 132 truck trips (553 daily PCE trips) compared to the 1,138 daily trips, including 455 truck trips (1,908 daily PCE trips) for the proposed Project. Alternative 4 would result in lower VMT impacts than the proposed Project. Under both scenarios, impacts would be less than significant.

Tribal Cultural Resources. Unlike the Project, Alternative 4 does not assume that the entire project site would be graded. Although less of the site would be disturbed, under both development scenarios there is a potential to discover previously unknown tribal cultural resources. Although the area of potential impact would be reduced, there would be no change in the significance of potential impacts. Therefore, as with the Project, impacts to tribal cultural resources associated with Alternative 4 would also be less than significant with mitigation incorporated.

Utilities and Service Systems. When compared to the Project, Alternative 4 would result in a decreased demand on utilities as the alternative would result in a decrease of 471,639 sf of building area. Under Alternative 4, a Water Supply Assessment would not be required. Because the Water Supply Assessment for the proposed Project did not identify significant impacts, a decrease of 471,639 sf would result in lower water demand as well as wastewater generation when compared to the Project during construction and operations. A smaller building would also result in a decreased demand for electrical power, natural gas, and telecommunication infrastructure. Alternative 4 would also result in lower solid waste generation because of the reduction of development on the project site. Alternative 4 would reduce the demand on utilities and service systems when compared to the proposed Project. Under both development scenarios, impacts would be less than significant.

Feasibility and Ability to Meet Project Objectives

Alternative 4 would not meet Project Objective 2 because the construction of a 193,200-sf warehouse, which is more than 71 percent smaller than the proposed Project on less than half of the 40-acre site, does not maximize “the efficient use of a vacant and underutilized and environmentally constrained site.” Further, Alternative 4 would not meet Project Objective 5 because a substantially smaller warehouse would have a different tenant base than would be associated with the size of the proposed Project; it may not be “an attractive development” that would “attract quality tenants” and “be competitive with other similar facilities in the region.” The significant reduction in total square footage presented in Alternative

4 is of a magnitude that is sufficiently severe as to render this alternative impractical. Based on the significantly reduced scope, Alternative 4 only partially meets the remaining Project Objectives. Alternative 4 would provide infrastructure improvements including street and sidewalk improvements, undergrounding of existing utilities, and drainage and water quality treatment improvements on Lowell Street and Locust Avenue, but potentially reduced in scale due to the smaller warehouse and development footprint. Additionally, the Reduced Warehouse Alternative would provide expanded economic activity to the City and provide additional employment opportunities, but to a substantially lesser degree than the proposed Project because it would be approximately 71 percent smaller. Alternative 4 would not conflict with the City's goals of expanding its economic base and providing greater economic opportunity to the City's residents, but it would do so to a lesser degree than the proposed project due to the reduced scale of the warehouse.

Conclusion

Alternative 4 would have a building area of approximately 193,220 sf, which is a reduction in development area of approximately 471,639 sf when compared to the proposed Project. Uses of Alternative 4 would be consistent with the Specific Plan and impacts would be similar to that of the Project, as identified in **Table 6-4**.

For environmental issues where project site disturbance would be the same for the proposed Project and Alternative 4, there would be no change in the significance of potential impacts. This would be the case for the topics of biological resources, cultural resources, geology and soils, hazards and hazardous materials, and tribal cultural resources which would be mitigated to a less than significant level. Similarly, this would also be the case for hydrology and water quality and mineral resources, which would be less than significant.

Neither Alternative 4 nor the Project would result in significant aesthetic impacts. Although the building square footage associated with Alternative 4 would decrease and parking and landscaping would be provided, the southern portion of the project site would not be developed and would remain vacant. With respect to traffic, Alternative 4 would result in a decrease in average daily trips and would result in lower VMT impacts than the proposed Project. Therefore, like the proposed Project, transportation impacts from Alternative 4 would be less than significant.

The reduction in square footage and average daily trips of Alternative 4 would likely result in lower air quality emissions, energy usage, GHG emissions, and noise impacts. A shorter construction schedule, a less intensive site preparation and grading phase of construction, and the use of less construction materials and equipment is anticipated. Accordingly, construction air quality emissions, GHG emissions, Energy usage and noise levels would be lower than the proposed Project. Further, the reduction in average daily trips associated with Alternative 4 would reduce operational air quality emissions, energy usage, GHG emissions, and noise impacts. As with the proposed Project, energy usage impacts would be less than significant and air quality emissions and noise impacts would still be less than significant with mitigation incorporated. Under Alternative 4, GHG emissions would be reduced to a less than significant level, while the proposed Project would result in a significant and unavoidable impact.

Alternative 4 would develop and operate a warehouse, but it would not maximize efficient use of a vacant and underutilized site that is near available infrastructure, major freeways, and other industrial developments, resulting in a smaller development project that would be less competitive in the marketplace to attract quality tenants. Alternative 4 would provide infrastructure improvements,

expanded economic activity to the City, and additional employment opportunities, but to a lesser degree than the proposed Project. Similarly, Alternative 4 would contribute to the City's goal of positively contributing to the economy through new capital investment, expansion of the tax base and creation of new employment opportunities, but to a lesser degree than the proposed Project.

Table 6-4: Summary of Proposed Project and Alternatives Impacts compares the alternative's anticipated environmental impacts with the implementation of mitigation, as required. **Table 6-5: Project Objectives Consistency Analysis** summarizes each alternative's ability to achieve the Project objectives.

Table 6-4: Summary of Proposed Project and Alternatives Impacts

Topic	Proposed Project	Alternative 1: No Development Alternative	Alternative 2: Truck Trailer Parking Alternative	Alternative 3: Business Park Alternative	Alternative 4: Reduced Warehouse Alternative
Aesthetics	LS	-	=	=	-
Air Quality	LS/M	-	+	+	-
Biological Resources	LS/M	-	=	=	-
Cultural Resources	LS/M	-	=	=	-
Energy	LS	-	-	+	-
Geology and Soils	LS/M	-	=	=	-
Greenhouse Gas Emissions	SU	-	+	+	-
Hazards and Hazardous Materials	LS/M	-	=	=	=
Hydrology and Water Quality	LS	-	=	=	-
Land Use and Planning	LS	-	=	+	=
Mineral Resources	LS	-	=	=	=
Noise	LS/M	-	+	+	-
Population and Housing	LS	-	=	=	-
Public Services	LS	-	+	+	-
Transportation	LS	-	+	+	-
Tribal Cultural Resources	LS/M	-	=	=	-
Utilities and Services Systems	LS	-	+	+	-

LS = Less than Significant
LS/M = Less than Significant with Mitigation/Standard Conditions
S/U = Significant Unavoidable Impact
(–) The alternative would result in a lesser impact than the proposed Project or no impact.
(+) The alternative would result in a greater impact than the proposed Project.
(=) The alternative would result in the same/similar impacts as the proposed Project.
(*) The alternative would reduce/eliminate a significant and unavoidable impact.

Table 6-5: Project Objectives Consistency Analysis

Project Objective	Alternative 1: No Development Alternative	Alternative 2: Truck Trailer Parking Alternative	Alternative 3: Business Park Alternative	Alternative 4: Reduced Warehouse Alternative
	Consistent?			
Objective 1: Develop and operate a warehouse that is in close proximity to three major freeways (State Route 210, Interstate 215, and Interstate 15) to support the distribution of goods throughout the region and that also limits traffic truck disruption to residential areas within the City and neighboring jurisdictions.	No	No	No	Partially met
Objective 2: Develop and operate a warehouse that maximizes the efficient use of a vacant and underutilized and environmentally constrained site near available infrastructure, to allow the City of Rialto to compete on a domestic and international scale through the efficient and cost-effective movement of goods.	No	No	No	No
Objective 3: Develop a warehouse in an appropriate location that is predominantly surrounded by other industrial uses and is consistent with the project site's General Manufacturing land use designation under the Rialto Airport Specific Plan.	No	No	No	Partially met
Objective 4: Maximize the efficient movement of goods throughout the region by locating a warehouse development in close proximity to the Ports of Los Angeles and Long Beach.	No	No	No	Partially met
Objective 5: Develop and operate an attractive warehouse development in the City of Rialto that meets industry standards for operational design criteria that will attract quality tenants and that will be competitive with other similar facilities in the region.	No	No	No	No
Objective 6: Positively contribute to the economy of the City of Rialto through new capital investment, expansion of the tax base and creation of new employment opportunities, including opportunities for highly trained workers.	No	Yes	Yes	Partially met

Table 6-5: Project Objectives Consistency Analysis

Project Objective	Alternative 1: No Development Alternative	Alternative 2: Truck Trailer Parking Alternative	Alternative 3: Business Park Alternative	Alternative 4: Reduced Warehouse Alternative
	Consistent?			
Objective 7: Provide local employment for residents of the City to improve jobs-housing balance within the City, thereby reducing the need for members of the local workforce to commute outside the Project vicinity to work.	No	Yes	Yes	Partially met
Objective 8: Provide infrastructure improvements including street and sidewalk improvements to Lowell Street and Locust Avenue, undergrounding of existing utilities, and drainage and water quality treatment improvements.	No	Yes	Yes	Yes
Objective 9: Develop a project that does not contribute to surface and groundwater quality degradation by treating surface and stormwater flows.	No	Yes	Yes	Yes

6.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA Guidelines Section 15126.6(e)(2) requires that an Environmentally Superior Alternative be identified; that is, an alternative that would result in the fewest or least significant environmental impacts. If the "No Project" Alternative is the environmentally superior alternative, CEQA Guidelines Section 15126.6(e)(2) requires that another alternative that could feasibly attain most of the Project's basic objectives be chosen as the environmentally superior alternative.

The context of an environmentally superior alternative is based on the consideration of several factors including the reduction of environmental impacts to a less than significant level, the Project objectives, and an alternative's ability to fulfill the objectives with minimal impacts to the existing site and surrounding environment. As such, the No Project Alternative would be the environmentally superior alternative because it would eliminate all of the potentially significant impacts of the Project. However, while the No Project Alternative is the environmentally superior alternative, it is not capable of meeting any of the basic objectives for the Project.

The CEQA Guidelines state that should the No Project Alternative be the Environmentally Superior Alternative, the EIR shall identify another Environmentally Superior Alternative among the remaining Alternatives. Aside from the No Project Alternative, the environmentally superior alternative to the Project is the one that would result in the fewest or least significant environmental impacts. Based on the evaluation undertaken, it is assumed that Alternative 4: Reduced Warehouse Alternative is the environmentally superior Alternative. This is an environmentally superior project alternative because Alternative 4 would reduce GHG impacts to a less than significant level and reduce impacts to air quality, energy, noise, public services and utilities and service systems. Alternative 4 meets the requirements of the Rialto Airport Specific Plan development standards and therefore would be in conformance with all

applicable City regulations, including the goals and policies of the General Plan. This Alternative fails to meet two Project objectives and only partially meets the remaining Project objectives.

7.0 PREPARERS AND CONTRIBUTORS

7.1 EIR PREPARERS

City of Rialto (Lead Agency)

Daniel Casey ..... Principal Planner

Kimley-Horn and Associates, Inc.

Dana C. Privitt, AICP ..... Project Manager

Addie Sedoff ..... Assistant Project Manager

Davie Cowan, P.E. ..... Technical Manager

Kevin Smith, P.E. ..... Technical Manager

Tim Chan, P.E. ..... Traffic Manager

Ace Malisos ..... Air Quality, Greenhouse Gas, Noise Manager

Danielle Millar ..... Air Quality, Greenhouse Gas, Noise Planner

Jessica Mauck, MA, RPA ..... Cultural Resources Manager

Jamie Parra, MA, RPA ..... Cultural Resources Analyst

Sarah Miller ..... Planning Analyst

Kiana Graham, AICP ..... Planning Analyst

Heather Boland ..... Planning Analyst

7.2 CONTRIBUTORS

Rocks Biological Consulting ..... Biological Resources Report

Southern California Geotechnical. ..... Geotechnical Investigation and Infiltration Report

Hazardous Management Consulting, Inc. ..... Phase I and Phase II Environmental Site Assessment

Water Systems Consulting, Inc. and West Valley Water District ..... Water Supply Assessment

Western Science Center ..... Paleontological Record Search

State of California Native American Heritage Commission ..... Native American Tribal Consultation List

LOCUST GATEWAY DEVELOPMENT PROJECT

Final Environmental Impact Report

SCH No. 2024061274

Lead Agency	City of Rialto 150 South Palm Avenue Rialto, California 92376

December 2025

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Attachment A: Comment Letter A5, Blum Collins, & Ho LLP on behalf of Golden State Environmental Alliance supporting qualification and citation pages

Attachment B: Traffic Scoping Agreement

Attachment C: Vehicle Miles Traveled Analysis Modeling Data

Attachment D: Truck Turning and Sight Distance Exhibits

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1.0 SUMMARY OF THE FINAL ENVIRONMENTAL IMPACT REPORT

1.1 INTRODUCTION

The City of Rialto (City) determined that a project-level environmental impact report (EIR) was required for the Locust Gateway Development Project (Project) pursuant to the requirements of the California Environmental Quality Act (CEQA). CEQA requires the preparation of an EIR prior to approving any project that may have a significant impact on the environment. For the purposes of CEQA, the term "proposed Project" refers to the whole of an action, which has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines § 15378[a]).

The City determined that a Project EIR was the appropriate CEQA document for the proposed Project. In accordance with CEQA Guidelines Section 15161, a Project EIR "examines the environmental impacts of a specific development project. This type of EIR should focus primarily on the changes in the environment that would result from the development project. The EIR shall examine all phases of the project including planning, construction, and operation." The Locust Gateway Development Project EIR evaluates the potentially significant, adverse, and beneficial impacts on the environment resulting from implementation of the proposed Project. This document analyzes the environmental effects of the Project to the degree of specificity appropriate to the currently proposed actions, as required by CEQA Guidelines Section 15146. The EIR analysis considers the activities associated with the Project, to determine the short-term and long-term effects associated with their implementation. The EIR discusses both direct and indirect impacts of the Project, as well as cumulative impacts associated with other past, present, and reasonably foreseeable future projects.

Pursuant to Section 15082 of the CEQA Guidelines, as amended, the City of Rialto prepared and circulated a Notice of Preparation (NOP) to affected agencies and interested parties for a 30-day public review period beginning on June 27, 2024. The deadline to submit comments on the NOP was July 26, 2024. A public Scoping Meeting was held on July 11, 2024 at 6:00 PM at the Rialto City Hall Council Chambers, located at 150 S. Palm Avenue in the City of Rialto. Subsequently, a Draft EIR was prepared.

The Draft EIR was circulated for public review for a 45-day review period. The City published a Notice of Availability (NOA) for the Draft EIR on September 5, 2025, inviting comment from the general public, agencies, organizations, and other interested parties. The NOA was also mailed to various agencies, organizations, and individuals that had previously requested such notice. The public review period established by the City was from September 5, 2025 to October 20, 2025. The State Clearinghouse 45-day review period was from September 8, 2025 to October 22, 2025.

The City published a public Notice of Availability (NOA) for the Draft EIR on September 5, 2025, inviting comment from the general public, agencies, organizations, and other interested parties. The NOA was also mailed to various agencies, organizations, and individuals that had previously requested such notice. The NOA was filed with the State Clearinghouse (SCH# 2024061274) pursuant to the public noticing requirements of CEQA. The Draft EIR was released for public review and comment by the City of Rialto on September 5, 2025 for a 45-day review period ending on October 20, 2025. The State Clearinghouse 45-day review period was from September 8, 2025 to October 22, 2025.

1.2 CEQA REQUIREMENTS REGARDING COMMENTS AND RESPONSES

CEQA Guidelines Section 15132 states that the contents of a Final EIR shall consist of:

(a) The draft EIR or a revision of the draft.

(b) Comments and recommendations received on the draft EIR either verbatim or in summary.

(c) A list of persons, organizations, and public agencies commenting on the draft EIR.

(d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.

(e) Any other information added by the Lead Agency.

This Final EIR has been prepared to address comments received in response to the Draft EIR. Acting as lead agency, the City has prepared written responses to the Draft EIR pursuant to CEQA Guidelines Section 15088(a). CEQA Guidelines Section 15204(a) directs persons and public agencies to focus their review of a Draft EIR be "on the sufficiency of the document in identifying and analyzing possible impacts on the environment and ways in which significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible. …CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR."

CEQA Guidelines Section 15204(c) further advises, "Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to CEQA Guidelines Section 15064, an effect shall not be considered significant in the absence of substantial evidence." Section 15204(d) states, "Each responsible agency and trustee agency shall focus its comments on environmental information germane to that agency's statutory responsibility." CEQA Guidelines Section 15204(e) states, "This section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section."

CEQA Guidelines Section 15088(a) states that the "The lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft EIR and shall prepare a written response. The lead agency shall respond to comments raising significant environmental issues received during the noticed comment period and any extensions and may respond to late comments." Section 15088(c) notes "The written response shall describe the disposition of significant environmental issues raised (e.g., revisions to the proposed project to mitigate anticipated impacts or objections). In particular, the major environmental issues raised when the lead agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail giving reasons why specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice. The level of detail contained in the response, however, may correspond to the level of detail provided in the comment (i.e., responses to general comments may be general). A general response may be appropriate when a comment does not contain or specifically refer to readily available information, or does not explain the

relevance of evidence submitted with the comment." Comments received on the Draft EIR are responded to in **Section 2.0: Responses to Comments** in this Final EIR.

State CEQA Guidelines Section 15088(d) recommends that where a response to comment makes important changes in the information contain in the text of the Draft EIR, that the Lead Agency either revise the text of the EIR or include marginal notes showing that information. Changes to the EIR text are shown in underlined text for additions and ~~strikeout~~ for deletions in **Section 3.0: Errata to the EIR** of this Final EIR.

Responses to comments received during the comment period do not require any new information to be added to the EIR, thus the Final EIR does not contain any new significant impacts or "significant new information" that would require recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5. None of the clarifications or changes made in the Errata reflect a new significant environmental impact, a "substantial increase" in the severity of an environmental impact for which mitigation is not proposed, or a new feasible alternative or mitigation measure that would clearly lessen significant environmental impacts. Nor do the Errata reflect a "fundamentally flawed" or "conclusory" Draft EIR. In all cases, as discussed in individual responses to comments and Errata, these minor clarifications and modifications do not identify new or substantially more severe environmental impacts that the City has not committed to mitigate. Therefore, the public has not been deprived of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project or a revised or new feasible Project alternative or mitigation measure. Instead, the information added supports the existing analysis and conclusions, and responds to inquiries made from commenters.

Public Resources Code Section 21092.5 requires that copies of the written responses to public agencies be provided to those agencies at least ten days prior to certifying the EIR by the Lead Agency. It is the City's policy to provide notification of the availability of written responses to comments to all parties providing comments on the Draft EIR. Further, the City provides such notification prior to first consideration of a project by the Planning Commission.

1.3 ACTIONS BY THE LEAD AGENCY

As previously noted, consistent with CEQA Guidelines Section 15132, the Final EIR for the Locust Gateway Development Project consists of the Draft EIR and its technical appendices; the list of parties commenting on the Draft EIR; the Responses to Comments included herein; and any other information added by the Lead Agency. The City Council will also consider adoption of a Mitigation Monitoring and Reporting Program (MMRP) which is provided in **Section 4.0: Mitigation Monitoring and Reporting Program**; a Statement of Findings of Fact, and a Statement of Overriding Considerations as part of the approval process for the Project.

The Final EIR, along with other relevant information and public testimony at the Planning Commission public hearing, will be considered by the City Council in determining whether to certify the Final EIR and approve the Project. Other relevant information includes:

- Notice of Preparation (NOP) and written comments received on the NOP
- Notice of Availability (NOA)
- All other public notices issued by the City associated with the Project

- Any documents incorporated by reference therein and other site-specific and/or project-specific technical studies and exhibits not included in the FEIR but explicitly referenced therein."
- All written and verbal public testimony presented during public hearings for the proposed Project at which public testimony was taken at the Planning Commission and City Council hearings.

1.4 PROJECT SUMMARY

The project site is located on Assessor Parcel Number (APN) 0239-19-223, at the southwest corner of the Locust Avenue and Lowell Street intersection, in the City of Rialto, County of San Bernardino, California. The approximately 40-acre project site ranges in elevation from 1,612 to 1,649 feet above mean sea level (amsl). The project site is generally bordered by the unincorporated community of Muscoy to the north, the cities of San Bernardino and Colton to the east, the City of Jurupa Valley to the south, and the City of Fontana to the west.

The Project would allow for the development of a 664,859-square-foot (sf) building with 657,146 sf of warehouse space and 4,112 sf of ancillary office space in the northeast corner of the first floor and 3,601 sf of ancillary office space on the mezzanine level. The Project would also have 365 passenger vehicle surface parking stalls, 398 truck trailer parking stalls split between two areas on the site, and 82 dock doors.

The project site has a Rialto General Plan (General Plan) land use designation of General Industrial. The General Industrial land use designation allows for a broad range of heavy industrial activities. The project site is zoned Rialto Airport Specific Plan. The Rialto Airport Specific Plan provides a framework to guide future land use and development decisions in the Specific Plan area. The Rialto Airport Specific Plan designates the project site as General Manufacturing (I-GM), which permits wholesale and warehousing operations. A Conditional Development Permit would be required for the development of a warehouse, which is a conditionally permitted use in industrial zones in the City. As such, the proposed Project will be consistent with the existing General Plan land use designation and Specific Plan zoning.

1.5 PROJECT OBJECTIVES

Section 15124(b) of the CEQA Guidelines (14 CCR) requires "A statement of objectives sought by the proposed Project. The following objectives have been identified for the Project.

Objective 1: Develop and operate a warehouse that is in close proximity to three major freeways (State Route 210, Interstate 215 and Interstate 15) to support the distribution of goods throughout the region and that also limits traffic truck disruption to residential areas within the City and neighboring jurisdictions.

Objective 2: Develop and operate a warehouse that maximizes the efficient use of a vacant and underutilized and environmentally constrained site near available infrastructure, to allow the City of Rialto to compete on a domestic and international scale through the efficient and cost-effective movement of goods.

Objective 3: Develop a warehouse in an appropriate location that is predominantly surrounded by other industrial uses and is consistent with the project site's General Manufacturing land use designation under the Rialto Airport Specific Plan.

Objective 4: Maximize the efficient movement of goods throughout the region by locating a warehouse development in close proximity to the Ports of Los Angeles and Long Beach.

Objective 5: Develop and operate an attractive warehouse development in the City of Rialto that meets industry standards for operational design criteria that will attract quality tenants and that will be competitive with other similar facilities in the region.

Objective 6: Positively contribute to the economy of the City of Rialto through new capital investment, expansion of the tax base and creation of new employment opportunities, including opportunities for highly trained workers.

Objective 7: Provide local employment for residents of the City to improve jobs-housing balance within the City, thereby reducing the need for members of the local workforce to commute outside the Project vicinity to work.

Objective 8: Provide infrastructure improvements including street and sidewalk improvements to Lowell Street and Locust Avenue, undergrounding of existing utilities, and drainage and water quality treatment improvements.

Objective 9: Develop a project that does not contribute to surface and groundwater quality degradation by treating surface and stormwater flows.

1.6 REQUIRED PERMITS AND APPROVALS

Pursuant to Section 15121 of the CEQA Guidelines, an EIR is primarily an informational document intended to inform the public agency decision-makers and the general public of the potentially significant environmental effects of a project. Prior to taking action on the proposed Project, the City must consider the information in this EIR and certify the Final EIR.

The City of Rialto, as lead agency for the Project, has discretionary authority over the primary approvals. The Applicant has requested the consideration of the following discretionary actions.

- **Certification of the Locust Gateway Project Final Environmental Impact Report (Environmental Assessment Review No. 2023-0051):** Environmental review under the California Environmental Quality Act is required for the proposed Project.
- **Precise Plan of Design (PPD) (PPD 2023-0041):** Site development of one 664,859-sf warehouse building and associated improvements including loading area, truck parking, paving, screening, landscaping, lighting, stormwater retention on a single parcel (0239-19-223) of approximately 40 acres.
- **Conditional Development Permit (CDP) (2023-0032):** Conditional Development Permit for the development of a warehouse, which is a conditionally permitted use in industrial zones within the City of Rialto.
- **Tentative Parcel Map (TPM) (TPM 2023-0006):** To create one parcel and one lettered lot, and to depict the required City right-of-way dedication for Lowell Street, vacations, and easements.
- **Development Agreement (DA) (2024-0002)**

In addition to the approvals identified above, the Project would be subject to other discretionary and ministerial actions by the City as part of Project implementation. Additional City approvals include but are not limited to haul route permits, site development permits, grading permits, use permits, sign permits, and building permits.

Approvals would also be required from the following agencies:

- **Santa Ana Regional Water Quality Control Board (RWQCB):** Issuance of a National Pollution Discharge Elimination System (NPDES) Permit and Construction General Permit.
- **California Department of Fish and Wildlife:** Issuance of an Incidental Take Permit for the Crotch's bumblebee.

2.0 RESPONSES TO COMMENTS

2.1 INTRODUCTION TO RESPONSES TO COMMENTS

The purpose of this section is to present public comments and responses to comments received on the Draft Environmental Impact Report (Draft EIR) (State Clearinghouse Number 2024061274) for the Locust Gateway Development Project located in the City of Rialto (City).

In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15088, the City of Rialto, as the Lead Agency, has evaluated all substantive comments received on the Locust Gateway Development Project Draft EIR, and has prepared written responses to these comments. This document has been prepared in accordance with CEQA and represents the independent judgment of the Lead Agency.

Section 2.0: Responses to Comments is organized as follows:

Section 2.1 Provides a brief introduction to this section.

Section 2.2 Identifies the Draft EIR commenters.

Section 2.3 Provides responses to substantive comments received on the Draft EIR.

2.2 LIST OF RESPONDENTS

In accordance with CEQA Guidelines Section 15132, the following is a list of public agencies, organizations and individuals and businesses that submitted comments on the Draft EIR received as of close of the State Clearinghouse public review period on October 22, 2025.

The City of Rialto received a comment letter from Advocates for the Environment after close of the public review period on October 29, 2025. It is important to note that CEQA does not require the lead agency to respond to late comments, to reopen the comment period, or delay acting on an EIR (Public Resources Code
§§ 21091(d)(1), 21092.5(c)). Public Resources Code Section 21091(d)(2)(A) notes that the lead agency may respond to comments that are received after the close of the public review period.

In addition to the comment letters received during the public review period, the City of Rialto has also prepared a response to the late comment letter. All responses are provided in Section 2.3.

Comment Number	Commenter	Date of Correspondence	Page No.
Organization			
A1	Western States Regional Council of Carpenters	October 7, 2025	2-5
A2	United Association Local 364 Plumbers & Pipefitters	October 13, 2025	2-7
A3	Reinforcing Ironworkers Local 416	October 15, 2025	2-9
A4	Ironworkers Local 433	October 15, 2025	2-11
A5	Blum, Collins, & Ho LLP on behalf of Golden State Environmental Alliance	October 16, 2025	2-13
A6	Californians Allied for a Responsible Economy (CARE CA)	October 20, 2025	2-106
A7	Center for Community Action and Environmental Justice (CCAEJ)	October 20, 2025	2-108
Late Comment Letter			
A8	Advocates for the Environment	October 29, 2025	2-110

2.3 RESPONSES TO ENVIRONMENTAL COMMENTS

This section is formatted so that the respective comment letters are followed immediately by the corresponding responses. Comment letters and specific comments are given letters and numbers, respectively, for reference purposes. Where sections of the Draft EIR are excerpted in this document, the sections are shown indented. Changes to the EIR text are shown in <u>underlined</u> text for additions and ~~strikeout~~ for deletions.

Comment Letter A1: Western States Regional Council of Carpenters

WESTERN STATES REGIONAL COUNCIL OF CARPENTERS
Frank Hawk
Executive Secretary-Treasurer

59 Spokane, WA
82 Great Falls, MT
96 NW Millwrights
196 Pile Drivers, WA
206 Seattle, WA
213 Los Angeles, CA
323 So. Los Angeles, CA
360 So. Puget Sound, WA
425 No. Puget Sound, WA
503 Portland, OR
541 Eugene, OR
555 Colorado
562 Long Beach, CA
619 San Diego, CA
635 Boise, ID
661 Sylmar, CA
714 Buena Park, CA
721 Whittier, CA
743 Bakersfield, CA
801 Utah
805 Camarillo, CA
808 Idaho Falls, ID
909 Ontario, CA
951 Riverside, CA
971 Reno, NV
1136 Kettle Falls, WA
1243 Fairbanks, AK
1281 Anchorage, AK
1319 New Mexico
1607 Millwrights
1912 Arizona
1977 Las Vegas, NV
2520 Pile Drivers & Divers, AK
2761 McCleary, WA
2851 La Grande, OR
2949 Roseburg, OR

10/7/2025

Community Development Department at City Hall
150 South Palm Avenue, Rialto, CA 92376
dcasey@rialtoca.gov
(909) 820-2535

Re: Locust Gateway Development Project
SCH No. 2024061274

To Daniel Casey,

On behalf of the Western States Regional Council of Carpenters, we write to express our strong support for the proposed Locust Gateway Development Project in the City of Rialto. This project represents an important opportunity to bring high-quality jobs, vital infrastructure improvements, and long-term economic benefits to our community.

As a labor organization committed to creating and sustaining good-paying jobs for local skilled & trained workers, we believe this project will create these opportunities during the construction phase and additional jobs once the facility is complete.

Providing local career opportunities for skilled workers and trained professionals not only strengthens the local workforce but also reduces commute times for working families who live in the City of Rialto and allows more time for recreation and connection within the community, ultimately contributing to local prosperity and shared community wealth.

We respectfully urge the City to advance this project and ensure quality jobs, safety, and economic growth, keeping Rialto a place where working families can thrive.

A1-1

With appreciation,

Jacob Lopez
Regional Manager
Western States Regional Council of Carpenters

CC: Rafael Legido

Representing Carpenters in Southern California, Nevada, Arizona, Utah, New Mexico, Colorado, Washington, Idaho, Montana, Wyoming, Alaska and Oregon
WESTERN STATES REGIONAL COUNCIL OF CARPENTERS
533 S. Fremont Ave., 10th Fl. Los Angeles, CA 90071
(213) 385-1457 | Fax: (213) 385-3759 | www.wscarpenters.org

Response A1-1

This comment acknowledges support for the Project by the Western States Regional Council of Carpenters. The letter of support does not raise any specific issues or questions on the environmental analysis provided in the Draft EIR. No further response is required.

Comment Letter A2: United Association Local 364 Plumbers & Pipefitters

UNITED ASSOCIATION

PLUMBERS

JOE RAYMOND
BUSINESS MANAGER
FINANCIAL SECRETARY
TREASURER

PIPEFITTERS

223 S. RANCHO AVE.
COLTON, CA 92324
PH: 909 825-0359
FX: 909 824-8362

www.ualocal364.org

10/13/2025

City of Rialto – Mayor and City Council
150 South Palm Avenue
Rialto, CA 92376

Re: **Support for the Locust Gateway Development Project (PPD 2023-0041, CDP 2023-0032, TPM 2023-0006, DA 2024-0002)**

Dear Honorable Mayor and City Council Members:

I am writing on behalf of the United Association (UA) Local 364 Plumbers & Pipefitters to express our enthusiastic support for the proposed Locust Gateway Development Project.

We are excited for Brookfield Properties' efforts at this site in particular, because of the site's long history of underutilization and as part of a Superfund Site. Through development of the site, they are turning a long vacant piece of land into an attractive warehouse building and use that is consistent with and complimentary to the surrounding industrial uses.

We also appreciate the Applicant's commitment to local hire that will provide opportunities for our local skilled and highly trained construction workforce, including our highly trained plumbers and pipefitters. We look forward to this project being built and we urge you to approve it expeditiously so we may call on our workers, many of whom are residents of Rialto and its neighboring cities, with an opportunity to share in the benefits of this development by working on a local project.

Again, UA Local 364 enthusiastically supports the Locust Gateway Development Project.

A2-1

Sincerely,

Joe Raymond
Business Manager

Response A2-1

This comment acknowledges support for the Project by the United Association Local 364 Plumbers & Pipefitters. The letter of support does not raise any specific issues or questions on the environmental analysis provided in the Draft EIR. No further response is required.

Comment Letter A3: International Association of Bridge, Structural, Ornamental, and Reinforcing Ironworkers Local Union 416

International Association of
Bridge, Structural, Ornamental, and Reinforcing Ironworkers
Local Union 416

10/15/2025

City of Rialto – Mayor and City Council
150 South Palm Avenue
Rialto, CA 92376

Re: Support for the Locust Gateway Development Project

Dear Honorable Mayor and City Council Members:

On behalf of Reinforcing Ironworkers Local 416, I respectfully add our organization's name to the list of supporters of the Locust Gateway Development Project.

After further reviewing this project, Local 416 is satisfied that the project will maximize community, economic, and employment benefits and protect worker health and safety. In particular, the Applicant's commitment to local hire will ensure that skilled and trained local construction workers who build the project will be paid living wages, work in a safe worksite, and receive good benefits for their work. A3-1

In doing so, Brookfield Properties will not only transform an underutilized site into an engine of economic growth and development, but they have also demonstrated an overriding commitment to helping the local economy remain robust.

Therefore, Local 416 urges the City Council to expeditiously approve all requested entitlements to make the safe and timely Locust Gateway Development Project a reality. Thank you for your time and consideration.

Sincerely,

Frankie Jimenez
Business Manager/ Financial Secretary-Treasurer

13830 San Antonio Dr., Norwalk, CA 90650 • (562) 868-1251
960 Wigwam Pkwy., Suite 130, Henderson, NV 89014 • (702) 434-7416
www.ironworkers416.org

Response A3-1

This comment acknowledges support for the Project by the International Association of Bridge, Structural, Ornamental, and Reinforcing Ironworkers Local Union 416.. The letter of support does not raise any specific issues or questions on the environmental analysis provided in the Draft EIR. No further response is required.

Comment Letter A4: Ironworkers Local 433

Ironworkers Local 433
International Association of Bridge, Structural & Ornamental Iron Workers A.F.L.-C.I.O.
Established 1929

17495 HURLEY STREET EAST CITY OF INDUSTRY, CALIFORNIA 91744

PHONE: (626) 964-2500
FAX: (626) 964-1919
keith@ironworkers433.org

KEITH HARKEY
Business Manager
Financial Secretary-Treasurer

October 15, 2025

City of Rialto – Mayor and City Council
150 South Palm Avenue
Rialto, CA 92376

RE: Locust Gateway Development Project (PPD 2023-0041, CDP 2023-0032, TPM 2023-0006, DA 2024-0002

Dear Honorable Mayor and City Council Members:

On behalf of Ironworkers Local 433 ("Local 433"), I am submitting this letter of support for the proposed Locust Gateway Development Project. Brookfield Properties is proposing to develop a 666,265-square-foot (sf) industrial warehouse building with 656,265 sf of warehouse space, 5,000 sf of office space, and 5,000 sf of an office mezzanine.

We are pleased that Brookfield Properties has chosen to build their project in an equitable and responsible manner that places the needs of the community at present and in the future at the forefront. They have committed to helping the local economy remain robust and favorable by creating employment opportunities while supporting the local, skilled, and professional construction workforce, including the Ironworkers. A4-1

This project is proposed at the right place and time to make a real difference for the City of Rialto. Local 433 respectfully and enthusiastically supports approval for all entitlements requested to make this safe, timely, and needed project a reality.

Sincerely,

K + B. H

Keith Harkey
Business Manager
Ironworkers local 433

Response A4-1

This comment acknowledges support for the Project by Ironworkers Local 433. The letter of support does not raise any specific issues or questions on the environmental analysis provided in the Draft EIR. No further response is required.

Comment Letter A5: Blum Collins, & Ho LLP on behalf of Golden State Environmental Alliance

BLUM, COLLINS & HO LLP
ATTORNEYS AT LAW
10250 CONSTELLATION BOULEVARD
SUITE 2300
LOS ANGELES, CALIFORNIA 90067
(213) 572-0400

October 16, 2025

Daniel Casey
Principal Planner
Community Development Department
150 South Palm Avenue
Rialto, CA 92376

Via Email to:
dcasey@rialtoca.gov

Subject: Comments on Locust Gateway Development Project EIR (SCH NO. 2024061274)

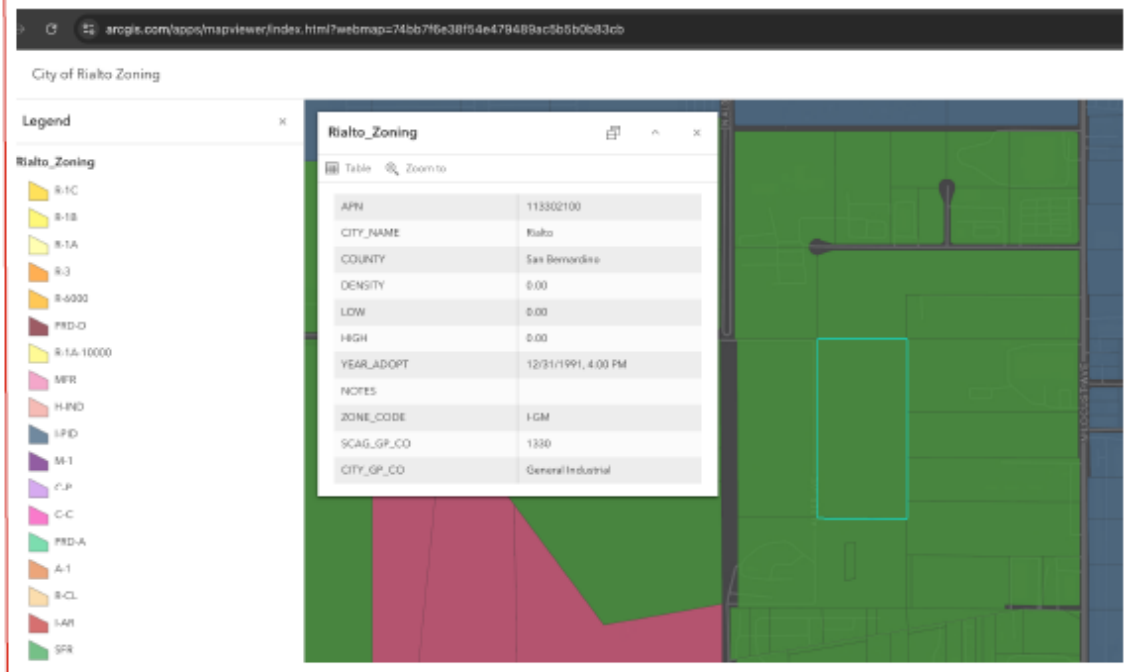
Dear Mr. Casey,

Thank you for the opportunity to comment on the Environmental Impact Report (EIR) for the proposed Locust Gateway Development Project. Please accept and consider these comments on behalf of Golden State Environmental Justice Alliance. Also, Golden State Environmental Justice Alliance formally requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877. A5-1

1.0 Summary
The project proposes the construction and operation of an approximately 664,859 square foot (sf) warehouse, inclusive of approximately 7,713 sf of ancillary office space. The 40 acre project site provides 365 passenger vehicle parking stalls, 398 truck/trailer parking stalls, and a fence-secured truck/trailer loading dock area with 82 dock doors. Access to the project site would be provided via three new driveways on Lowell Street, one driveway on Locust Avenue, and one emergency vehicle only driveway on Lake Padden Lane. A5-2

3.0 Project Description
The EIR does not adequately describe the project. For example, the EIR states that the project is located on a single Assessors Parcel Number (APN): 0239-19-223. However, it is clear that the project site is bisected by the planned extension of Summit Avenue (refer to Transportation section below) and this is not disclosed in the EIR. The APN for the southern half of the project site is 1133-02-100. Figure 3-11: Tentative Parcel Map does not depict that there are two existing parcels. A5-3

The EIR must be revised to disclose this information and it include for discussion and analysis throughout the document.



A5-3

Additionally, the EIR states that, "Approximately 270,000 cubic yards (cy) of cut and 300,000 cy of fill are anticipated for a net fill (imported soil) of 30,000 cy." However, the EIR does not provide any substantial evidence to support this statement, such as a grading plan. Verification of the import/export materials is vital as it directly informs the quantity of necessary truck hauling trips due to soil import/export during project construction. The EIR does not provide any information regarding the nearest available import site, either. It is clear that the grading plan has been completed since the applicant has applied for permit ENGGR25-0027[1] for On-Site Precise Grading Plans for PPD#2023-0041. The EIR must be revised to provide a a wholly accurate grading plan and a specific soil import site and its precise distance from the project site in order to provide an adequate, accurate environmental analysis and informational document.

A5-4

4.2 Air Quality, 4.5 Energy, and 4.7 Greenhouse Gas Emissions

The EIR does not include for analysis relevant environmental justice issues in reviewing potential impacts, including cumulative impacts from the proposed project. This is in conflict with CEQA Guidelines Section 15131 (c), which requires that "Economic, social, and particularly housing

A5-5

[1] https://cityofrialtoca-energovweb.tylerhost.net/apps/selfservice#/permit/16c7426c-03db-4715-8263-bfa96e3598cd

factors shall be considered by public agencies together with technological and environmental factors in deciding whether changes in a project are feasible to reduce or avoid the significant effects on the environment identified in the EIR. If information on these factors is not contained in the EIR, the information must be added to the record in some other manner to allow the agency to consider the factors in reaching a decision on the project." This is especially significant as the surrounding community is highly burdened by pollution. See also the attached air quality comments and analysis from SWAPE.

A5-5

According to CalEnviroScreen 4.0[2], CalEPA's screening tool that ranks each census tract in the state for pollution and socioeconomic vulnerability, the proposed project's census tract (6071002704) ranks in the 94th percentile for overall pollution burden, meaning that it is among the communities that are most severely burdened by pollution in the state. The surrounding community bears the impact of multiple sources of pollution and is more polluted than average on several pollution indicator measured by CalEnviroScreen. For example, the project census tract ranks in the 99th percentile for ozone burden, the 76th percentile for particulate matter (PM) 2.5 burden, the 53rd percentile for diesel PM burden, and 61st percentile for traffic burden. All of these environmental factors are attributed to heavy truck activity in the area. While California has strict vehicle-emissions standards, exhaust from cars and trucks is the main source of air pollution in much of the state[3]. Ozone can cause lung irritation, inflammation, and worsening of existing chronic health conditions, even at low levels of exposure[4]. Exhaust fumes contain toxic chemicals that can damage DNA, cause cancer, make breathing difficult, and cause low weight and premature births[5].

A5-6

The census tract also ranks in the 85th percentile for hazardous waste facility impacts and 94th percentile for solid waste facility impacts. Hazardous waste generators and facilities contribute to the contamination of air, water and soil near waste generators and facilities can harm the environment as well as people[6]. Solid waste facilities can expose people to hazardous chemicals, release toxic gases into the air (even after these facilities are closed), and chemicals can leach into soil around the facility and pose a health risk to nearby populations[7].

A5-7

The census tract ranks among the most severely impacted in several areas that impact water quality. The census tract ranks in the 97th percentile for groundwater threats. People who live near

A5-8

[2] https://experience.arcgis.com/experience/11d2f52282a54ceebcac7428e6184203/page/CalEnviroScreen-4_0/
[3] OEHHA Traffic https://oehha.ca.gov/calenviroscreen/indicator/traffic-density
[4] OEHHA Ozone https://oehha.ca.gov/calenviroscreen/indicator/air-quality-ozone
[5] OEHHA Traffic https://oehha.ca.gov/calenviroscreen/indicator/traffic-density
[6] OEHHA Hazardous Waste Generators and Facilities https://oehha.ca.gov/calenviroscreen/indicator/hazardous-waste-generators-and-facilities
[7] OEHHA Solid Waste Facilities https://oehha.ca.gov/calenviroscreen/indicator/solid-waste-sites-and-facilities

contaminated groundwater may be exposed to chemicals moving from the soil into the air inside their homes[8]. Accordingly, the census tract ranks in the 96th percentile for drinking water impacts, which indicates that it ranks with the worst quality drinking water in the state. Poor communities and people in rural areas are exposed to contaminants in their drinking water more often than people in other parts of the state[9]. A5-8

The census tract also bears more impacts from cleanup sites than 88% of the state. Chemicals in the buildings, soil, or water at cleanup sites can move into nearby communities through the air or movement of water[10]. A5-9

Further, the census tract is a diverse community including 46% Hispanic, 14% African-American, and 12% Asian-American residents, whom are especially vulnerable to the impacts of pollution. The community has a high rate of low educational attainment, meaning 49% of the census tract residents over age 25 has not attained a high school diploma. The community also has a high rate of poverty, meaning 37% of the households in the census tract have a total income before taxes that is less than the poverty level. Income can affect health when people cannot afford healthy living and working conditions, nutritious food and necessary medical care[11]. Poor communities are often located in areas with high levels of pollution[12]. Poverty can cause stress that weakens the immune system and causes people to become ill from pollution[13]. Living in poverty is also an indication that residents may lack health insurance or access to medical care. Medical care is vital for this census tract as it ranks in the 83rd percentile for incidence of cardiovascular disease and 48th percentile for incidence of asthma. The community also has a high rate of linguistic isolation, meaning 40% of the census tract speaks little to no English and faces further inequities as a result. A5-10

Additionally, the proposed project's census tract (6071002704) and the census tracts adjacent to the project site (6071002301 (south), 6071003503 (southeast), and 6071003506 (southeast)) are identified as SB 535 Disadvantaged Communities[14]. This indicates that cumulative impacts of development and environmental impacts in the City are disproportionately impacting these communities. The EIR does not discuss that the project site and surrounding area are disadvantaged communities, does not utilize this information in its analysis, and has not considered the project's significant environmental impacts in relation to the SB 535 status of the project census tract and A5-11

[8] OEHHA Groundwater Threats https://oehha.ca.gov/calenviroscreen/indicator/groundwater-threats
[9] OEHHA Drinking Water https://oehha.ca.gov/calenviroscreen/drinking-water
[10] OEHHA Cleanup Sites https://oehha.ca.gov/calenviroscreen/indicator/cleanup-sites
[11] OEHHA Poverty https://oehha.ca.gov/calenviroscreen/indicator/poverty
[12] Ibid.
[13] Ibid.
[14] OEHHA SB 535 Census Tracts https://experience.arcgis.com/experience/1c21c53da8de48f1b946f3402fbae55c/page/SB-535-Disadvantaged-Communities

surrounding area. Notably, more than 44% of the goods bought and consumed in the United States pass through the Inland Empire on their way to their final destinations. The impacts of the warehousing and logistics industry in Rialto have become distinctly inequitable. The severity of impacts is demonstrated by SCAG funding a partnership with UCR[15] to conduct a truck route study in Rialto- Smart Cities Plan to Mitigate Impacts of Warehousing and Logistics.

A5-11

The EIR states that, "The Code California Energy Code (Title 24, Part 6) was created as part of the California Building Standards Code (Title 24 of the California Code of Regulations) by the California Building Standards Commission in 1978 to establish statewide building energy efficiency standards to reduce California's energy use. In general, Title 24 energy code is designed to reduce wasteful and unnecessary energy consumption in newly constructed and existing buildings." Title 24 Energy requirements are applicable plans and laws for energy efficiency in California. The State of California lists three approved compliance modeling softwares[16] for non-residential buildings: CBECC-Com, EnergyPro, and IES VE. The EIR utilizes CalEEMod and EFMAC as sources in its methodology and analysis, which is clearly not an approved software. The modeling does not comply with the 2022 Building Energy Efficiency Standards and under-reports the project's significant Energy impacts and fuel consumption to the public and decision makers. The EIR has not analyzed the project in accordance with Title 24 Energy requirements, including providing an analysis of energy consumption utilizing one of the approved compliance modeling softwares for non-residential buildings. Therefore, it is unknown if the project conflicts with or obstructs an applicable state or local plan for renewable Energy or Energy efficiency. This necessitates a finding of significance in a revised EIR.

A5-12

4.10 Land Use and Planning

The EIR does not discuss or analyze the project's compliance with the General Plan's Land Use buildout scenario. Table 2-3: Land Use Build Out of the Updated Rialto General Plan Land Use Element[17] states that the General Industrial designation supports the development of 17,181,000 sf of industrial space through the document's 2040 horizon year. The project's proposed 664,859 sf of industrial space is 3.8% of the total industrial space permitted over the 30 year General Plan period, which represents a significant amount of growth attributed to a single project. The EIR also does not discuss or analyze the project's compliance with the Rialto Airport Specific Plan buildout

A5-13

[15] SCAG Regional Council April 7, 2022 Agenda Item 11: Truck Route Study
https://scag.ca.gov/sites/main/files/file-attachments/rc040722fullpacket.pdf?1648769425
[16] California Energy Commission 2022 Energy Code Compliance Software
https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency-1
[17] https://rialto.legistar.com/View.ashx?M=F&ID=13534009&GUID=DB438E29-5773-4F43-BA45-F3F9B078985E

scenario. A revised EIR must be prepared to include all of the above-stated analysis in order to provide an adequate informational document.

A5-13

The EIR provides an analysis with three goals/policies from SCAG's 2024 Connect SoCal RTP/SCS[18]. The EIR has exclude relevant analysis regarding the project's significant and unavoidable cumulatively considerable GHG impacts. Due to errors in modeling, modeling without supporting evidence (as noted throughout this comment letter), and the EIR's determination that the project will generate significant and unavoidable cumulatively considerable Greenhouse Gas Emissions, the proposed project is directly inconsistent with the following and a revised EIR must be included with a finding of significance:

1. Equitable Engagement and Decision-Making Policy 46. Promote racial equity that is grounded in the recognition of the past and current harms of systemic racism and one that advances restorative justice.

2. Equitable Engagement and Decision-Making Policy 47. Increase equitable, inclusive, and meaningful representation and participation of people of color and disadvantaged communities in planning processes.

3. Sustainable Development Policy 48. Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience.

A5-14

4. Sustainable Development Policy 49. Support communities across the region to advance innovative sustainable development practices.

5. Sustainable Development Policy 50. Recognize and support the diversity of communities across the region by promoting local place-making, planning and development efforts that advance equity, mobility, resilience and sustainability.

6. Air Quality Policy 51. Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts.

7. Air Quality Policy 52. Support investments that reduce hazardous air pollutants and greenhouse gas emissions.

8. Air Quality Policy 53. Reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve air quality for vulnerable populations, including but not limited to Priority Equity Communities and the AB 617 Communities.

[18] https://scag.ca.gov/sites/default/files/2024-05/23-2987-connect-socal-2024-final-complete-040424.pdf

9. Climate Resilience Policy 64. Prioritize the most vulnerable populations and communities subject to climate hazards to help the people, places and infrastructure that are most at risk for climate change impacts. In doing so, recognize that disadvantaged communities are often overburdened.

10. Climate Resilience Policy 65. Support local and regional climate and hazard planning and implementation efforts for transportation, land use, and other factors.

11. Climate Resilience Policy 66. Support nature-based solutions to increase regional resilience of the natural and built environment.

A5-14

Table 4.10-1: General Plan Consistency Analysis within the EIR does not provide any substantial or meaningful evidence to support the claim that the project does not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. A revised EIR must be prepared to provide a consistency analysis with all of the most updated versions of the General Plan objectives, goals, policies, and actions, including but not limited to the following:

1. Policy 2–9.4: Encourage industrial uses to incorporate flexible commercial spaces such as retail, restaurants, and temporary vendors that can serve a broad audience.
2. Policy 2–12.2: Provide and maintain street trees and parkway landscaping within the public right-of-way for developed properties within Rialto. Require private development to do the same as per City design regulations.
3. Policy 2–16.1: Encourage the incorporation of public art into large-scale development projects.
4. Policy 2–17.3: Discourage architectural monotony.
5. Policy 2–17.4: Discourage the design of boxy structures; emphasize articulation of the front façade and the horizontal plane with multistory structures.
6. Goal 2–27: Maximize open spaces in urban areas.
7. Policy 2–27.1: Require that private open space be integrated into new development by providing green spaces and landscaped plazas between buildings.
8. Policy 2–27.2: Enhance street corridors by incorporating small green areas, extensive landscaping, and street trees.
9. Policy 2–27.3: Explore opportunities to create pocket parks within urbanized areas for public and/or private use.
10. Policy 2–37.1: Put conditions on discretionary permits to require fugitive dust controls.

A5-15

In finding consistency with Policies 4-1.20 and 4-1.21, the EIR states that, "LOS is not used under CEQA to evaluate traffic impacts." It is a commonly perpetuated misconception that when the

A5-16

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October 16, 2025
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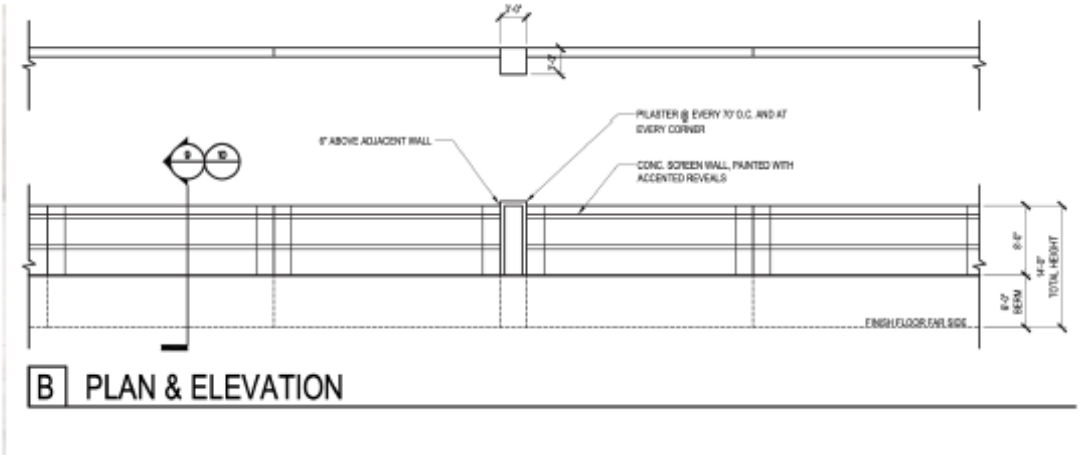
State added VMT as a required analysis under CEQA, it removed any need for LOS analysis. The threshold of significance poses the question whether the project conflicts with plans and policies addressing the circulation system. The City has adopted policies with LOS requirements for signalized intersections and delay requirements for unsignalized intersections, both of which are components of the circulation system. Therefore, an LOS analysis is required. The EIR has not provided a LOS analysis or any substantial evidence to support a less than significant finding, and therefore a finding of significance is required in a revised EIR.

A5-16

Additionally, the EIR states that the project is consistent with "Policy 2–12.1: Require the screening of commercial or industrial parking areas, storage yards, stockpiles, and other collections of equipment from the public right-of-way," but the project does not screen the parking area adjacent to Lake Padden Lane. The EIR concludes the project is consistent with, "Policy 2–12.5: Require that projects with perimeter walls (including gated residential communities) provide an interesting streetscape, with pedestrian access to major travel ways," because then project provides pedestrian access to the project site and references other responses that include statements regarding trees and a 14 foot high "decorative" screen wall around the perimeter of the property. The analysis does not provide any substantial evidence to support compliance, such as a streetscape analysis or color renderings of the 14 foot high "decorative" screen wall. Figure 3-9: Conceptual Fence and Wall Plan depicts an elevation view of the "decorative" screen wall, but does not provide any meaningful details such as paint colors. A concrete screen wall with heavy pilasters every 70 feet and unknown painted details does not substantially comply with the requirement of Policy 2–12.5 to provide an interesting streetscape. Notably, the 14 foot high "decorative" screen wall will only be constructed along Locust Avenue and Lowell Street. The remainder of the site and streetscape will feature concrete retaining walls topped with 8 foot high wrought iron fencing. The EIR has not provided any substantial evidence to demonstrate compliance with the above listed policies and a finding of significance must be included in a revised EIR.

A5-17



The EIR states that the project is consistent with "Policy 2-17.1: Require new development and construction to exhibit a high level of quality architectural design to emphasize community uniqueness, individuality, and historical references," and, "Policy 2–23.1: Require that developments incorporate varied planes and textures and variety in window and door treatments on building façades," because the building, "includes concrete tilt-up panels with architectural treatments, such as panel reveals to provide visual relief of the building facades," and, "the exterior elevations would be white and grey with blue accents and blue window glazing." These basic industrial building concepts do not constitute high-quality architectural design emphasizing the community nor incorporate varied planes and textures. The building is a standard concrete tilt-up rectangular box, which is directly inconsistent with the above policies and, "Policy 2–17.3: Discourage architectural monotony," and, "Policy 2–17.4: Discourage the design of boxy structures; emphasize articulation of the front façade and the horizontal plane with multistory structures." The EIR has not included substantial evidence to support a less than significant finding and a revised EIR must be prepared to include a finding of significance.

A5-18

The EIR states that the project is consistent with, "Policy 2-23.2: Encourage architecture that disaggregates massive buildings into smaller parts with greater human scale," because the building has, "facades that would use color variation, glazing, and vertical articulation to allow for variation in mass and scale. The proposed warehouse would be approximately 55 feet in height from finished grade; materials used would include wall panels, concrete, galvalume metal roofing, and a glass curtain wall as well as various colors to reduce the overall sense of perceived mass." Concrete wall panels and vertical glass walls do not reduce mass. Their overall large size contributes to the increased perceived scale of the building due to the size of the singular material. Metal roofing on a 55 foot building would not be seen from the pedestrian scale and does not contribute to reduced massing. The EIR has not included substantial evidence to support a less than significant finding and a revised EIR must be prepared to include a finding of significance.

A5-19

The EIR states that the project is consistent with, "Policy 2-31.2: Promote sustainable building practices that go beyond the requirements of Title 24 of the California Administrative Code, and encourage energy-efficient design elements, as appropriate;" "Goal 2–32: Conserve energy resources;" and "Policy 2–32.1: Require the incorporation of energy conservation features into the design of all new construction and site development activities," because, "The Project would comply with Parts 6 and 11 of Title 24." As stated above in the Energy analysis, Title 24 Energy requirements are applicable plans and laws for energy efficiency in California. The State of California lists three approved compliance modeling softwares[19] for non-residential buildings: CBECC-Com, EnergyPro, and IES VE. The EIR utilizes CalEEMod and EFMAC as sources in its

A5-20

[19] California Energy Commission 2022 Energy Code Compliance Software https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency-1

methodology and analysis, which is clearly not an approved software. The modeling does not comply with the 2022 Building Energy Efficiency Standards and under-reports the project's significant Energy impacts and fuel consumption to the public and decision makers. The EIR has not analyzed the project in accordance with Title 24 Energy requirements, including providing an analysis of energy consumption utilizing one of the approved compliance modeling softwares for non-residential buildings. Therefore, it is unknown if the project conflicts with or obstructs an applicable state or local plan for renewable Energy or Energy efficiency. The EIR has not included substantial evidence to support a less than significant finding and a revised EIR must be prepared to include a finding of significance. A5-20

4.13 Population and Housing

The EIR utilizes uncertain and misleading language which does not provide any meaningful analysis of the project's population and employment generation. The EIR also relies upon the assumption that, "Given the high percentage of City residents commuting outside the City for employment and the opportunity to reduce local unemployment rates, the addition of new jobs as a result of the Project would likely be filled by the local labor market." The EIR does not include demographic information or other data supporting that the City's local unemployed population is qualified for or interested in work in the industrial sector. Ultimately relying on the entire labor force within the greater Inland Empire region to fill the project's construction and operational jobs will increase VMT and emissions during all phases of construction and operations and the EIR must be revised to account for longer worker trip distances. The revised EIR must also include a construction worker employment analysis in order to adequately and accurately analyze all potentially significant environmental impacts. A5-21

SCAG's Connect SoCal Demographics and Growth Forecast[20] notes that the City will add 4,300 jobs from 2019 - 2035. Utilizing the EIR's calculation of 557 employees, the project represents 13% of the City's employment growth from 2019 - 2035. A single project accounting for this amount of projected growth over 16 years represents a significant amount of growth. The EIR has not provided evidence that the growth generated by the proposed project was anticipated by the General Plan, RTP/SCS, or AQMP. A5-22

A revised EIR must also provide a cumulative analysis discussion of projects approved since 2019 (SCAG), the date of General Plan adoption, and projects "in the pipeline" to determine if the project will exceed SCAG's employment or population growth forecast for the City and/or the City's General Plan growth forecasts. For example, other recent projects such as 2830, 11190, 11258 S. Riverside Avenue Light Industrial (191 employees), Pepper Ave. SP Amendment and Development Project (717 employees), Birtcher Logistics (639 employees), Olive Ave. A5-23

[20] SCAG 2024 Connect SoCal Demographics and Growth Forecast
https://scag.ca.gov/sites/default/files/2024-05/23-2987-tr-demographics-growth-forecast-final-040424.pdf

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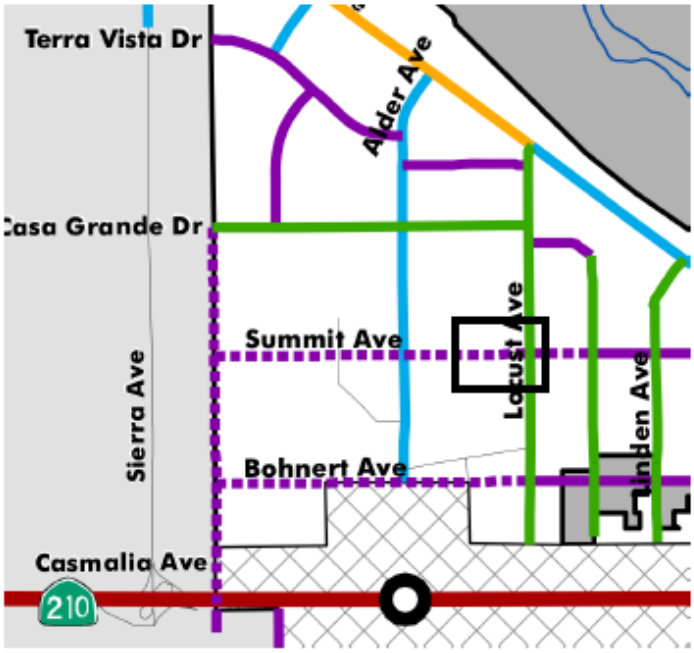
Warehouse (575 employees), Durst Drive Warehouse (175 employees), 436 W. Rialto Ave (259 employees), Lilac/Santa Ana Warehouse (252 employees), 160 N. Cactus Ave Warehouse (138 employees), 2223/2271 Locust Ave. Warehouse (164 employees), 2720 S. Willow Avenue (104 employees), and Santa Ana Truck Terminal (140 employees) combined with the proposed project will cumulatively generate 3,911 employees, which is 91% of the City's employment growth forecast through 2035 accounted for only by recent industrial projects. These totals increase exponentially when commercial development and other industrial activity is added to the brief list of recent industrial activity above. A revised EIR must be prepared to include this information for analysis, and also provide a cumulative analysis discussion of projects approved since 2019 (SCAG), the date of General Plan adoption, and projects "in the pipeline" to determine the City's progress towards General Plan buildout capacity and SCAG's growth forecasts.

A5-23

4.15 Transportation

The EIR states that, "The Project's circulation plan would be consistent with the General Plan pertaining to transit, bicycle and pedestrian facilities." The EIR does not analyze the project in accordance with the City's Circulation Map. Exhibit 4.1 – Street Classifications within Circulation Element[21] depicts Summit Avenue bisecting the project site through to Locust Avenue. The dashed purple lines on Exhibit 4.1 indicate that Summit Avenue is a planned Collector Street within the project site.



A5-24

[21] https://rialto.legistar.com/View.ashx?M=F&ID=13534008&GUID=4121DE7B-2AD0-4630-A8E7-A17195FDDD99

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A5-24

Exhibit 3: Land Use Plan within the Rialto Airport Specific Plan also depicts Summit Avenue bisecting the project site.

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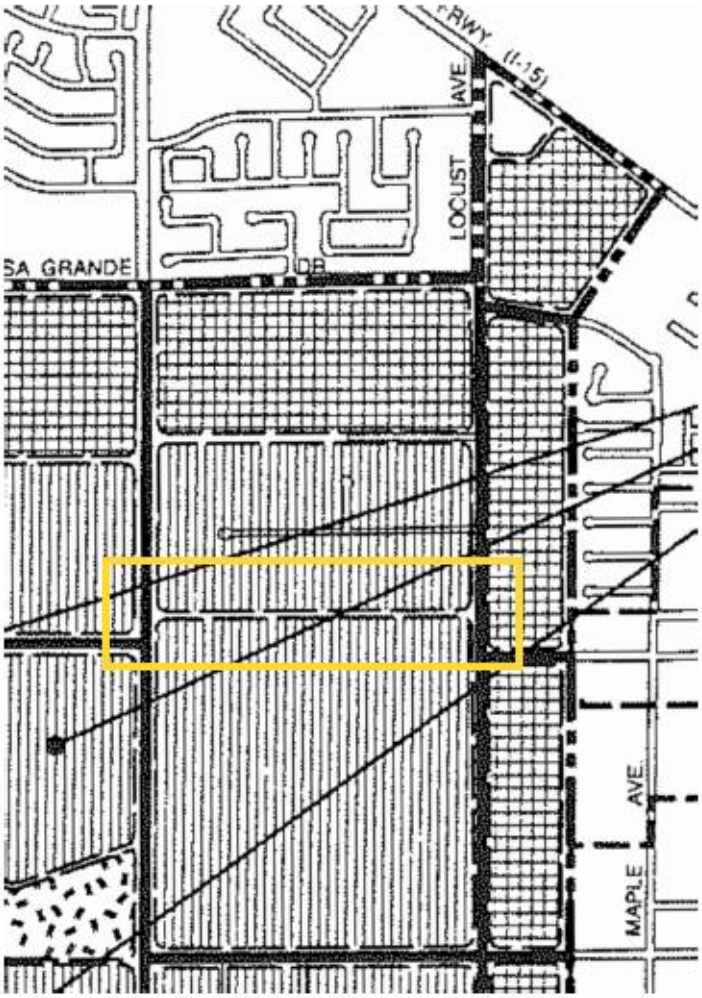

A5-24

The Project conflicts with Exhibit 4.1 - Street Classifications within the Circulation Element and Exhibit 3: Land Use Plan within the Rialto Airport Specific Plan, which are plans and policies addressing the circulation system. A General Plan Amendment is required to remove the planned extension of Summit Avenue through the project site from Exhibit 4.1 - Street Classifications within the Circulation Element. A Specific Plan Amendment is required to remove the planned extension of Summit Avenue through the project site from Exhibit 3: Land Use Plan within the Rialto Airport Specific Plan. The project has not applied for these entitlements and the EIR does not address the planned extension of Summit Avenue. The project conflicts with these plans and policies addressing the circulation system, and therefore a finding of significance is required as part of a revised EIR.

Additionally, this section of the EIR has not addressed the following Circulation Element policies:

1. 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.
2. 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 require new development to mitigate traffic impacts that increase delay above that level.

A5-25

The Land Use and Planning section stated that, "LOS is not used under CEQA to evaluate traffic impacts." It is a commonly perpetuated misconception that when the State added VMT as a required analysis under CEQA, it removed any need for LOS analysis. The threshold of significance poses the question whether the project conflicts with plans and policies addressing the circulation system. The City has adopted policies with LOS requirements for signalized intersections and delay requirements for unsignalized intersections, both of which are components of the circulation system. Therefore, an LOS analysis is required. The EIR has not provided a LOS analysis or any substantial evidence to support a less than significant finding, and therefore a finding of significance is required in a revised EIR.

The City's Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (LOS)[22] (City Guidelines) state, "To avoid unnecessary delays or revisions and to streamline the TIA preparation and review process, the City requires applicant to submit a Project Scoping Agreement to the City Planning Department. Even if a Project is exempt from level of service analysis, the Project Scoping must provide proposed VMT analysis or document screening criteria." The EIR has not provided the Project Scoping Agreement as an attachment for public review. Incorporation by reference (CEQA § 15150 (f)) is not appropriate as the Project Scoping Agreement contributes directly to analysis of the problem at hand. The EIR must be revised to include the Project Scoping Agreement for public review and comment.

A5-26

Appendix J: VMT Analysis has underreported the quantity of VMT generated by the proposed project operations. Table 1 – Project SED Model Inputs within Appendix J states that 246 employees were analyzed for VMT generation, and a methodology for determining this quantity of employees is not provided. This conflicts with the Population and Housing analysis that states the project will generate 557 operational employees utilizing the employment generation ratios from SCAG's Employment Density Study. The EIR must be revised to analyze the project's VMT

A5-27

[22] https://rialto.legistar.com/View.ashx?M=F&ID=11079844&GUID=534A81D0-0C1D-4A51-9B71-3368ABC01F41

generated by 557 operational employees in order to provide an adequate and accurate environmental analysis. A5-27

Additionally, the operational nature of industrial/warehouse uses involves high rates of truck/trailer/delivery van VMT due to traveling from large import hubs to regional distribution centers to smaller industrial parks and then to their final delivery destinations. Once employees arrive at work at the proposed project, they will conduct their jobs by driving delivery vans across the region as part of the daily operations as a fulfillment center warehouse, which will drastically increase project-generated VMT. The project's truck/trailer and delivery van activity is unable to utilize public transit or active transportation and it is misleading to the public and decision makers to exclude this activity from VMT analysis. The project's total operational VMT generated is further inconsistent with the significance threshold and legislative intent of SB 743 to reduce greenhouse gas emissions by reducing VMT. A revised EIR must be prepared to reflect a quantified VMT analysis that includes all truck/trailer and delivery van activity. A5-28

Appendix J also excludes modeling input parameters and output screens generated by the SBTAM model to support the EIR's analysis. This does not comply with CEQA's requirements for adequate informational documents and meaningful disclosure (CEQA § 15121 and PRC 21003(b)). The VMT input/output modeling information contributes directly to analysis of the problem at hand and cannot be incorporated by reference (CEQA § 15150 (f)). A revised EIR must be prepared to include these items for review by the public and decision makers in order to provide an adequate informational document. A5-29

The EIR has not adequately analyzed the project's potential to substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses; or the project's potential to result in inadequate emergency access.

Figure 3-5: Conceptual Truck Circulation Plan depicts several areas of conflict between vehicles. For example, trucks are modeled exiting the site via the central and eastern driveways on Lowell Street. They require additional maneuvering space across the centerline of each street, meaning that the trucks will need to drive on the "wrong side" of the street into oncoming traffic in order to leave the site. A5-30

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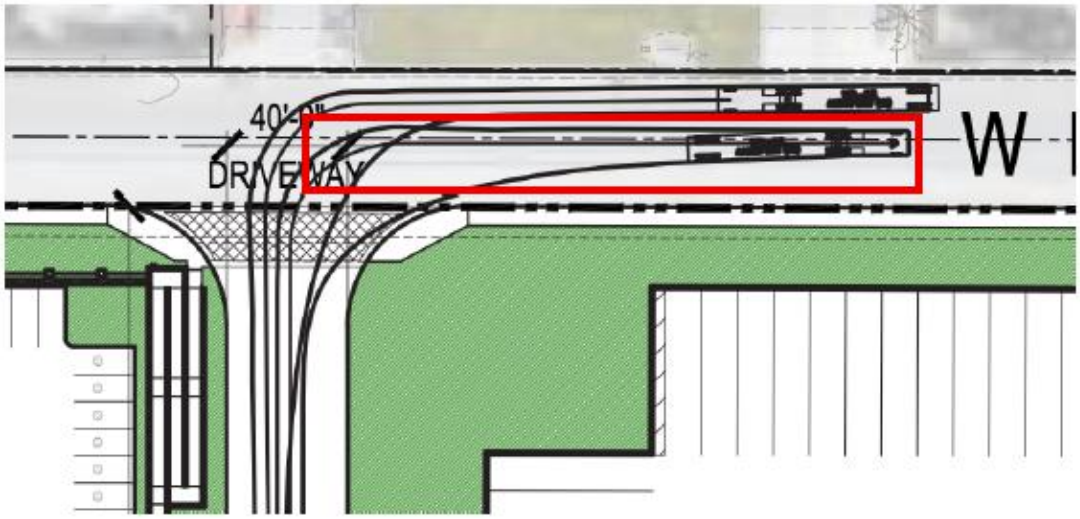
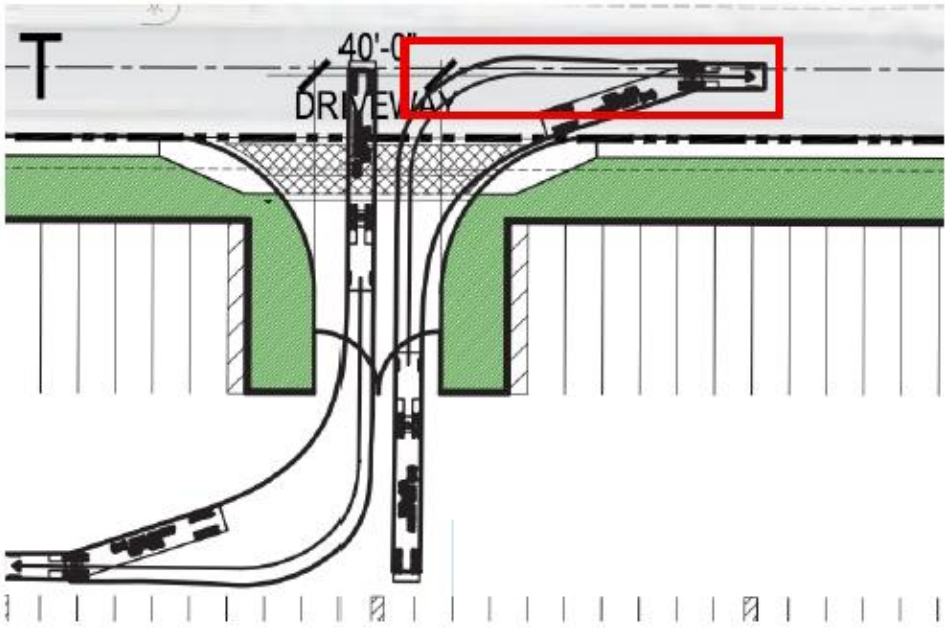


Additionally, the overlapping lines along the internal driveway indicate that it is not wide enough to accommodate more than one truck/trailer. Queuing/storage space is required on Lowell Street and the EIR has not analyzed these significant impacts. A finding of significance is required in a revised EIR.

A5-30



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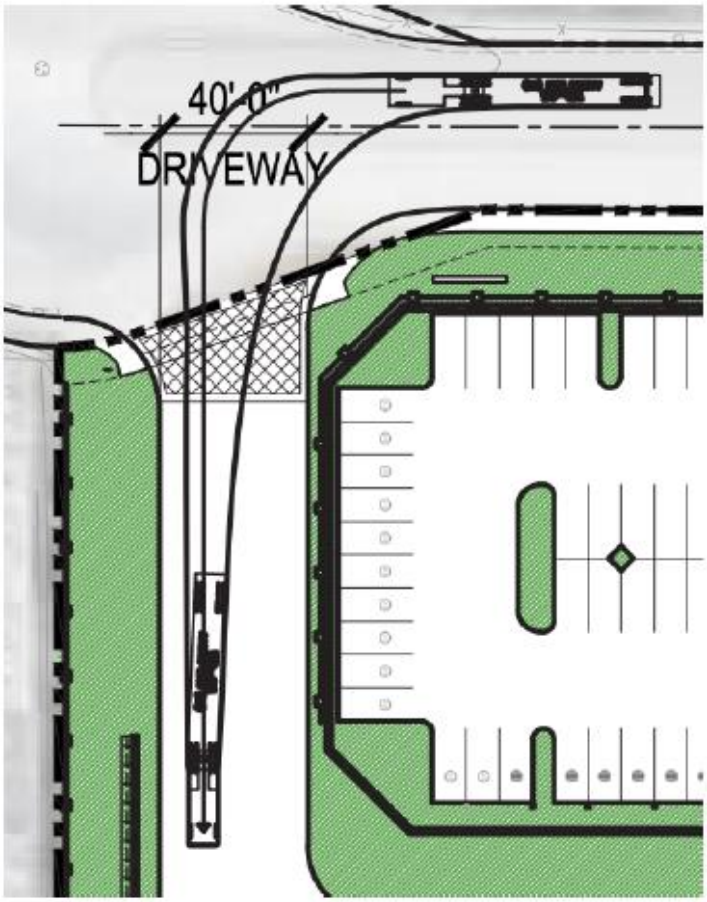
Further, the truck/trailer entering the site via the easterly driveway on Lowell Street is not modeled to execute the full turning maneuver. The modeling must be updated to depict the truck/trailer entering the site conducting a full turning maneuver in order to provide an adequate and accurate environmental analysis.

The truck/trailer modeling at the westerly driveway on Lowell Street and the driveway on Locust Avenue only depicts trucks/trailers entering the site. It does not model trucks/trailers simultaneously exiting and entering the site at these access points, meaning that there is not enough space to accommodate full truck maneuvering. The modeling must be updated to depict trucks/trailers simultaneously exiting and entering the site.



A5-31

A5-31

It is also not possible to discern the size of the truck/trailer utilized for modeling throughout Figure 3-5. The EIR must be revised to model a WB-67 truck (a standard 72 feet in length) maneuvering throughout the site and accessing the site at all vehicular access points in order to provide an adequate, accurate environmental analysis and worst-case scenario modeling.

The EIR states that, "The limited-use area for each driveway would be kept clear of visual obstructions, including signage, structures, and obstructive landscaping, in order to maintain adequate sight distance. The Project would be designed in compliance with all applicable State building codes and would meet City standards for design, including sight distance at intersections. Therefore, impacts are considered less than significant and no mitigation is required." However, this does not account for street parking on any public street adjacent to the project site, and other typical visual obstructions beyond the immediate limited-use areas adjacent to project driveways. A revised EIR must be prepared to include a sight distance analysis based on the American Association of State Highway and Transportation Officials (AASHTO) Stopping Sight Distance requirements in oder to provide an adequate and accurate environmental analysis.

A5-32

5.4 Growth-Inducing Effects

The EIR does not discuss or analyze the project's compliance with the General Plan's Land Use buildout scenario. Table 2-3: Land Use Build Out of the Updated Rialto General Plan Land Use

A5-33

Element[23] states that the General Industrial designation supports the development of 17,181,000 sf of industrial space through the document's 2040 horizon year. The project's proposed 664,859 sf of industrial space is 3.8% of the total industrial space permitted over the 30 year General Plan period, which represents a significant amount of growth attributed to a single project. The EIR also does not discuss or analyze the project's compliance with the Rialto Airport Specific Plan buildout scenario. A revised EIR must be prepared to include all of the above-stated analysis in order to provide an adequate informational document.

A5-33

As noted throughout this comment letter, the project represents a significant amount of growth in the City and accounts for a significant amount of the City's employment growth over 16 years (SCAG) and through the City's General Plan horizon year of 2040. The EIR has not provided an adequate or accurate cumulative analysis discussion here to demonstrate the impact of the proposed project in a cumulative setting. SCAG's Connect SoCal Demographics and Growth Forecast[24] notes that the City will add 4,300 jobs from 2019 - 2035. Utilizing the EIR's calculation of 557 employees, the project represents 13% of the City's employment growth from 2019 - 2035. A single project accounting for this amount of projected growth over 16 years represents a significant amount of growth. The EIR has not provided evidence that the growth generated by the proposed project was anticipated by the General Plan, RTP/SCS, or AQMP.

A revised EIR must also provide a cumulative analysis discussion of projects approved since 2019 (SCAG), the date of General Plan adoption, and projects "in the pipeline" to determine if the project will exceed SCAG's employment or population growth forecast for the City and/or the City's General Plan growth forecasts. For example, other recent projects such as 2830, 11190, 11258 S. Riverside Avenue Light Industrial (191 employees), Pepper Ave. SP Amendment and Development Project (717 employees), Birtcher Logistics (639 employees), Olive Ave. Warehouse (575 employees), Durst Drive Warehouse (175 employees), 436 W. Rialto Ave (259 employees), Lilac/Santa Ana Warehouse (252 employees), 160 N. Cactus Ave Warehouse (138 employees), 2223/2271 Locust Ave. Warehouse (164 employees), 2720 S. Willow Avenue (104 employees), and Santa Ana Truck Terminal (140 employees) combined with the proposed project will cumulatively generate 3,911 employees, which is 91% of the City's employment growth forecast through 2035 accounted for only by recent industrial projects. These totals increase exponentially when commercial development and other industrial activity is added to the brief list of recent industrial activity above. A revised EIR must be prepared to include this information for analysis, and also provide a cumulative analysis discussion of projects approved since 2019

A5-34

[23] https://rialto.legistar.com/View.ashx?M=F&ID=13534009&GUID=DB438E29-5773-4F43-BA45-F3F9B078985E
[24] SCAG 2024 Connect SoCal Demographics and Growth Forecast
https://scag.ca.gov/sites/default/files/2024-05/23-2987-tr-demographics-growth-forecast-final-040424.pdf

(SCAG), the date of General Plan adoption, and projects "in the pipeline" to determine the City's progress towards General Plan buildout capacity and SCAG's growth forecasts.

A5-34

Impact on Biological Resources
Please see the attached comments and analysis from Dr. Smallwood.

A5-35

Conclusion
For the foregoing reasons, GSEJA believes the EIR is flawed and a revised EIR must be prepared for the proposed project and circulated for public review. Golden State Environmental Justice Alliance requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

A5-36

Sincerely,

Vashon Simien
Blum, Collins & Ho, LLP

Attachments:
1. SWAPE Technical Analysis
2. Shawn Smallwood, PhD Analysis Report

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

2656 29th Street, Suite 201
Santa Monica, CA 90405

Matt Hagemann, P.G, C.Hg.
(949) 887-9013
mhagemann@swape.com

October 13, 2025

Gary Ho
Blum, Collins & Ho LLP
707 Wilshire Blvd, Ste. 4880
Los Angeles, CA 90017

Subject: Comments on the Locust Gateway Development Project (SCH No. 2024061274)

Dear Mr. Ho,

We have reviewed the September 2025 Draft Environmental Impact Report ("DEIR") for the Locust Gateway Development Project ("Project") located in the City of Rialto ("City"). The Project proposes to construct a 664,859-square-foot ("SF") warehouse, including 7,713-SF of office space, and 365 parking spaces on the 40-acre site.

Our review concludes that the DEIR fails to adequately evaluate the Project's air quality, health risk, and greenhouse gas impacts. As a result, emissions and health risk impacts associated with construction and operation of the proposed Project may be underestimated and inadequately addressed. A revised Environmental Impact Report ("EIR") should be prepared to adequately assess and mitigate the air quality, health risk, and greenhouse gas impacts that the project may have on the environment. A5-37

Air Quality

Unsubstantiated Input Parameters Used to Estimate Project Emissions

When reviewing the Project's CalEEMod output files, provided in the Air Quality, Energy, and Greenhouse Gas Data ("AQ Report") provided as Appendix B to the DEIR, we identified several model inputs related to Project construction that are inconsistent with information disclosed in the DEIR. A revised EIR be prepared to include an updated air quality analysis that provides a more detailed evaluation of the impact that construction and operation of the Project may have on local and regional air quality. A5-38

Unsubstantiated Changes to Individual Construction Phase Lengths

Review of the CalEEMod output files demonstrates that the "Locust Gateway Development Project_Unmitigated Detailed Report" and the "Locust Gateway Development Project_Mitigated A5-39

Detailed Report" models include changes to the default construction schedule (see screenshot below) (Appendix B, pp. 55, 140).

8. User Changes to Default Data

Screen	Justification
Land Use	Per site plans and PD.
Construction: Construction Phases	Per construction questionnaire.
Construction: Off-Road Equipment	Per construction questionnaire.
Operations: Vehicle Data	Warehouse = Trucks Parking Lot = Passenger Cars
Operations: Fleet Mix	Warehouse = Trucks Parking Lot = Passenger Cars
Operations: Energy Use	Electricity consumption per Applicant.
Construction: Dust From Material Movement	Anticipated import.

As a result of these changes, the models include the following construction schedule (see excerpt below) (Appendix B, pp. 42, 122):

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	8/1/2025	8/28/2025	5.00	20.0	—
Site Preparation	Site Preparation	8/29/2025	9/25/2025	5.00	20.0	—
Grading	Grading	9/26/2025	1/15/2026	5.00	80.0	—
Building Construction	Building Construction	1/16/2026	9/1/2026	5.00	163	—
Paving	Paving	9/2/2026	9/29/2026	5.00	20.0	—
Architectural Coating	Architectural Coating	9/1/2026	12/30/2026	5.00	87.0	—
Infrastructure Improvements	Trenching	12/1/2026	12/30/2026	5.00	22.0	—

A5-39

The CalEEMod User's Guide requires any changes to model defaults be justified.[1] The justification provided for these changes is:

> "Per construction questionnaire" (Appendix B, pp. 55, 140).

Regarding the Project's construction schedule, the DEIR states:

> "For the purpose of this CEQA analysis, Project construction is expected to commence in 2025 with a construction duration of approximately 15 months and would be completed in one phase" (p. 3-14).

Additionally, the AQ Report includes a breakdown of their CalEEMod assumptions and includes the following table (see excerpt below) (Appendix B, pp. 2).

[1] "CalEEMod User Guide." CAPCOA, April 2022, available at: https://www.caleemod.com/documents/user-guide/01_User%20Guide.pdf, p. 13, 14.

2

Construction

Schedule

Phase Name	Start Date	End Date	Workdays
Demolition	8/1/2025	8/28/2025	20
Site Preparation	8/29/2025	9/25/2025	20
Grading	9/26/2025	1/15/2026	80
Building Construction	1/16/2026	9/1/2026	163
Paving	9/2/2026	9/29/2026	20
Architectural Coating	9/1/2026	12/30/2026	87
Infrastructure Improvements	12/1/2026	12/30/2026	22

However, the construction schedule included in the model remains unsupported for two reasons.

A5-39

First, the AQ Report indicates that construction schedule presents the *assumed* construction schedule included in the model and, thus, reflects the modeling parameters, not the actual construction schedule anticipated on the site. Second, although the DEIR justifies a total construction duration of 15 months, the provided table does not adequately substantiate the individual construction phase lengths. The construction schedule—and any changes in the CalEEMod model—should be provided by the Project Applicant. According to the CalEEMod User's Guide:

> "CalEEMod was also designed to allow the user to change the defaults to reflect site- or project-specific information, when available, provided that the information is supported by substantial evidence as required by CEQA." [2]

Here, as the Project documents fail to provide substantial evidence or a verifiable source to support the revised individual construction phase lengths, we cannot verify the changes.

These unsubstantiated changes present an issue, as construction emissions may be unevenly distributed, with some phases extended over longer periods. According to the CalEEMod User's Guide, each construction phase is associated with different emissions activities (see excerpt below).[3]

A5-40

[2] "CalEEMod User Guide." CAPCOA, April 2022, available at: https://www.caleemod.com/documents/user-guide/01_User%20Guide.pdf, p. 10.
[3] "CalEEMod User Guide." CAPCOA, April 2022, available at: https://www.caleemod.com/documents/user-guide/01_User%20Guide.pdf, p. 34, Table 3.

3

Table 3. CalEEMod Default Construction Phases [a]

Phase Type	Description
NON-LINEAR LAND USE TYPES (VERTICAL CONSTRUCTION)	
Demolition	Involves removing buildings or structures.
Site Preparation	Involves clearing vegetation (grubbing and tree/stump removal) and removing stones and other unwanted material or debris prior to grading.
Grading	Involves the cut and fill of land to ensure that the proper base and slope is created for the foundation.
Building Construction	Involves the construction of the foundation, structures, and buildings.
Paving	Involves the laying of concrete or asphalt such as in parking lots, roads, driveways, or sidewalks.
Architectural Coating	Involves the application of coatings to both the interior and exterior of buildings or structures, the painting of parking lot or parking garage striping, associated signage and curbs, and the painting of the walls or other components such as stair railings inside parking structures.

A5-40

By modifying the individual construction phase lengths, the models assume there are more days to complete the construction activities required by the certain phases. The models therefore assume fewer activities would be required per day for those phases and, consequently, less pollutants emitted per day. Thus, the models may underestimate the peak daily emissions associated with certain construction activities. The models should have instead proportionately altered all phase lengths to match the proposed construction duration of 15 months.

Unsubstantiated Amount of Required Demolition

Regarding demolition required for Project construction, the DEIR simply indicates that "Project implementation would include removal of existing on-site vegetation and building remnants" (p. 1-1).

Review of the CalEEMod output files demonstrates that the "Locust Gateway Development Project_Unmitigated Detailed Report" and the "Locust Gateway Development Project_Mitigated Detailed Report" models include 4,750-SF of demolition debris (Appendix B, pp. 45, 128).

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	4,750	—
Site Preparation	0.00	0.00	30.0	0.00	—
Grading	30,000	0.00	240	0.00	—
Paving	0.00	0.00	0.00	0.00	20.9

A5-41

However, the DEIR does not disclose the specific square footage of buildings to be demolished, or the tons of demolition debris estimated to be generated during Project construction. Therefore, the amount of demolition material inputted into the models may be underestimated and we cannot verify that only 4,750-SF of material demolished would be generated during Project construction.

This presents an issue, as demolition material is used to calculate emissions associated with fugitive dust, debris removal, as well as exhaust from hauling trucks traveling to and from the Project site.[4] By

[4] "CalEEMod User Guide." CAPCOA, April 2022, available at: https://www.caleemod.com/documents/user-guide/01_User%20Guide.pdf, p. 38.

4

including an unsubstantiated amount of demolition, the models may underestimate the Project's construction-related emissions and should not be relied upon to determine Project significance. A5-41

Disproportionate Health Risk Impacts of Warehouses on Surrounding Communities

The development of the proposed Project may contribute to the disproportionate health risk impact that warehouses already pose on community members living, working, and going to school within the immediate area of the Project site. According to the SCAQMD, communities of color living within a half mile of warehouses face higher health risks, including increased rates of asthma and heart attacks, along with a greater environmental burden.[5]

Specifically, the SCAQMD found that more than 2.4 million people live within a half mile radius of at least one warehouse, and that those areas not only experience increased rates of asthma and heart attacks, but are also disproportionately Black and Latino communities below the poverty line.[6] Another study indicates "neighborhoods with lower household income levels and higher percentages of minorities are expected to have higher probabilities of containing warehousing facilities."[7] Furthermore, a report authored by the Inland Empire-based People's Collective for Environmental Justice and University of Redlands explains that the warehouse and logistics industry is expanding rapidly, with many new projects being built in low-income communities of color. These projects attract high volumes of polluting truck traffic, which emits harmful nitrogen oxide and particulate matter, contributing to severe health issues like asthma, COPD, cancer, and premature death.[8] Despite these public health impacts, warehouse development continues to accelerate, with the Inland Empire adding 10 to 25 million square feet of new industrial space annually.[9] A5-42

When using CalEnviroScreen 4.0, CalEPA's screening tool that ranks each census tract in the State for pollution and socioeconomic vulnerability, we found that the Project's census tract is in the 80th percentile of most polluted census tracts in the State (see screenshot below).[10] A5-43

[5] "South Coast AQMD Governing Board Adopts Warehouse Indirect Source Rule." SCAQMD, May 2021, *available at:* http://www.aqmd.gov/docs/default-source/news-archive/2021/board-adopts-waisr-may7-2021.pdf?sfvrsn=9.
[6] "Southern California warehouse boom a huge source of pollution. Regulators are fighting back." Los Angeles Times, May 2021, *available at:* https://www.latimes.com/california/story/2021-05-05/air-quality-officials-target-warehouses-bid-to-curb-health-damaging-truck-pollution.
[7] "Location of warehouses and environmental justice: Evidence from four metros in California." Metro Freight Center of Excellence, January 2018, *available at:* https://www.metrans.org/assets/research/MF%201.1g_Location%20of%20warehouses%20and%20environmental%20justice_Final%20Report_021618.pdf, p. 21.
[8] "Warehouses, Pollution, and Social Disparities: An analytical view of the logistics industry's impacts on environmental justice communities across Southern California." People's Collective for Environmental Justice, April 2021, *available at:* https://earthjustice.org/sites/default/files/files/warehouse_research_report_4.15.2021.pdf, p. 4.
[9] "2020 North America Industrial Big Box Review & Outlook." CBRE, 2020, *available at:* https://www.cbre.com/-/media/project/cbre/shared-site/insights/local-responses/industrial-big-box-report-inland-empire/local-response-2020-ibb-inland-empire-overview.pdf, p. 2.
[10] "CalEnviroScreen 4.0." OEHHA, October 2021, *available at:* https://experience.arcgis.com/experience/11d2f52282a54ceebcac7428e6184203/page/CalEnviroScreen-4_0.

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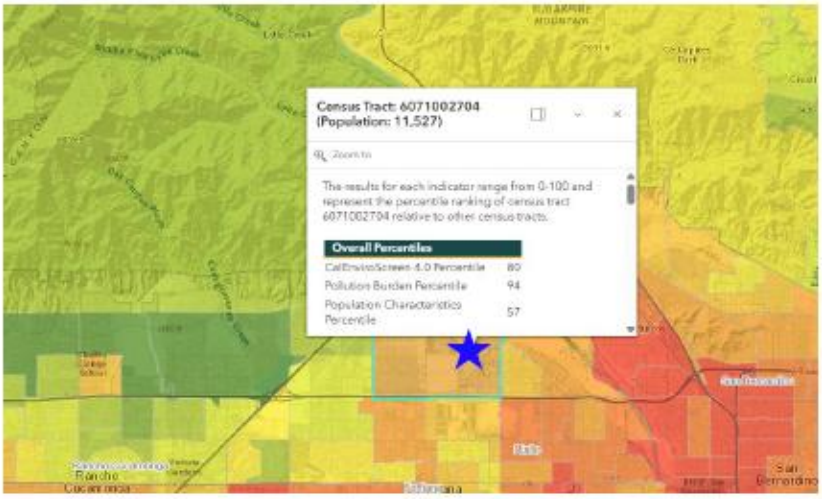


The Data Visualization Tool for Mates V, a monitoring and evaluation study conducted by SCAQMD, demonstrates that the County already exhibits a heightened residential carcinogenic risk from exposure to air toxics.[11] Specifically, the location of the Project site is in the 78th percentile of highest cancer risks in the South Coast Air Basin ("SCAB"), with a cancer risk of 436 in one million (see screenshot below).[12]

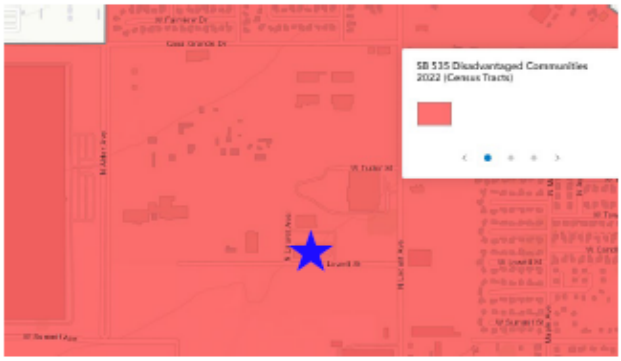
A5-43

[11] "Residential Air Toxics Cancer Risk Calculated from Model Data in Grid Cells." MATES V, 2018, *available at:* https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/Main-Page/?views=Click-tabs-for-other-data%2CGridded-Cancer-Risk; see also: "MATES V Multiple Air Toxics Exposure Study." SCAQMD, *available at:* http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v.

[12] "Gridded Cancer Risk." SCAQMD, *available at:* https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/Main-Page/?data_id=dataSource_112-7c8f2a4db79b4a918d46b4e8985a112b%3A20315&views=Click-tabs-for-other-data%2CGridded-Cancer-Risk.

6

Additionally, according to CalEnviroScreen's Senate Bill ("SB") 535 Disadvantaged Communities Map, the Project site is identified as a designated disadvantaged community (see screenshot below).[13]



A5-44

SB 535 provides funding for development projects that provide a benefit to disadvantaged communities. CalEPA has been given the responsibility for identifying those communities based on "geographic, socioeconomic, public health, and environmental hazard criteria."[14] The Project may therefore worsen disproportionate health risks for community members within the immediate area, a concern underscored by the mandates of SB 1000. SB 1000, enacted to address environmental justice concerns, requires local governments to integrate environmental justice elements into their planning processes, particularly focusing on reducing health risks for disadvantaged communities.[15] As the DEIR indicates that the proposed Project site is located approximately 700 feet away from residential receptors (p. 4.2-28), the Project should comply with the objectives of SB 1000.

In accordance with the California Department of Justice ("CA DOJ") guidelines, the effects of greenhouse gas emissions and air pollutants from warehouses should be evaluated cumulatively. The CA DOJ states that cumulative impacts should be evaluated by considering the project's incremental effects alongside past, present, and future projects, even if the project alone does not exceed significance thresholds.[16] To more adequately assess the Project's impact on disadvantaged communities, both existing and future warehouse developments should be considered during the environmental review process.

A5-45

[13] "SB 535 Disadvantaged Communities (2022 Update)." California Environmental Protection Agency, *available at:* https://experience.arcgis.com/experience/1c21c53da8de48f1b946f3402fbae55c/page/SB-535-Disadvantaged-Communities/

[14] "Final Designation of Disadvantaged Communities." CalEPA, *available at:* https://calepa.ca.gov/wp-content/uploads/2022/05/Updated-Disadvantaged-Communities-Designation-DAC-May-2022-Eng.a.hp_-1.pdf, p. 1.

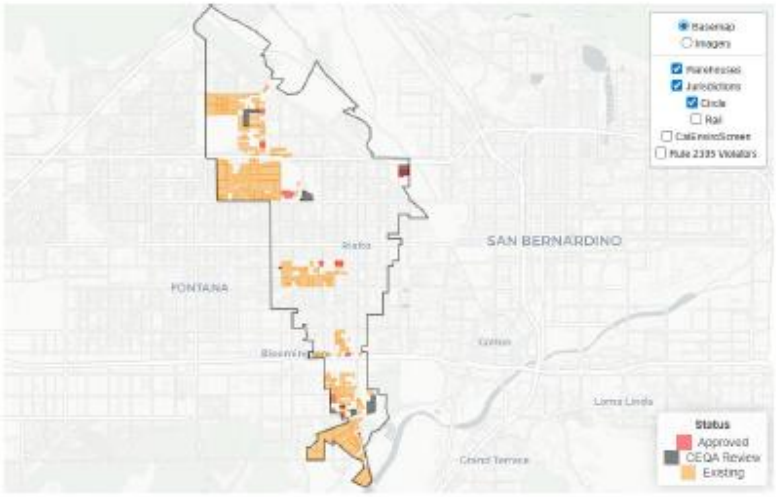
[15] "Environmental Justice in Local Land Use Planning." CA DOJ, *available at:* https://oag.ca.gov/environment/sb1000.

[16] "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act." CA DOJ, available at: https://oag.ca.gov/sites/all/files/agweb/pdfs/environment/warehouse-best-practices.pdf, p. 6.

7

As the Project site is in an SB 535 disadvantaged community that experiences disproportionately high levels of pollution, we recommend reevaluating the Project's cumulative health risks to more sufficiently align with CA DOJ guidelines and SB 1000 environmental justice requirements.

The Warehouse Cumulative Impact Tool for Community dashboard ("Warehouse CITY"), developed by the Redford Conservancy at Pitzer College and Radical Research LLC, is a tool that visualizes and quantifies existing, potential, and approved warehouse locations across Southern California. Review of Warehouse CITY reveals that there are 197 existing warehouses currently in Rialto, 10 more that have been approved, and 7 that are currently under CEQA review (see screenshot below).[17]



A5-46

The presence of numerous existing warehouses in the City underscores the need to reassess the Project's cumulative health risks pursuant to CA DOJ guidelines and SB 1000 environmental justice requirements.

Diesel Particulate Matter Emissions Inadequately Evaluated

The DEIR conducts a health risk analysis ("HRA") evaluating impacts as a result of exposure to diesel particulate matter ("DPM") emissions from Project construction and operation. Specifically, the DEIR estimates that the maximum cancer risk posed to nearby, existing residential sensitive receptors as a result of Project construction and operation would be 1.41 in one million (p. 4.2-29). However, the DEIR's evaluation of the Project's potential health risk impacts, as well as the subsequent less-than-significant impact conclusion, is unsupported.

A5-47

The equation used to calculate the Project's construction-related and operational cancer risks is incorrect as it does not account for Age Sensitivity Factors ("ASF"). According to the *Risk Assessment*

[17] "Warehouse and Air Quality Mapping." Pitzer College & Radical Research LLC, *available at*: https://radicalresearch.shinyapps.io/WarehouseCITY/.

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Guidelines provided by the Office of Environmental Health Hazard Assessment ("OEHHA"), the following ASF factors should be used when calculating cancer risks for different age groups:[18]

Age Group	Age Sensitivity Factor (unitless)
3rd Trimester	10
0<2 years	10
2<9 years	3
2<16 years	3
16<30 years	1
16-70 years	1

However, the DEIR's HRA uses the following equation (see screenshot below) (Appendix C, p. 25):

$$Risk_{inh\text{-}res} = (Dose_{air}*CPF*(ED/AT)*FAH)$$

$Risk_{inh\text{-}res}$ =	residential inhalation cancer risk (potential chances per million)
$Dose_{air}$ =	daily dose through inhalation (mg/kg-day)
CPF =	inhalation cancer potency factor ($mg/kg\text{-}day^{-1}$)
ED =	exposure duration (years)
AT =	averaging time of lifetime cancer risk (years)
FAH =	fraction of time spent at home (unitless)

A5-47

As demonstrated above, the equation used for the DEIR's HRA does not include ASFs. Instead, per OEHHA guidance, the DEIR should have used the following equation:[19]

A. Equation 8.2.4 A: $RISK_{inh\text{-}res} = DOSE_{air} \times CPF \times ASF \times ED/AT \times FAH$

7. $RISK_{inh\text{-}res}$ = Residential inhalation cancer risk
8. $DOSE_{air}$ = Daily inhalation dose (mg/kg-day)
9. CPF = Inhalation cancer potency factor ($mg/kg\text{-}day^{-1}$)
10. ASF = Age sensitivity factor for a specified age group (unitless)
11. ED = Exposure duration (in years) for a specified age group
12. AT = Averaging time for lifetime cancer risk (years)
13. FAH = Fraction of time spent at home (unitless)

By not including ASF values, the DEIR's HRA underestimates the cancer risk posed to nearby, existing sensitive receptors as a result of Project construction and operation. As such, a revised EIR should be prepared to include an updated analysis correctly accounting for ASF values.

[18] "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, available at: https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf, p. 8-5 Table 8.3.
[19] "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, available at: https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf, p. 8-7 Equation 8.2.4.

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Greenhouse Gas

Failure to Adequately Evaluate Greenhouse Gas Impacts

The DEIR estimates that the Project would result in mitigated net annual greenhouse gas ("GHG") emissions of 10,172-metric tons of carbon dioxide equivalents per year ("MT CO_2e/year") (see screenshot below) (p. 4.7-19, Table 4.7-3).

Table 4.7-3: Project Greenhouse Gas Emissions

Emissions Source	$MTCO_2e$ per Year	
	Unmitigated	Mitigated
Area and Indirect Sources		
Construction Amortized Over 30 Years	44	44
Area Source[1]	14	0
Energy – Electricity[2]	229	5
Energy – Natural Gas[3]	674	0
Off-road – Yard Trucks[4]	111	35
Off-Road – Forklifts[4]	354	112
Emergency Backup Generator	8	8
Waste[5]	196	49
Water and Wastewater[6]	467	421
Mobile Sources		
Trucks	8,029	8,029
Passenger Cars[7]	1,469	1,469
Total	***11,596***	***10,172***
Threshold	*3,000*	*3,000*
Exceeds Threshold?	**Yes**	**Yes**

1. Mitigation Measure (MM) AQ-3 requires 100 percent electric landscaping equipment, which would reduce area source emissions.
2. MM GHG-1 requires renewable energy to offset energy emissions and MM GHG-2 requires buildings to meet or exceed CALGreen Tier 2 standards.
3. MM AQ-2 requires the Project to use all-electric appliances, and end uses instead of natural gas, as well as prohibits installation of natural gas utility lines or connections (refer to **Section 4.2: Air Quality**).
4. MM AQ-5 requires outdoor cargo handling equipment to be zero emissions or alternatively fueled (refer to **Section 4.2: Air Quality**).
5. MM GHG-3 requires the Project to divert 75 percent of waste from landfills.
6. MM GHG-4 requires to implement a Water Use Efficiency and Conservation Plan.
7. MM AQ-4 requires the implementation of a Transportation Demand Management (TDM) program to reduce single-occupant vehicle trips and encourage public transit (refer to **Section 4.2: Air Quality**). However, emission reductions associated with MM AQ-4 were conservatively not included in this table.

Source: CalEEMod version 2022.1. Refer to **Appendix B** for model outputs.

A5-48

The DEIR subsequently concludes that the Project would result in a significant-and-unavoidable GHG impact, stating:

> "As shown in Table 4.7-3, mitigated GHG emissions would exceed the 3,000 $MTCO_2e$ per year threshold despite implementation of all feasible mitigation. Therefore, project-related GHG emissions would be significant and unavoidable" (p. 4.7-21).

The DEIR implements Mitigation Measure ("MM") GHG-1 – MM GHG-4 (p. 1-24 – 1-26). However, while we agree that the Project would result in a significant GHG impact, the DEIR's assertion that this impact is significant-and-unavoidable is incorrect, as additional feasible mitigation is available. According to CEQA Guidelines §15096(g)(2):

> "When an updated EIR has been prepared for a project, the Responsible Agency shall not approve the project as proposed if the agency finds any feasible alternative or feasible

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mitigation measures within its powers that would substantially lessen or avoid any significant effect the project would have on the environment."[20]

As such, the DEIR is required under CEQA to implement all feasible mitigation to reduce impacts to a less-than-significant level. To reduce the Project's GHG impacts to the maximum extent possible, additional mitigation measures should be incorporated, such as those suggested in the section of this letter titled "Feasible Mitigation Measures Available to Reduce Emissions." The Project should not be approved until a revised EIR is prepared, incorporating all feasible mitigation to reduce emissions to less-than-significant levels if feasible. A5-48

Mitigation

Feasible Mitigation Measures Available to Reduce Emissions

The DEIR is required under CEQA to implement all feasible mitigation to reduce the Project's potential impacts. As demonstrated above, the Project would result in a significant greenhouse gas impact that should be mitigated further.

To reduce the GHG emissions associated with the Project, we recommend several mitigation measures listed below. The CA DOJ recommends: [21]

- Oversizing electrical rooms by 25 percent or providing a secondary electrical room to accommodate future expansion of electric vehicle charging capability.
- Requiring all stand-by emergency generators to be powered by a non-diesel fuel. A5-49
- Designing to LEED green building certification standards.
- Constructing zero-emission truck charging/fueling stations proportional to the number of dock doors at the project.
- Running conduit to designated locations for future electric truck charging stations.
- Constructing and maintaining electric light-duty vehicle charging stations proportional to the number of employee parking spaces.
- Running conduit to an additional proportion of employee parking spaces for a future increase in the number of electric light-duty charging stations.
- Requiring facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
- Requiring that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Also

[20] "Cal. Code Regs. tit. 14 § 15096." California Legislature, available at: https://casetext.com/regulation/california-code-of-regulations/title-14-natural-resources/division-6-resources-agency/chapter-3-guidelines-for-implementation-of-the-california-environmental-quality-act/article-7-eir-process/section-15096-process-for-a-responsible-agency.

[21] "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act." State of California Department of Justice, September 2022, *available at*: https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf, p. 8 – 10.

require facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request.

- Requiring tenants to enroll in the United States Environmental Protection Agency's SmartWay program, and requiring tenants who own, operate, or hire trucking carriers with more than 100 trucks to use carriers that are SmartWay carriers.
- Providing tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.

SCAQMD staff recommends: [22]

- Using light-colored paving and roofing materials.
- Utilizing only Energy Star heating, cooling, and lighting devices and appliances.

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CEQA Guidelines 15126.4 (c)(3) include "[o]ffsite measures, including offsets that are not otherwise required, to mitigate a project's emissions" as an option for GHG mitigation.[23] An example of this was in the case of the Oakland Sports and Mixed-Use Project, where off-site reduction measures in the neighboring communities were recommended.[24] We recommend consideration of local carbon offset programs to reduce the Project's GHG impacts as a measure of last result.

Provided above are several mitigation measures that would reduce Project-related GHG emissions. These measures offer a cost-effective, feasible way to incorporate lower-emitting design features into the proposed Project, which subsequently reduces emissions released during Project construction and operation.

A5-50

A revised EIR should be prepared that includes all feasible mitigation measures, as well as an updated GHG analysis to ensure that the necessary mitigation measures are implemented to reduce emissions to the maximum extent feasible. The revised EIR should also demonstrate a commitment to the implementation of these measures prior to Project approval, to ensure that the Project's potentially significant emissions are reduced to the maximum extent possible.

A5-51

Disclaimer

SWAPE has received limited documentation regarding this project. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of

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[22] "Draft Environmental Impact Report (EIR) for the Proposed CADO Menifee Industrial Warehouse Project (Proposed Project)." SCAQMD, April 2024, *available at*: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/april-2024/RVC240313-05.pdf?sfvrsn=8, p. 3.
[23] "Cal. Code Regs. tit. 14 § 15126.4." CEQA Guidelines, May 2024, *available at*: https://casetext.com/regulation/california-code-of-regulations/title-14-natural-resources/division-6-resources-agency/chapter-3-guidelines-for-implementation-of-the-california-environmental-quality-act/article-9-contents-of-environmental-impact-reports/section-151264-consideration-and-discussion-of-mitigation-measures-proposed-to-minimize-significant-effects.
[24] "Cal. Pub. Resources Code § 21168.6.7." 2023, *available at*: https://casetext.com/statute/california-codes/california-public-resources-code/division-13-environmental-quality/chapter-6-limitations/section-2116867-oakland-sports-and-mixed-use-project-conditions-for-approval-certification-of-project-for-streamlining.

care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

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Sincerely,

Matt Hagemann, P.G., C.Hg.

Paul E. Rosenfeld, Ph.D.

SWAPE Attachment A: Matt Hagemann CV and Attachment B: Paul Rosenfeld CV associated with Comment A5-53 are provided in Attachment A to the Locust Gateway Development Project Final EIR.

Attachment A: Matt Hagemann CV
Attachment B: Paul Rosenfeld CV

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Shawn Smallwood, PhD
3108 Finch Street
Davis, CA 95616

Gary Ho
Blum, Collins & Ho LLP
10250 Constellation Boulevard
Suite 2300
Los Angeles, CA 90067
(213) 572-0400

13 October 2025

RE: Locust Gateway Development Project

Dear Mr. Ho,

I write to comment on potential impacts to biological resources that would result from development of the proposed Locust Gateway Development Project. I understand the project would add a 664,859 square-foot warehouse and a 365 vehicle stall parking lot on 44.2 acres south of W Lowell St and west of N Locust Ave in Rialto, California. My comments that follow address my concerns that the Draft Environmental Impact Report (DEIR), supported by Rocks Biological Consulting (RBC 2025), mischaracterizes the existing environmental setting, and that its impacts analysis is flawed and its mitigation measures are inadequate. A5-54

My qualifications for preparing expert comments are the following. I hold a Ph.D. degree in Ecology from University of California at Davis, where I also worked as a post-graduate researcher in the Department of Agronomy and Range Sciences. My research has been on animal density and distribution, habitat selection, wildlife interactions with the anthrosphere, and conservation of rare and endangered species. I authored many papers on these and other topics. I served as Chair of the Conservation Affairs Committee for The Wildlife Society – Western Section. I am a member of The Wildlife Society and Raptor Research Foundation, and I've lectured part-time at California State University, Sacramento. I was Associate Editor of wildlife biology's premier scientific journal, The Journal of Wildlife Management, as well as of Biological Conservation, and I was on the Editorial Board of Environmental Management. I have performed wildlife surveys in California for thirty-seven years. My CV is attached. A5-55

THE WILDLIFE COMMUNITY AS A BIOLOGICAL RESOURCE

Most environmental reviews pursuant to the California Environmental Quality Act (CEQA) focus on special-status species because CEQA's Checklist Evaluation of Environmental Impacts specifies that such evaluation includes potential impacts to special-status species. However, an important policy of CEQA is "to prevent the elimination of fish or wildlife species due to man's activities, insure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities and examples of the major periods of California history." Pub. Res. Code § 21001(c). This policy is not A5-56

restricted to special-status species, but it also applies to wildlife populations and plant and animal communities. In fact, the CEQA Guidelines Section 21155.1 defines wildlife habitat as "the ecological communities upon which wild animals, birds, plants, fish, amphibians, and invertebrates depend for their conservation and protection." This definition is consistent with the scientific definition of habitat, which is that portion of the environment that is used by members of a species for survival and reproduction (Hall et al. 1997). An essential portion of the environment used by any special-status species is composed of the collection of other species of plants and wildlife, because these species are forage, provisioners of refugia and nest substrates, and ecological mutualists; no special-status species can exist in a vacuum of other wildlife. The CEQA Checklist Evaluation assigns priority to special-status species to balance information and cost, but it does not exclude the need to evaluate environmental impacts to other species, which, after all, are members of the very communities within which special-status species inter-depend for survival and reproduction.

A5-56

All wildlife species should be of concern in a CEQA review, but the CEQA prioritizes special-status species. The species I consider to be special-status species are those listed in California's Special Animals List inclusive of threatened and endangered species under the California and federal Endangered Species Acts, candidates for listing under CESA and FESA, California's Fully Protected Species, California species of special concern, and California's Taxa to Watch List (https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109406), continental and region-specific US Fish and Wildlife Service Birds of Conservation Concern (https://www.fws.gov/sites/default/files/documents/birds-of-conservation-concern-2021.pdf), and naturally rare species such as raptors protected by California's Birds of Prey laws, Fish and Game Code Sections 3503, 3503.5, 3505 and 3513 (see https://wildlife.ca.gov/Conservation/ Birds/Raptors).

What follows is a summary of a site visit to detect as many of the species of wildlife as possible within the short time available. The survey was also intended to detect as many of the special-status species as possible, but with the understanding that most special-status species are less readily detectable due to rarity and crypticity. Nonetheless, the species detected can indicate the ecological integrity of the site and thus the likelihood of occurrence of special-status species not yet detected.

SITE VISIT

On my behalf, Noriko Smallwood, a wildlife biologist with a Master of Science Degree from California State University Los Angeles, visited the site of the proposed project for 1.37 hours of diurnal survey from 17:15 to 18:37 hours and for 2.3 hours of nocturnal survey from 18:37 to 20:55 hours on 23 September 2025, and for 2.6 hours of diurnal survey from 06:41 to 09:17 hours on 26 September 2025. During daylight, Noriko walked the site's perimeter where accessible, stopping to scan for wildlife with use of binoculars. At night, Noriko strapped a Pettersson M500 acoustic bat detector to a 30-foot pole, and cabled the detector to her computer, which ran Sonobat Live. Sonobat Live identifies bats to species based on the bats' sonograms that are detected by the M500. Noriko recorded all species of vertebrate wildlife she detected, including those

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whose members flew over the site or were seen just off the site. Animals of uncertain species identity were either recorded to the Genus or higher taxonomic level.

On 23 September 2025, conditions were sunny to partly cloudy with 12 MPH southwest wind and temperatures of 92-84° F during the diurnal survey, and clear with 7 MPH southwest wind and temperatures of 84-75° F during the nocturnal survey. On 26 September, conditions were cloudy with 2 MPH southwest wind and temperatures of 61-64° F. The site is primarily sage scrub and chaparral (Photos 1 and 2).

Noriko saw red-tailed hawk and American kestrel (Photos 3 and 4), Cooper's hawk and common raven (Photos 5 and 6), Costa's hummingbird (Photo 7), double-crested cormorant and killdeer (Photos 8 and 9), Say's phoebe (Photo 10), black phoebe and Cassin's kingbird (Photos 11 and 12), northern mockingbird (Photo 13), lesser goldfinch and bushtit (Photos 14 and 15), house finch and western meadowlark (Photos 16, 17, and 18), Bewick's wren and mourning dove (Photos 19 and 20), California towhee and California ground squirrel (Photos 21 and 22), silver-haired bat, canyon bat, and Mexican free-tailed bat (Photos 23, 24, and 25), among the other species listed in Table 1. Noriko detected 36 species of vertebrate wildlife at or adjacent to the project site, including 9 species with special status (Table 1).

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Photos 1 and 2. *Views of the project site, 26 September 2025. Photos by Noriko Smallwood.*

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Photo 3. *Red-tailed hawk on the project site, 26 September 2025. Photo by Noriko Smallwood.*

Photos 4 and 5. *American kestrel (left), and Cooper's hawk (right) on the project site, 26 September 2025. Photos by Noriko Smallwood.*

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***Photos 6 and 7**. Cooper's hawk being harassed by a Common raven (left), and Costa's hummingbird (right) on the project site, 23 September 2025. Photos by Noriko Smallwood.*

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***Photos 8 and 9**. Double-crested cormorant (left), and killdeer (right) on the project site, 23 and 26 September 2025. Photos by Noriko Smallwood.*

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***Photo 10**. Say's phoebe on the project site, 23 September 2025. Photo by Noriko Smallwood.*

***Photos 11 and 12**. Black phoebe (left), and Cassin's kingbird (right) on the project site, 26 September 2025. Photos by Noriko Smallwood.*

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Photo 13. *Northern mockingbird on the project site, 23 September 2025. Photo by Noriko Smallwood.*

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Photos 14 and 15. *Lesser goldfinch (left), and bushtit (right) on the project site, 26 September 2025. Photos by Noriko Smallwood.*

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Photo 16. *House finches on the project site, 26 September 2025. Photo by Noriko Smallwood.*

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Photos 17 and 18. *House finch (left), and western meadowlark (right) on the project site, 23 and 26 September 2025. Photos by Noriko Smallwood.*

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Photos 19 and 20. *Bewick's wren (left), and mourning dove (right) on the project site, 26 September 2025. Photos by Noriko Smallwood.*

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Photos 21 and 22. *California towhee (left), and California ground squirrel (right) on the project site, 26 September 2025. Photos by Noriko Smallwood.*

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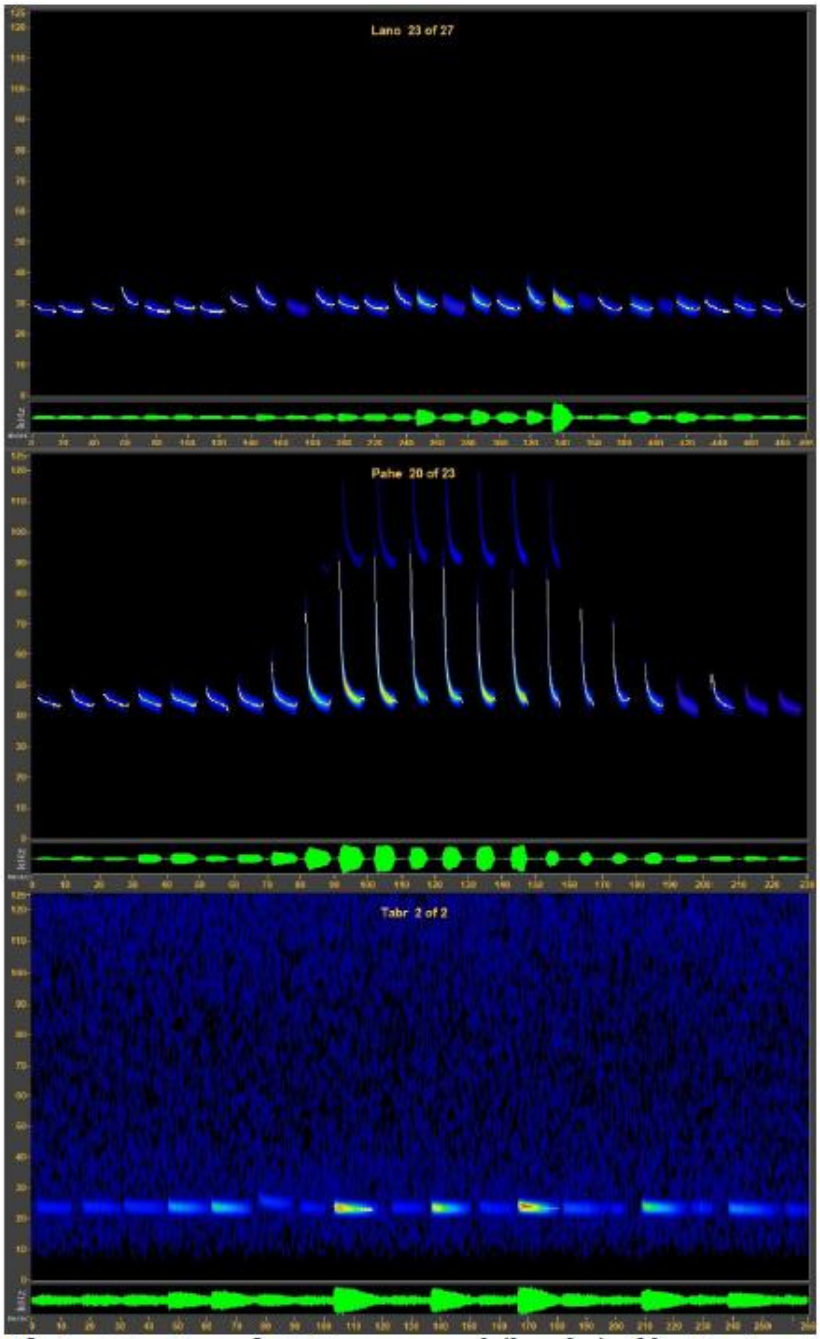

Photos 23, 24, and 25. *Sonograms of silver-haired bat (top) canyon bat (middle), and Mexican free-tailed bat (bottom) detected on site using Sonobat Live and a Pettersson M500, 23 September 2025.*

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Noriko Smallwood certifies that the foregoing and following survey results are true and accurately reported.

Noriko Smallwood

***Table 1**. Species of wildlife Noriko observed during 1.37 hours of diurnal survey and 2.3 hours of nocturnal survey on 23 September 2025, and during 2.6 hours of diurnal survey on 26 September 2025.*

Common name	*Species name*	Status[1]	Notes
Rock pigeon	*Columba livia*	Non-native	
Mourning dove	*Zenaida macroura*		
Anna's hummingbird	*Calypte anna*		Territorial
Costa's hummingbird	*Calypte costae*		Territorial
Allen's hummingbird	*Selasphorus sasin*	BCC	Territorial
Killdeer	*Charadrius vociferus*		Flew over
Double-crested cormorant	*Nannopterum auritum*	WL	Flew over
Cooper's hawk	*Accipiter cooperii*	WL, BOP	Harassed by CORA
Red-tailed hawk	*Buteo jamaicensis*	BOP	2 chased each other, also harassed by CORA
Great horned owl	*Bubo virginianus*	BOP	Called, chased by CORA
American kestrel	*Falco sparverius*	BOP	
Cassin's kingbird	*Tyrannus vociferans*		
Black phoebe	*Sayornis nigricans*		
Say's phoebe	*Sayornis saya*		Foraged
American crow	*Corvus brachyrhynchos*		
Common raven	*Corvus corax*		
Barn swallow	*Hirundo rustica*		Flew low over site
Bushtit	*Psaltriparus minimus*		Foraged
Blue-gray gnatcatcher	*Polioptila caerulea*		
Bewick's wren	*Thryomanes bewickii*		
Northern mockingbird	*Mimus polyglottos*		
European starling	*Sturnus vulgaris*	Non-native	Flocks
House finch	*Haemorphous mexicanus*		Many, foraged
Lesser goldfinch	*Spinus psaltria*		Many, foraged
White-crowned sparrow	*Zonotrichia leucophrys*		
California towhee	*Melozone crissalis*		
Western meadowlark	*Sturnella neglecta*		
Brewer's blackbird	*Euphagus cyanocephalus*		Flew over
Canyon bat	*Parastrellus hesperus*	WBWG: M	Detected using Sonobat Live and Pettersson M500
Silver-haired bat	*Lasionycteris noctivagans*	WBWG: M	Detected using Sonobat Live and Pettersson M500

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Common name	*Species name*	Status[1]	Notes
Mexican free-tailed bat	*Tadarida brasiliensis*	WBWG: L	Detected using Sonobat Live and Pettersson M500
Desert cottontail	*Sylvilagus audubonii*		Scat
California ground squirrel	*Otospermophilus beecheyi*		One observed
Coyote	*Canis latrans*		Called nearby
Kangaroo rat	*Dipodomys sp.*		Burrows
Botta's pocket gopher	*Thomomys bottae*		Burrows

[1] Listed on CDFW's Special Animals List (https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID =109406) as BCC = U.S. Fish and Wildlife Service's Bird of Conservation Concern (https://www.fws.gov/sites/default/files/documents/birds-of-conservation-concern-2021.pdf); WL = CDFW's Taxa to Watch List; WBWG = Western Bat Working Group with priority rankings, of low (L), moderate (M), and high (H); BOP = protected by Birds of Prey (California Fish and Game Code 3503.5, see https://wildlife.ca.gov/Conservation/Birds/Raptors).

A5-57

ANALYSIS OF RECONNAISSANCE SURVEY DATA

Noriko detected 36 species of vertebrate willdife, which was a large number for the brevity of her survey effort. All the species in Table 1 would lose habitat as the result of the project and its replacement of natural ground covers with impervious surfaces. Smallwood and Smallwood (2023) confirmed this habitat loss by measuring the impacts of similar developments on species richness and the abundances of wildlife. Smallwood and Smallwood (2023) directly compared the species and the numbers of animals observed prior to development to the those observed after development, while they did the same at control sites. The measured losses of these species resulting from development is indicative of habitat loss, because habitat is defined as that portion of the environment that is used for survival and reproduction by members of a species (Hall et al. 1997), and this use is inferred by observations of the presence of a species (Smallwood 2002).

A5-58

However, the species of wildlife Noriko detected at the project site were not the only species that were present during her surveys, as there are always species that are not detected. To demonstrate this, I fit nonlinear regression models to Noriko's cumulative numbers of vertebrate species detected with time into her daytime surveys to predict the number of species that she would have detected with longer surveys or perhaps with additional biologists available to assist her. The type of model is a logistic growth model, which reaches an asymptote that corresponds with the theoretical maximum number of vertebrate wildlife species that could have been detected during the survey. The model fit to Noriko's survey data from the evening of 23 September predicts 70 species of vertebrate wildlife were available to be detected, or 49 more species than she detected that evening (Figure 1).The model fit to Noriko's survey data from the morning of 26 September predicts 41 species of vertebrate wildlife were available to be detected, or 13 more species than she detected that morning (Figure 1). The rate of species detections in the morning survey exceeded the 95% confidence interval estimated from many other

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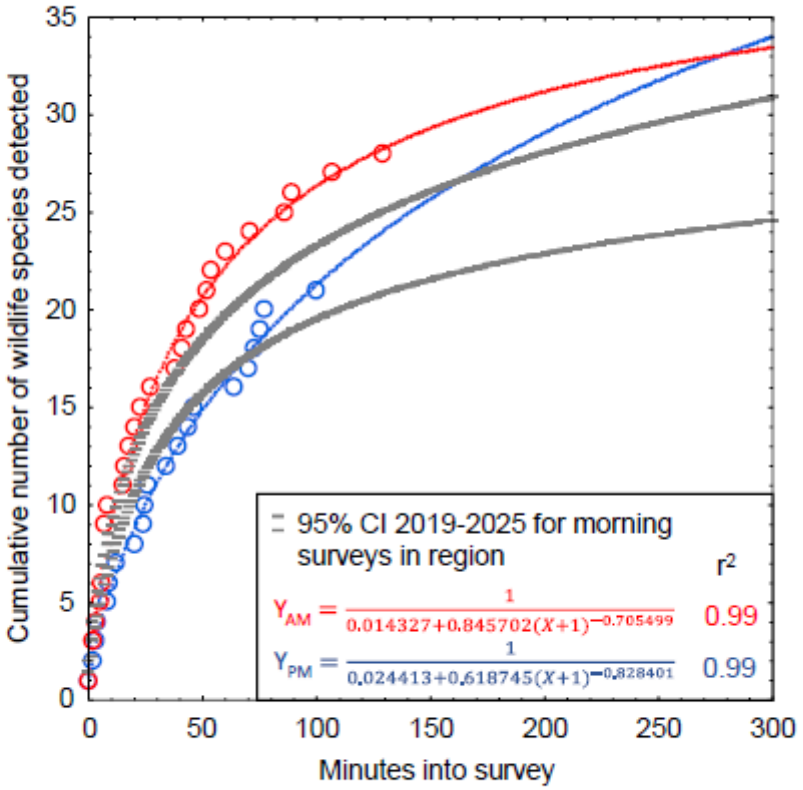
morning surveys we completed in the region. And the patterns in her species detection rates were similar between her morning and evening surveys.

Figure 1. *Actual and predicted relationships between the numbers of vertebrate wildlife species detected and the elapsed survey time based on Noriko's visual-scan surveys on 23 and 26 September 2025.* Note the confidence interval applies only to the morning survey (red line).



A5-59

Unknown are the identities of the species Noriko missed, but the species that Noriko did and did not detect on 23 and 26 September 2025 composed only a fraction of the species that would occur at the project site over the period of a year or longer. This is because many species are seasonal in their occurrence, some require more survey effort because they are highly cryptic, and the members of other species would visit the site only periodically while patrolling large home ranges. Surveys on only two days cannot possibly detect all of the species of the local wildlife community.

At least a year's worth of surveys would be needed to more accurately report the number of vertebrate species that occur at the project site, but I only have Noriko's two surveys. However, by use of an analytical bridge, a modeling effort applied to a large, robust data set from a research site can predict the number of vertebrate wildlife species that likely make use of the site over the longer term. This analytical bridge draws inference from the pattern of species detections more than it does from the research site, and I note that the pattern, i.e., rate, of species detections is consistent from site to site.

As part of my research, I completed a much larger survey effort across 167 km² of annual grasslands of the Altamont Pass Wind Resource Area, where from 2015 through 2019 I

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performed 721 1-hour visual-scan surveys, or 721 hours of surveys, at 46 stations. I used binoculars and otherwise the methods were the same as the methods I and other consulting biologists use for surveys at proposed project sites. At each of the 46 survey stations, I tallied new species detected with each sequential survey at that station, and then related the cumulative species detected to the hours (number of surveys, as each survey lasted 1 hour) used to accumulate my counts of species detected. I used combined quadratic and simplex methods of estimation in Statistica to estimate least-squares, best-fit nonlinear models of the number of cumulative species detected regressed on hours of survey (number of surveys) at the station: $\hat{R} = \frac{1}{1/a+b\times(Hours)^c}$, where $\hat{R}$ represented cumulative species richness detected. The coefficients of determination, r^2, of the models ranged 0.88 to 1.00, with a mean of 0.97 (95% CI: 0.96, 0.98); or in other words, the models were excellent fits to the data.

I projected the predictions of each model to thousands of hours to find predicted asymptotes of wildlife species richness. The mean model-predicted asymptote of species richness was 57 after 11,857 hours of visual-scan surveys among the 46 stations of my research site. I also averaged model predictions of species richness at each incremental increase of number of surveys, i.e., number of hours (Figure 2). On average I would have detected 15.2 species over my first 4 hours of diurnal surveys at my research site in the Altamont Pass (4 hours to match the 4 hours Noriko surveyed during daylight hours at the project site), which composed 26.67% of the predicted total number of species I would detect with a much larger survey effort at the research site. Given the example illustrated in Figure 2, the 31 diurnally active species Noriko detected after her 4 hours of daylight survey at the project site likely represented 26.67% of the species to be detected after many more visual-scan surveys over another year or longer. With many more repeat surveys through the year, Noriko would likely detect $^{31}/_{0.2667} = 116$ species of diurnally active vertebrate wildlife at the site. Assuming Noriko's ratio of special-status to non-special-status species was to hold through the detections of all 116 predicted species, then continued surveys would eventually detect 22 special-status species of diurnally active vertebrate wildlife.

A5-59

Because my prediction of 116 species of vertebrate wildlife, including 22 special-status species, is derived from daytime visual-scan surveys, and would detect few nocturnal mammals such as bats, the true number of species composing the wildlife community of the site must be larger. Noriko's reconnaissance surveys should serve only as a starting point toward characterization of the site's wildlife community, but it certainly cannot alone inform of the inventory of species that use the site. More surveys are needed than her two surveys to produce an inventory the project site's wildlife community. Nevertheless, the large number of species I predict at the project site is indicative of a relatively species-rich wildlife community that warrants a serious survey effort.

Of particular concern is Noriko's finding of kangaroo rat burrows on the project site. Species of kangaroo rat can be difficult to identify based on their burrows, so Noriko could not identify the species of kangaroo rat that lives there. Live-trapping is needed to determine whether the burrows were constructed by the endangered San Bernardino kangaroo rat (*Dipodomys merriami parvus*) or Stephens' kangaroo rat.

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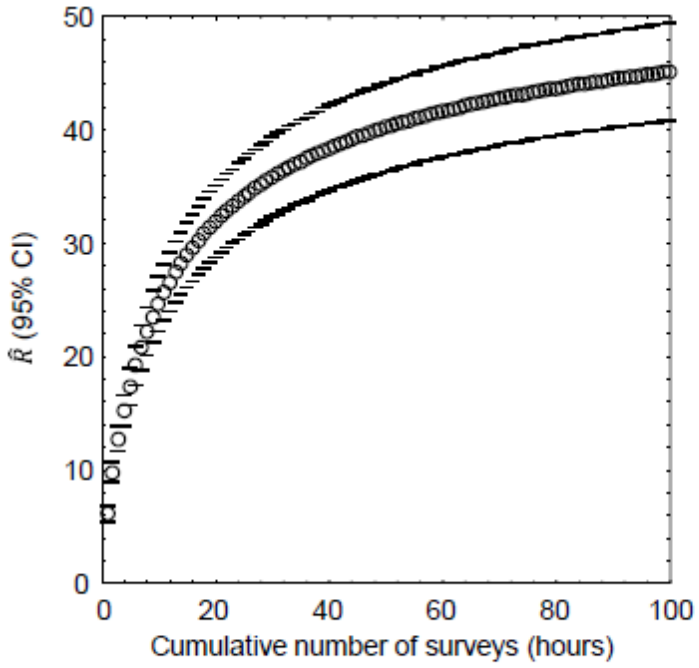
Figure 2. *Mean (95% CI) predicted wildlife species richness, $\hat{R}$, as a nonlinear function of hour-long survey increments across 46 visual-scan survey stations across the Altamont Pass Wind Resource Area, Alameda and Contra Costa Counties, 2015–2019. Note that the location of the study is largely irrelevant to the utility of the graph to the interpretation of survey outcomes at the project site. It is the pattern in the data that is relevant, because the pattern is typical of the pattern seen elsewhere.*



A5-59

EXISTING ENVIRONMENTAL SETTING

The first step in analysis of potential project impacts to biological resources is to accurately characterize the existing environmental setting, including the wildlife community and any key ecological relationships and known and ongoing threats to special-status species. A reasonably accurate characterization of the environmental setting can provide the baseline against which to analyze potential project impacts. For these reasons, characterization of the environmental setting, including the project site's regional setting, is one of the CEQA's essential analytical steps. Methods to achieve this first step typically include (1) surveys of the site for biological resources, and (2) reviews of literature, databases and local experts for documented occurrences of special-status species. In the case of the proposed project, these steps were taken, though not with sufficient rigor and not interpreted in furtherance of an accurate characterization of the wildlife community.

A5-60

Environmental Setting informed by Field Surveys

To the CEQA's primary objective to disclose potential environmental impacts of a proposed project, the analysis should be informed of which biological species are known to occur at the proposed project site, which special-status species are likely to occur, as well as the limitations of the survey effort directed to the site. Analysts need this information to characterize the environmental setting as a basis for opining on, or predicting, potential project impacts to biological resources. In the case of this project, however, more surveys were needed.

A5-61

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RBC (2025) conducted a reconnaissance survey on 29 October 2024 to map vegetation, assess habitats for special-status species, and to complete a general biological survey to detect species of wildlife and plants. RBC committed 1.5 person-hours to this survey, as well as another 22.66 person-hours to five non-breeding-season burrowing owl surveys between 29 October 2024 and 31 January 2025. RBC (2025) reports the bird species detected during the burrowing owl surveys, but otherwise does not report which species were detected during which surveys. In all, RBC (2025) detected 42 species of vertebrate wildlife. However, RBC (2025) fails to explain the meaning of this finding other than to point out the species that have special status, and the species that are non-native. RBC (2025) provides no context, such as what it means to have found 42 species of vertebrate wildlife on the project site. Is this the number of species RBC normally finds at project sites?

A5-62

I have maintained a record of RBC's survey outcomes that I have reviewed in my role as an expert. I have records of four of RBC's earlier survey efforts. Of these, RBC detected 7, 11, 13, and 17 vertebrate species, of which 0, 1, 2, and 5 were special-status species, respectively. RBC averaged 12 vertebrate species detections including 2 special-status species detections per site. The 42 species that RBC detected at the Locust Gateway site numbered 3.5 times the average number detected by RBC at the other four sites, and the seven special-status species of vertebrate wildlife found at the Locust Gateway site also numbered 3.5 times the number detected at the other sites. So why are there so many more species at the Locust Gateway site? And what does this relatively large number of species mean? There is no reported measure of variance, and not even a qualitative comparison of what RBC found at the Locust Gateway site as compared to what RBC or anyone else has found elsewhere.

A5-63

My records of the RBC surveys completed elsewhere reveal that RBC committed 6 person-hours starting at 09:00 hours at one site, but its survey start time and survey duration were not reported for the surveys at the other three sites. A start time of 09:00 hours was late relative to the peak activity period of wildlife, but it alone cannot explain the many fewer (11) species detected at that project site. It remains unknown whether the 3.5-fold increase in the number of species RBC detected at the Locust Gateway site was due to greater survey efforts and earlier start times, or whether it was due to a greater species richness at the Locust Gateway site.

A5-64

On the other hand, Noriko's survey outcome is comparable to the outcomes of our other surveys (see Figure 1). Her data suggest that species richness at the Locust Gateway site is higher than at most project sites we have surveyed in the Inland Empire region.

A5-65

Burrowing owl Protocol Detection Surveys

According to RBC (2025:9), "RBC qualified biologists conducted four burrowing owl surveys during the non-breeding season; surveys were conducted between October 29, 2024, and January 31, 2025, in favorable weather conditions. All surveys were scheduled to be conducted at least three weeks apart, in accordance with CDFW BUOW Guidelines." However, the CDFW (2012) guidelines recommend much longer intervals between non-breeding-season surveys than three weeks. CDFW (2012) recommends the

A5-66

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surveys should be evenly spread across the season between 1 September and 15 February. During this time span, there should have been four surveys, each separated by about 55 days, or nearly three times the survey interval implemented by RBC (2025). RBC (2025) mistakenly applied the three-week survey spacing of the breeding season to the non-breeding season, and as a result RBC insufficiently covered the non-breeding season as recommended by CDFW (2012). Moreover, CDFW (2012) strongly recommends breeding-season surveys, and assigns priority to breeding-season surveys over non-breeding-season surveys. My own research has found that burrowing owls shift centers of activity between the breeding season and non-breeding seasons, and that the intensity of the shifts are functions of breeding-season nesting density (Figure 3). The implication is that negative findings in the non-breeding seasons do not mean that burrowing owls are absent during the breeding season.

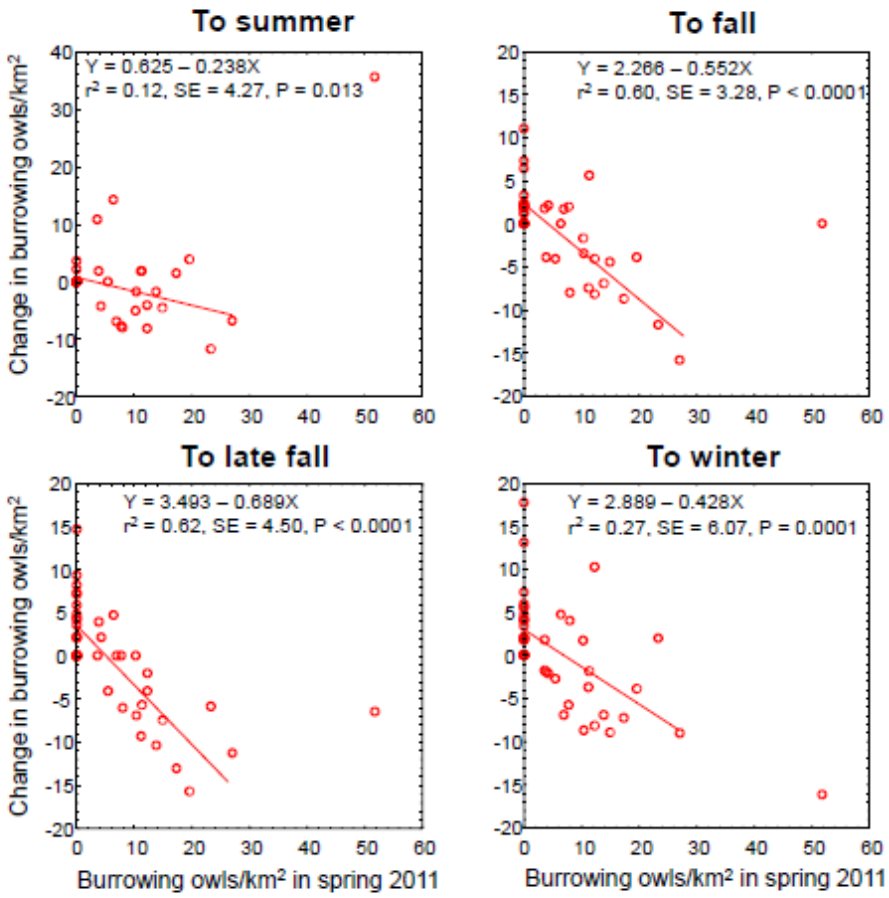

Figure 3. *Seasonal shifts in burrowing owl densities from the 2011 breeding season among 46 sampling plots in the Altamont Pass Wind Resource Area.*

A5-66

Rare Plant Surveys

RBC (2025) reportedly completed focused rare plant surveys in accordance with the standards recommended in the rare plant survey guidelines of CDFW (2018). However,

A5-67

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although Parry's spineflower was detected in abundance on the project site, multiple other rare plant species have potential to occur on the site but RBC (2025) does not identify their blooming periods to ensure its surveys overlapped the blooming periods, nor did RBC make use of any reference sites.

A5-67

Environmental Setting informed by Desktop Review

The purpose of literature and database reviews and of consulting with local experts is to inform the field survey, and to augment interpretation of its outcome. Analysts need this information to identify which species are known to have occurred at or near the project site, and to identify which other special-status species could conceivably occur at the site due to geographic range overlap and migration flight paths. In the case of this project, the desktop review was incomplete, and the review that was completed was distorted to minimalize the likelihoods of occurrence of special-status species.

A5-68

In its reporting of how it established the pool of special-status species for assessment of occurrence likelihoods, RBC (2025) makes no mention of iNaturalist or eBird. I assume these databases were not used. If my assumption is correct, then the step of establishing the pool of species to be analyzed for occurrence likelihoods was incomplete. Even had iNaturalist and eBird been used for this purpose, it would have been inappropriate to rule out species based on absences of occurrence records. Positive-sighting databases are useful for confirming presence, but not for confirming absence of species.

To establish the pool of special-status species for assessment of occurrence likelihoods, RBC (2025) queried CNDDB for occurrence records within three miles of the project site. By querying the CNDDB to establish the pool of special-status species for analysis of occurrence likelihoods, RBC (2025) screened out many special-status species from further consideration in the characterization of the wildlife community as part of the existing environmental setting. The CNDDB is not designed to support absence determinations or to screen out species from characterization of a site's wildlife community. As noted by the CNDDB, "*The CNDDB is a positive sighting database. It does not predict where something may be found. We map occurrences only where we have documentation that the species was found at the site. There are many areas of the state where no surveys have been conducted and therefore there is nothing on the map. That does not mean that there are no special status species present.*" RBC (2025) and hence the DEIR misuse the CNDDB.

A5-69

The CNDDB relies entirely on volunteer reporting from biologists who were allowed access to whatever properties they report from. Many properties have never been surveyed by biologists. Many properties have been surveyed, but the survey outcomes never reported to the CNDDB. Many properties have been surveyed multiple times, but not all survey outcomes reported to the CNDDB. Furthermore, the CNDDB is interested only in the findings of special-status species, which means that species more recently assigned special status will have been reported many fewer times to the CNDDB than were species assigned special status since the inception of the CNDDB. Therefore, occurrence records in the CNDDB are most abundant for species assigned special status decades ago, but fewest for species only recently assigned special status. And because

negative findings are not reported to the CNDDB, the CNDDB is also inappropriate as a basis for weighting occurrence likelihoods such as absent, not expected, unlikely, low, moderate or high. Whereas the CNDDB can be confirmatory of species presence, it cannot support absence determinations or assignments of low likelihood of occurrence. And again, the screening out of a species due to lack of occurrence records in the CNDDB is the same as an absence determination, and this step is being taken without adequate support of field surveys.

In my assessment based on a database review and site visits, 138 special-status species of wildlife are known to occur near enough to the site to warrant analysis of occurrence potential (Table 2). Not all these species should be expected to occur at the project site, but each of them should be given a closer look to determine occurrence likelihoods and whether additional surveys are needed, or implementation of detection surveys, or whether it would be reasonable to assume presence. Of these 138 species, 12 (9%) were recorded on or just off the project site, and another 30 (22%) species have been documented within 1.5 miles of the site (Very close), another 30 (22%) between 1.5 and 4 miles (Nearby), and another 54 (39%) between 4 to 30 miles (In region). Half (52%) of the species in Table 2 have been reportedly seen within 4 miles of the project site. The site therefore supports at least 12 special-status species of wildlife, and it carries the potential for supporting many more special-status species of wildlife based on the proximities of recorded occurrences. Evidence certainly suggests that habitat assessments are needed for these species. A5-69

RBC (2025) considers the occurrence likelihoods of 29 (21%) of the special-status species listed in Table 2, which means that 109 (79%) of the special-status species in Table 2 were screened out of the analysis in the first step of the desktop review. Of the 29 species assessed, RBC (2025) determines 18 of them to have low or no potential of occurring on site, but five of those species have been documented within 1.5 miles of the site and another four of those species have been documented between 1.5 and 4 miles of the site. In summary, RBC's determinations of occurrence likelihoods comport only poorly with survey results and with available occurrence records in the region.

Mischaracterization of the Wildlife Community

RBC (2025) reports on field surveys and desktop review having been performed, but the field survey results are interpreted without any context to survey results from elsewhere, and the desktop review starts with an inappropriately small pool of special-status species after misusing the CNDDB and having not used eBird and iNaturalist. RBC (2025) too often resorts to speculation in its analyses of occurrence likelihoods, having not completed surveys appropriate to bats and fossorial small mammals and having committed too little survey effort overall. Speculated habitat assessments are highly uncertain, which is inappropriate for precious or rare resources such as special-status species (National Research Council 1986). The true wildlife community remains to be described. Without a more accurate characterization of the wildlife community, the basis is inadequate for predicting impacts and formulating appropriate mitigation strategies. A5-70

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Table 2. *Occurrence likelihoods of special-status bird species at or near the proposed project site, according to eBird/iNaturalist records (https://eBird.org, https://www.inaturalist.org) and on-site survey findings, where 'Very close' indicates within 1.5 miles of the site, "nearby" indicates within 1.5 and 4 miles, and "in region" indicates within 4 and 30 miles, and 'in range' means the species' geographic range overlaps the site. Entries in bold font identify species detected by Noriko Smallwood during her site visit.*

Common name	***Species name***	**Status[1]**	**Rocks Bio Report**	**Occurrences in data base records, Site visits**
Vernal pool fairy shrimp	*Branchinecta lynchi*	FT		In range
San Diego fairy shrimp	*Branchinecta sandiegonensis*	FE		In range
Riverside fairy shrimp	*Streptocephalus woottoni*	FE		In region
Delhi sands flower-loving fly	*Rhaphiomidas terminatus abdominalis*	FE	Low	In region
Monarch	*Danaus plexippus*	FC	Low, no potential for overwintering	Very close
Crotch's bumble bee	*Bombus crotchii*	CCE	Present	Nearby
Western spadefoot	*Spea hammondii*	FC, SSC	Low	In region
Southwestern pond turtle	*Actinemys pallida*	FC, SSC	None	In region
Blainville's horned lizard	*Phrynosoma blainvillii*	SSC	Low to moderate	In region
Orange-throated whiptail	*Aspidoscelis hyperythra*	WL	Very low	In region
Coastal whiptail	*Aspidoscelis tigris stejnegeri*	SSC	Present	Nearby
San Diegan legless lizard	*Anniella stebbinsi*	SSC	Moderate	Nearby
San Diego banded gecko	*Coleonyx variegatus abbotti*	SSC		Nearby
California glossy snake	*Arizona elegans occidentalis*	SSC	Low	In region
Coast patch-nosed snake	*Salvadora hexalepis virgultea*	SSC		In region
Two-striped gartersnake	*Thamnophis hammondii*	SSC		In region
South coast gartersnake	*Thamnophis sirtalis pop. 1*	SSC		In region
Red-diamond rattlesnake	*Crotalus ruber*	SSC		Nearby
Brant	*Branta bernicla*	SSC2		In region
Cackling goose (Aleutian)	*Branta hutchinsii leucopareia*	WL		Nearby
Redhead	*Aythya americana*	SSC2		Nearby
Western grebe	*Aechmophorus occidentalis*	BCC		Nearby
Clark's grebe	*Aechmophorus clarkii*	BCC		In region

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Common name	*Species name*	Status[1]	Rocks Bio Report	Occurrences in data base records, Site visits
Western yellow-billed cuckoo	*Coccyzus americanus occidentalis*	FT, CE		In region
Black swift	*Cypseloides niger*	SSC_3, BCC		In region
Vaux's swift	*Chaetura vauxi*	SSC_2		Very close
Calliope hummingbird	*Selasphorus calliope*	BCC		Nearby
Rufous hummingbird	*Selasphorus rufus*	BCC		Very close
Allen's hummingbird	*Selasphorus sasin*	BCC		Very close/**On site**
Mountain plover	*Charadrius montanus*	SSC_2, BCC		In region
Snowy plover	*Charadrius nivosus*	BCC		In region
Western snowy plover	*Charadrius nivosus nivosus*	FT, SSC		In region
Long-billed curlew	*Numenius americanus*	WL		In region
Marbled godwit	*Limosa fedoa*	BCC		In region
Red knot	*Calidris canutus*	BCC		In region
Pectoral sandpiper	*Calidris melanotos*	BCC		In region
Short-billed dowitcher	*Limnodromus griseus*	BCC		In region
Lesser yellowlegs	*Tringa flavipes*	BCC		In region
Willet	*Tringa semipalmata*	BCC		In region
Laughing gull	*Leucophaeus atricilla*	WL		In region
Franklin's gull	*Leucophaeus pipixcan*	BCC		Nearby
Heermann's gull	*Larus heermanni*	BCC		In region
Western gull	*Larus occidentalis*	BCC		In region
California gull	*Larus californicus*	BCC, WL	Low	Very close
California least tern	*Sternula antillarum browni*	FE, CE, CFP		In region
Black tern	*Chlidonias niger*	SSC_2, BCC		In region
Elegant tern	*Thalasseus elegans*	BCC, WL		In region
Black skimmer	*Rynchops niger*	BCC, SSC_3		In region
Common loon	*Gavia immer*	SSC		Nearby
Double-crested cormorant	*Phalacrocorax auritus*	WL		Very close/**On site**
American white pelican	*Pelacanus erythrorhynchos*	SSC_1		Nearby

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Common name	*Species name*	Status[1]	Rocks Bio Report	Occurrences in data base records, Site visits
Least bittern	*Ixobrychus exilis*	SSC2		In region
White-faced ibis	*Plegadis chihi*	WL		Very close
Turkey vulture	*Cathartes aura*	BOP		Very close
Osprey	*Pandion haliaetus*	WL, BOP		Very close
White-tailed kite	*Elanus luecurus*	CFP, BOP		Nearby
Golden eagle	*Aquila chrysaetos*	BGEPA, CFP, BOP, WL	Low	Very close
Northern harrier	*Circus cyaneus*	BCC, SSC3, BOP	Low	Very close
Sharp-shinned hawk	*Accipiter striatus*	WL, BOP		Very close
Cooper's hawk	*Accipiter cooperii*	WL, BOP	Present	Very close/**On site**
Bald eagle	*Haliaeetus leucocephalus*	CE, BGEPA, BOP		Nearby
Red-shouldered hawk	*Buteo lineatus*	BOP		Very close
Swainson's hawk	*Buteo swainsoni*	CT, BOP		Very close
Red-tailed hawk	*Buteo jamaicensis*	BOP		Very close/**On site**
Ferruginous hawk	*Buteo regalis*	WL, BOP	Low	Very close
Zone-tailed hawk	*Buteo albonotatus*	BOP		In region
Harris' hawk	*Parabuteo unicinctus*	WL, BOP		In region
Rough-legged hawk	*Buteo lagopus*	BOP		In region
American barn owl	*Tyto furcata*	BOP		Very close
Western screech-owl	*Megascops kennicotti*	BOP		In region
Great horned owl	*Bubo virginianus*	BOP		Very close/**On site**
Burrowing owl	*Athene cunicularia*	BCC, CCE, SSC2, BOP	Moderate (surveys negative)	Very close
Long-eared owl	*Asio otus*	BCC, SSC3, BOP		In region
Short-eared owl	*Asia flammeus*	BCC, SSC3, BOP		In region
Lewis's woodpecker	*Melanerpes lewis*	BCC		Nearby
Nuttall's woodpecker	*Picoides nuttallii*	BCC		Nearby

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Common name	*Species name*	Status[1]	Rocks Bio Report	Occurrences in data base records, Site visits
American kestrel	*Falco sparverius*	BOP		Very close/On site
Merlin	*Falco columbarius*	WL, BOP	Low to moderate	Very close
Peregrine falcon	*Falco peregrinus*	BOP		Very close
Prairie falcon	*Falco mexicanus*	WL, BOP	Low to moderate	Very close
Olive-sided flycatcher	*Contopus cooperi*	BCC, SSC2		Very close
Willow flycatcher	*Empidonax trailii*	CE		Very close
Southwestern willow flycatcher	*Empidonax traillii extimus*	FE, CE	Very low	In region
Vermilion flycatcher	*Pyrocephalus rubinus*	SSC2		Very close
Least Bell's vireo	*Vireo bellii pusillus*	FE, CE	Very low	Nearby
Loggerhead shrike	*Lanius ludovicianus*	SSC2	Moderate	Very close
Oak titmouse	*Baeolophus inornatus*	BCC		Very close
California horned lark	*Eremophila alpestris actia*	WL	Moderate	Very close
Bank swallow	*Riparia riparia*	CT		Nearby
Purple martin	*Progne subis*	SSC2		Very close
Wrentit	*Chamaea fasciata*	BCC		Nearby
California gnatcatcher	*Polioptila c. californica*	FT, SSC2	Low	Nearby
California thrasher	*Toxostoma redivivum*	BCC		Very close
Cassin's finch	*Haemorhous cassinii*	BCC		Nearby
Lawrence's goldfinch	*Spinus lawrencei*	BCC	Present	Very close
Grasshopper sparrow	*Ammodramus savannarum*	SSC2		In region
Black-chinned sparrow	*Spizella atrogularis*	BCC		Nearby
Gray-headed junco	*Junco hyemalis caniceps*	WL		Nearby
Bell's sparrow	*Amphispiza b. belli*	WL	Low	Nearby
Oregon vesper sparrow	*Pooecetes gramineus affinis*	SSC2		In range
Southern California rufous-crowned sparrow	*Aimophila ruficeps canescens*	WL	Low	Nearby
Yellow-breasted chat	*Icteria virens*	SSC3		Very close
Yellow-headed blackbird	*Xanthocephalus xanthocephalus*	SSC3		Nearby

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Common name	*Species name*	Status[1]	Rocks Bio Report	Occurrences in data base records, Site visits
Bullock's oriole	*Icterus bullockii*	BCC		Very close
Tricolored blackbird	*Agelaius tricolor*	CT, BCC, SSC1		Nearby
Prothonotary warbler	*Protonotaria citrea*	BCC		Very close
Lucy's warbler	*Leiothlypis luciae*	SSC3		Nearby
Virginia's warbler	*Leiothlypis virginiae*	WL, BCC		Nearby
Yellow warbler	*Setophaga petechia*	SSC2		Very close
Prairie warbler	*Setophaga discolor*	BCC		In region
Summer tanager	*Piranga rubra*	SSC1		Nearby
Little brown bat	*Myotis lucifugus*	WBWG: M		In range
Yuma myotis	*Myotis yumanensis*	WBWG: LM		Nearby
Long-eared myotis	*Myotis evotis*	WBWG: M		In region
Fringed myotis	*Myotis thysanodes*	WBWG: H		In range
Long-legged myotis	*Myotis volans*	WBWG: H		In range
California myotis	*Myotis californicus*	WBWG:L		In region
Small-footed myotis	*Myotis ciliolabrum*	WBWG: M		In region
Canyon bat	*Parastrellus hesperus*	WBWG: M		Nearby/**On site**
Big brown bat	*Episticus fuscus*	WBWG: L		In region
Silver-haired bat	*Lasionycteris noctivagans*	WBWG: M		In range/**On site**
Hoary bat	*Lasiurus cinereus*	WBWG: M		In region
Western red bat	*Lasiurus blossevillii*	SSC, WBWG: H		In region
Western yellow bat	*Lasiurus xanthinus*	SSC, WBWG: H	Low	In region
Spotted bat	*Euderma maculatum*	SSC, WBWG: H		In range
Townsend's big-eared bat	*Corynorhinus townsendii*	SSC, WBWG: H		In region
Pallid bat	*Antrozous pallidus*	SSC, WBWG: H		In range
Mexican free-tailed bat	*Tadarida brasiliensis*	WBWG: L		Nearby/**On site**
Pocketed free-tailed bat	*Nyctinomops femorosaccus*	SSC, WBWG: M		In range
Western mastiff bat	*Eumops perotis*	SSC, WBWG: H		In range
San Diego black-tailed jackrabbit	*Lepus californicus bennettii*	SSC		In region

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Common name	*Species name*	Status[1]	Rocks Bio Report	Occurrences in data base records, Site visits
Northwestern San Diego pocket mouse	*Chaetodipus fallax fallax*	SSC	Low	In region
Pallid San Diego pocket mouse	*Chaetodipus fallax pallidus*	SSC		In range
Stephens' kangaroo rat	*Dipodomys stephensi*	FE, CT		In region
Los Angeles pocket mouse	*Perognathus longimembris brevinasus*	SSC	Low	In region
San Diego Bryant's woodrat	*Neotoma bryanti*	SSC		Nearby
Southern grasshopper mouse	*Onychomys torridus ramona*	SSC		In range
American badger	*Taxidea taxus*	SSC		In region

A5-71

[1] Listed on CDFW's Special Animals List (https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109406) as FT or FE = federal threatened or endangered; FC = federal candidate for listing; BGEPA = Bald and Golden Eagle Protection Act; CT or CE = California threatened or endangered; CCT or CCE = Candidate California threatened or endangered; CFP = California Fully Protected (California Fish and Game Code 3511); SSC = California Species of Special Concern, and SSC_1, SSC_2 and SSC_3 = California Bird Species of Special Concern priorities 1, 2 and 3, respectively); WL = CDFW's Taxa to Watch List; WBWG = Western Bat Working Group with priority rankings, of low (L), moderate (M), and high (H); BCC = U.S. Fish and Wildlife Service's Bird of Conservation Concern (https://www.fws.gov/sites/default/files/documents/birds-of-conservation-concern-2021.pdf); and BOP = protected by Birds of Prey (California Fish and Game Code 3503.5, see https://wildlife.ca.gov/Conservation/Birds/Raptors).

BIOLOGICAL IMPACTS ASSESSMENT

In the following, I analyze several types of impacts likely to result from the project, none of which are analyzed adequately in the DEIR, and some of which are not analyzed at all. A5-72

REDUCED PRODUCTIVE CAPACITY FROM HABITAT LOSS

Habitat loss results in a reduced productive capacity of affected wildlife species. The site is proven to serve as habitat to at least 23 species of vertebrate wildlife which Noriko observed on the site, but the number of avian nest sites remains unknown. Because Noriko's survey was only a reconnaissance survey and therefore unsuitable for detecting all bird nests on the site, estimating total nest density of birds was not possible. The alternative method would be to infer productive capacity from estimates of total nest density elsewhere. Noriko has completed several studies to estimate total avian nest density in similar environments in the local area.

Noriko estimated 5.56 nests/acre on a 3.6-acre site of ruderal grassland bordering a woodland strip in Murrieta, and 1.86 nests/acre on another 4.83-acre grassland site bordering a strip of woodland in Murietta. The average of the above two estimates is 3.71 nests/acre. This density applied to the 44.2 acres of the project site would predict 164 nest sites. Assuming 1.39 broods per nest site based on a review of 322 North American bird species, which averaged 1.39 broods per year, then I estimate 228 nest attempts per year on the project site. Assuming Young's (1948) study site typifies bird productivity of 2.9 fledged birds per nest attempt, then I predict 661 fledglings/year at the project site. A5-73

The loss of 164 nest sites and 228 nest attempts per year would qualify as significant impacts that have not been analyzed by the City of Rialto. But the impacts would not end with the immediate loss of nest sites. The reproductive capacity of the site would be lost. The project would prevent the production of 661 fledglings per year. Assuming an average bird generation time of 4 years, the lost capacity of both breeders and annual fledgling production can be estimated from an equation in Smallwood (2022): {(nests/year × chicks/nest × number of years) + (2 adults/nest × nests/year) × (number of years ÷ years/generation)} ÷ (number of years) = 743 birds per year denied to California.

The loss of 743 birds per year would be a loss of significant habitat value that is currently provided by the project site. Most if not all these birds are protected by the federal Migratory Bird Treaty Act and by California's Migratory Bird Protection Act, both of which are intended to most strongly protect breeding migratory birds. The loss of 743 birds would easily qualify as an unmitigated significant impact.

INTERFERENCE WITH WILDLIFE MOVEMENT

One of CEQA's principal concerns regarding potential project impacts is whether a proposed project would interfere with wildlife movement in the region. The species Noriko and RBC (2025) detected on the project site had at some point moved to the site, A5-74

and in fact members of some of these species were in flight when Noriko detected them. At minimum, the project site provides wildlife with stopover opportunities during migration or dispersal of young. However, the DEIR focuses too much on the red-herring question of whether the site occurs within a movement corridor. The question is a red herring because the CEQA standard applies to all types of movement and not just the movement channeled by corridors.

However, the DEIR concludes without evidence "no wildlife movement corridors are mapped within the project site." This conclusion is based on no program of observation. There was no study design or specific field method implemented to quantify or characterize wildlife movement across the project site or beyond. A simple program of observation, for example, would be to perform timed surveys on stations located at intervals across the site, and to have observers plot wildlife flight paths on handheld maps. Another would be to use a thermal-imaging camera to track and record animal movements at night, including terrestrial mammals, birds and bats. But RBC (2025) reports nothing like this, and its analysis of wildlife movement and whether the project would interfere with it is therefore limited to speculation. Speculation is an unsound basis for making important determinations. A5-74

Whether the site includes a wildlife movement corridor is not the only consideration when it comes to the standard CEQA Checklist question of whether the project would interfere with wildlife movement in the region. The primary phrase of the CEQA standard goes to wildlife movement regardless of whether the movement is channeled by a corridor. Wildlife are obviously using the site, so they are able to travel to and from the site. Most of the birds recorded at the site are migratory birds, and the site is one of the last remaining patches of open space available to birds that need to move through the region. The project site is important to wildlife movement in the region.

TRAFFIC IMPACTS ON WILDLIFE

The DEIR neglects to address one of the project's most obvious, substantial impacts to wildlife, and that is wildlife mortality and injuries caused by project-generated traffic. Project-generated traffic would endanger wildlife that must, for various reasons, cross roads used by the project's traffic (Photos 26–29), including along roads far from the project footprint but which would nevertheless by traversed by automobiles head to or from the project's building. Vehicle collisions have accounted for the deaths of many thousands of amphibian, reptile, mammal, bird, and arthropod fauna, and the impacts have often been found to be significant at the population level (Forman et al. 2003). Across North America traffic impacts have taken devastating tolls on wildlife (Forman et al. 2003). In Canada, 3,562 birds were estimated killed per 100 km of road per year (Bishop and Brogan 2013), and the US estimate of avian mortality on roads is 2,200 to 8,405 deaths per 100 km per year, or 89 million to 340 million total per year (Loss et al. 2014). Local impacts can be more intense than nationally. A5-75

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Photo 26. *A white-tailed antelope squirrel runs across the road just in the Coachella Valley, 26 May 2022. Such road crossings are usually successful, but too often prove fatal to the animal.*

Photo 27. *A coyote uses the crosswalk to cross a road on 2 February 2023. Not all drivers stop, nor do all animals use the crosswalk. Too often, animals are injured or killed when they attempt to cross roads.*

A5-75

Photos 28 and 29. *Raccoon killed on Road 31 just east of Highway 505 in Solano County (left; photo taken on 10 November 2018), and mourning dove killed by vehicle on a Bakersfield road (right; photo by Noriko Smallwood, 21 June 2020.)*

The nearest study of traffic-caused wildlife mortality was performed along a 2.5-mile stretch of Vasco Road in Contra Costa County, California. Fatality searches in this study

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found 1,275 carcasses of 49 species of mammals, birds, amphibians and reptiles over 15 months of searches (Mendelsohn et al. 2009). This fatality number needs to be adjusted for the proportion of fatalities that were not found due to scavenger removal and searcher error. This adjustment is typically made by placing carcasses for searchers to find (or not find) during their routine periodic fatality searches. This step was not taken at Vasco Road (Mendelsohn et al. 2009), but it was taken as part of another study next to Vasco Road (Brown et al. 2016). Brown et al.'s (2016) adjustment factors for carcass persistence resembled those of Santos et al. (2011). Also applying searcher detection rates from Brown et al. (2016), the adjusted total number of fatalities was estimated at 9,462 animals killed by traffic on the road. This fatality number projected over 1.25 years and 2.5 miles of road translates to 3,028 wild animals per mile per year. In terms comparable to the national estimates, the estimates from the Mendelsohn et al. (2009) study would translate to 188,191 animals killed per 100 km of road per year, or 22 times that of Loss et al.'s (2014) upper bound estimate and 53 times the Canadian estimate. An analysis is needed of whether increased traffic generated by the project site would similarly result in local impacts on wildlife.

A5-75

For wildlife vulnerable to front-end collisions and crushing under tires, road mortality can be predicted from the study of Mendelsohn et al. (2009) as a basis, although it would be helpful to have the availability of more studies like that of Mendelsohn et al. (2009) at additional locations. My analysis of the Mendelsohn et al. (2009) data resulted in an estimated 3,028 animals killed per mile along a county road in Contra Costa County. The estimated numbers of fatalities were 1.75% birds, 26.4% mammals (many mice and pocket mice, but also ground squirrels, desert cottontails, striped skunks, American badgers, raccoons, and others), 67.4% amphibians (large numbers of California tiger salamanders and California red-legged frogs, but also Sierran treefrogs, western toads, arboreal salamanders, slender salamanders and others), and 4.4% reptiles (many western fence lizards, but also skinks, alligator lizards, and snakes of various species). VMT is useful for predicting wildlife mortality because I was able to quantify miles traveled along the studied reach of Vasco Road during the time period of the Mendelsohn et al. (2009), hence enabling a rate of fatalities per VMT that can be projected to other sites, assuming similar collision fatality rates.

Predicting project-generated traffic impacts on wildlife

The DEIR predicts 9,413,031 mitigated annual VMT would be generated by the project. During the Mendelsohn et al. (2009) study, 19,500 cars traveled Vasco Road in Contra Costa County daily, so the vehicle miles that contributed to my estimate of non-volant fatalities was 19,500 cars and trucks × 2.5 miles × 365 days/year × 1.25 years = 22,242,187.5 vehicle miles per 9,462 wildlife fatalities, or 2,351 vehicle miles per fatality. This rate divided into the predicted annual VMT would predict 4,004 vertebrate wildlife fatalities per year due to project-generated traffic. This would still be a large number of animals killed by the project's traffic.

A5-76

Based on my analysis, the project-generated traffic would cause substantial, significant impacts on wildlife. The EIR does not address this potential impact, let alone propose to mitigate it. Mitigation measures to improve wildlife safety along roads are available and

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are feasible, and they need exploration for their suitability with the proposed project. Given the predicted level of project-generated traffic-caused mortality, and the lack of any proposed mitigation, it is my opinion that the proposed project would result in potentially significant adverse biological impacts, and that, as the EIR is currently written, these impacts would be unmitigated.

A5-76

CUMULATIVE IMPACTS

The DEIR's cumulative impacts analysis is flawed. The most fundamental flaw is its assumption that mitigation of a project's direct impacts would prevent cumulative impacts, which is an assumption that is inconsistent with the CEQA's definition of cumulative impacts. According to the DEIR (p. p. 4.3-25), "With implementation of MM BIO-1 through MM BIO-6, the proposed Project would not cause a significant impact to biological resources. Mitigation would include construction BMPs to avoid potential impacts and disturbance to special status species, and Parry's spineflower, burrowing owl, nesting bird, Crotch's bumble bee, Coastal whiptail, Coast horned lizard, and Southern California legless lizard pre-construction surveys and avoidance measures. Project level impacts would be less than significant with the implementation of these measures and therefore would not contribute to a cumulative impact." The notion expressed in this passage is that cumulative impacts are really only residual impacts of insufficiently mitigated direct impacts, and that sufficient mitigation of direct impacts would leave no residual impacts and therefore no cumulative impacts. But this is not how cumulative impacts are defined. Mitigation directed to the project's direct impacts cannot avoid, minimize or reduce the habitat losses and habitat fragmentation already well underway throughout the region, leaving the project site as one of the last remaining patches of habitat of many special-status species. The loss of the habitat on the project site would contribute cumulatively and very significantly to the loss and fragmentation of habitat regionally.

A5-77

MITIGATION STRATEGY

MM BIO-1: Rare Plant Mitigation Plan. *...A rare plant mitigation plan shall be prepared ... The plan will demonstrate the feasibility of conserving, enhancing, or restoring Parry's spineflower habitat in areas to be managed as natural open space without conflicting with other resource management objectives. Habitat conservation, enhancement, or restoration will be at a minimum 1:1 ratio (acres conserved, enhanced, or restored to acres impacted). If the rare plant mitigation plan proposes conservation of an extant population, the plan shall include at a minimum: (a) the location of the conserved habitat and an analysis of its suitability as compensatory mitigation; (b) an assessment of the extant Parry's spineflower populations at the proposed conservation site; (c) a long-term management plan which includes objectives, management practices, monitoring protocols, adaptive management strategies, and reporting requirements; and (d) details regarding the establishment of a non-wasting endowment to perpetually fund management of the conserved land, or such other funding mechanism acceptable to CDFW. If the rare plant mitigation plan proposes enhancement or restoration, the plan shall include at minimum: (a) collection/salvage measures for plants or seed banks, to retain intact soil conditions*

A5-78

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and maximize success likelihood; (b) details regarding storage of plants or seed banks; (c) location of the proposed recipient site, and detailed site preparation and plant introduction techniques details for top soil storage, as applicable; (d) time of year that the salvage and replanting or seeding will occur and the methodology of the replanting; (e) a description of the irrigation, if used; (f) success criteria; and (g) a detailed monitoring program, commensurate with the plan's goals.

Essentially, the DEIR defers the formulation of a rare plant mitigation plan to some later date, presumably (but not clearly) prior to project construction. The main problem with this measure is that no candidate sites have been identified for its implementation. The DEIR does not report whether any suitable mitigation sites exist where the mitigation plan can be implemented.

A5-78

Another problem with the measure is the 1:1 mitigation ratio based on acres. Acres are not plants. The measure specifies that the acres conserved would be based on acres impacted, but the DEIR does not clarify what acres impacted means. If the acres impacted are simply the little green-bordered polygons depicted on Figure 5 of RBC (2025), then the environmental context of the inhabited acres at the mitigation site might encompass many fewer individual Parry's spineflowers or the environmental context they need. And mitigation success would be measured in acres regardless of whether the Parry's spineflowers at the mitigation site persist.

A5-79

Yet another problem is the mitigation ratio, which, assuming the same number of Parry's spinflowers are conserved as those that are destroyed by the project, truly results in a 50% loss of Parry's spinelflowers. To achieve a no-net-loss standard, a much larger mitigation ration is needed; I would suggest 5:1, and it should be based on plants, not acres.

A5-80

Finally, the DEIR fails to cite evidence of the efficacy this measure where it has been applied elsewhere. The DEIR needs to convince the public and decision-makers that the measure has already conserved Parry's spineflowers after members of this species were lost to other projects.

A5-81

MM BIO-2: Best Management Practices. *...the following monitoring requirements and Best Management Practices (BMPs) shall be implemented: a. Construction vehicles shall not exceed 15 miles per hour ... Prior to initial ground disturbing activities, a Worker Environmental Awareness Program (WEAP) shall be prepared, ...*

Should the project go forward, then I concur the listed BMPs should be implemented. However, it needs to be understood that the BMPs' conservation benefits to special-status species would be *de minimis* compared to project impacts. Most of these measures were required at most if not all the projects that my co-investigator and I surveyed before and after development to measure impacts on wildlife (Smallwood and Smallwood 2023). We revisited the sites to repeat the survey methods at the same time of year, the same start time in the day, and the same methods and survey duration in order to measure the effects of mitigated development on wildlife. We structured the

A5-82

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experiment in a before-after, control-impact experimental design, as some of the sites had been developed since our initial survey and some had remained undeveloped. All the developed sites had included mitigation measures to avoid, minimize or compensate for impacts to wildlife. Nevertheless, we found that mitigated development resulted in a 66% loss of species on site, and 48% loss of species in the project area. Counts of vertebrate animals declined 90%. We reported that "Development impacts measured by the mean number of species detected per survey were greatest for amphibians (-100%), followed by mammals (-86%), grassland birds (-75%), raptors (-53%), special-status species (-49%), all birds as a group (-48%), non-native birds (-44%), and synanthropic birds (-28%). Our results indicated that urban development substantially reduced vertebrate species richness and numerical abundance, even after richness and abundance had likely already been depleted by the cumulative effects of loss, fragmentation, and degradation of habitat in the urbanizing environment," and despite all the mitigation measures and existing policies, regulations, and habitat plans.

A5-82

Regarding the WEAP, it should be remembered that construction workers are working with heavy machinery and moving vehicles, and therefore they need to focus on their work. The WEAP might help prevent the taking of one or a few animals, but workers should not be expected to focus on anything but work safety and performance.

MM BIO-3A: Burrowing Owl Preconstruction Surveys. *No less than 14 days prior to the onset of construction activities, a qualified biologist shall survey the construction limits of the project site and a 500-foot buffer for the presence of burrowing owls and occupied nest burrows. A second survey shall be conducted within 24 hours prior to the onset of construction activities. Time lapses between project activities greater than one week (7 days) would trigger subsequent 24-hour take avoidance surveys to confirm burrowing owl absence. The surveys shall be conducted in accordance with the most current CDFW survey methods. If burrowing owls are not observed during clearance surveys or biological monitoring, no additional conditions are required to avoid impacts to burrowing owl. The Project Applicant shall submit at least one burrowing owl pre-construction survey report to the satisfaction of the City to document compliance with this mitigation measure. For the purposes of this measure, 'qualified biologist' is a biologist who meets the requirements set forth in the BUOW Guidelines (CDFW 2012).*

A5-83

The burrowing owl is a candidate for listing under the California Endangered Species Act. Therefore, the applicant needs to consult with the CDFW as a first step and before the EIR is certified. Furthermore, the CDFW (2012) survey guidelines need to be implemented in full, meaning that breeding-season detection surveys must be completed. MM BIO-3A's preconstruction surveys cannot stand in for breeding season detection surveys, because preconstruction surveys carry nowhere near the same detection probabilities as do breeding-season detection surveys. For these reasons, MM BIO-3A is flawed and deficient.

A5-84

MM BIO-3B: Burrowing Owl Preconstruction Surveys. *If burrowing owls, active burrows, or signs thereof are confirmed during any survey or biological monitoring, project activities with the potential to impact burrowing owl shall be*

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immediately halted. The qualified biologist shall coordinate with CDFW and prepare a Burrowing Owl Plan that shall be submitted to CDFW for review and approval prior to commencing project activities with the potential to impact burrowing owl. The Burrowing Owl Plan shall describe proposed avoidance, and monitoring actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites, acres of burrowing owl habitat that will be impacted, details of site monitoring, and details on proposed buffers and other avoidance measures if avoidance is proposed. Project activities with the potential to impact burrowing owl shall not occur within 500 feet of an active burrow until CDFW approves the Burrowing Owl Plan. If project activities, including occupied burrow exclusion and closure, could result in take of burrowing owl, the applicant shall coordinate with CDFW for appropriate CESA authorization (i.e., ITP under CFGC section 2081) prior to commencement of project activities with the potential to impact burrowing owl. The ITP shall describe, at a minimum, project activities and equipment, proposed avoidance/buffers, temporary and permanent impacts, monitoring, relocation and/or translocation, and minimization and compensatory mitigation actions. ITP compensatory mitigation will be fulfilled by one or more of following options: 1) purchase of credits at a CDFW-approved conservation or mitigation bank (if available); 2) execution of a Mitigation Credit Agreement; or 3) Permittee-responsible mitigation land acquisition. The conditions of the permit or measures outlined in the plan shall be adhered to by the applicant and any required compensatory mitigation of habitat would be provided.

A5-84

See my comment under MM BIO-3A. The applicant needs to consult with the CDFW as a first step, and not as a condition of whether a preconstruction survey results in a burrowing owl detection. This measure is unacceptable.

MM BIO-4A: Crotch's Bumble Bee Surveys. *At a minimum, two pre-construction nesting surveys shall be conducted prior to project implementation. Surveys shall occur within 1) one week; and 2) within 24-hours prior to any vegetation removal or ground-disturbing activities scheduled to occur during the Crotch's bumble bee flight season (February through October). Surveys shall follow the guidelines provided in the CDFW's Survey Considerations for CESA Candidate Bumble Bee Species (2024b) and shall occur within the project site and areas adjacent to the project site where suitable habitat exists. The surveyors shall be qualified biologists familiar with Crotch's bumble bee identification and life history.*

A5-85

Crotch's bumble bee occurs on the project site. As a first step, the project applicant needs to consult with the CDFW about how to obtain an incidental take permit for this species.

MM BIO-4B: Crotch's Bumble Bee CESA ITP. *Suitable Crotch's bumble bee habitat and Crotch's bumble bee presence has been confirmed on the site; therefore, a CESA ITP shall be applied for and obtained prior to the commencement of project activities with the potential to impact Crotch's bumble bee. The ITP shall include, at a minimum, a description of project activities and equipment, proposed avoidance/buffers, identification of temporary and permanent impacts, monitoring requirements, relocation and/or translocation protocols, and compensatory*

A5-86

mitigation measures. Compensatory mitigation will be at a minimum 1:1 ratio (acres conserved, enhanced, or restored to acres impacted). ITP compensatory mitigation shall be satisfied by one or more of the following mechanisms: 1) purchase of credits at a CDFW-approved conservation or mitigation bank (if available); 2) execution of a Mitigation Credit Agreement; or 3) Permittee-responsible mitigation land acquisition.

A5-86

See my comment under MM BIO-4A.

MM BIO-4C: Crotch's Bumble Bee Biological Monitor. *A qualified biological monitor shall conduct fulltime monitoring during removal of suitable nectar plants that is scheduled to occur during the queen flight period (February through March), colony active period (March through September), and/or gyne flight period (September through October). The monitor shall have authority to temporarily halt or redirect activities as needed to avoid unauthorized impacts.*

A5-87

See my comment under MM BIO-4A.

MM BIO-5A: Nesting Bird Surveys. *To ensure compliance with California Fish and Game Code Sections 3503, 3503.5, and 3513 and to avoid potential impacts to nesting birds, vegetation clearing and ground-disturbing activities shall be conducted outside of the bird nesting season (generally February 15 through August 31), if feasible. Regardless of the time of year, a qualified biologist shall conduct a nesting bird survey within three (3) days prior to any disturbance of the site, including but not limited to vegetation clearing, disking, demolition activities, staging, or grading.*

Regarding the start of construction outside the breeding season, "if feasible," this avoidance measure is not a requirement, but rather a condition for implementing a preconstruction survey. Moreover, its implementation would not prevent the permanent loss of the avian productive capacity that I predict in my letter herein.

A5-88

Should the project go forward, I concur with this measure. However, it needs to be understood that the conservation benefits of this measure would be *de minimis* compared to the project's potential impacts on breeding birds. This measure would not prevent the permanent loss of the avian productive capacity that I predict in my letter herein. Preconstruction, take-avoidance surveys consist of two steps, both of which are very difficult. First, the biologist(s) performing the survey must identify birds that are breeding. Second, the biologist(s) must locate the breeding birds' nests. The first step is typically completed by observing bird behaviors such as food deliveries and nest territory defense. To be successful these types of observations typically require many surveys on many dates spread throughout the breeding season even for a single species. To identify and locate the birds of all species nesting on a site requires a much greater survey effort. Even assuming all the predicted 522 nest sites could be found (not likely), the mitigation measure would apply only to the breeding season of the survey. After the breeding season of the preconstruction survey, California would be denied the production of birds from the project site during every subsequent year. The project's impacts on birds would be permanent and of large magnitude.

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MM BIO-5B: Nesting Bird Surveys. *If active nests are identified, the biologist shall establish suitable buffers around the nests depending on the level of activity within the buffer and species observed. Buffer areas shall be avoided until the nests are no longer occupied, and the juvenile birds can survive independently from the nests. During construction activities, the qualified biologist shall continue biological monitoring activities at a frequency recommended by the qualified biologist using their best professional judgment. If nesting birds are documented, avoidance and minimization measures may be adjusted and construction activities stopped or redirected by the qualified biologist to avoid take of nesting birds. If nesting birds are not documented during the pre-construction survey, adherence to additional measures may not be necessary to avoid impacts to nesting birds.*

The mitigation language allows a single individual to make a subjective decision, outside the public's view, to determine the buffer area for any given species. This measure lacks objective criteria, and it is therefore unenforceable.

A5-89

MM BIO-6A: Special-Status Preconstruction Lizard Surveys. *Within 30 days prior to the commencement of any on-site project activities, a qualified biologist shall conduct preconstruction surveys in suitable special-status lizard habitat throughout the project site. ... A minimum of one daytime survey during suitable weather for lizard activity shall be conducted by walking linear transects spaced to provide 100 percent coverage of suitable habitat. The location of any observed special-status lizards shall be documented. If feasible, the locations of any special-status lizards shall be avoided. Avoidance measures shall be monitored by the qualified biologist.*

The required survey should have been completed in support of the preparation of the DEIR. Deferring this survey until the preconstruction phase effectively bypasses the part of the environmental review that is intended to be slated for informing the pubic and decision-makers with an accurate characterization of the existing environmental setting.

A5-90

MM BIO-6B: Special-Status Preconstruction Lizard Surveys. *If pre-construction surveys are positive for coastal whiptail, coast horned lizard, or Southern California legless lizard and avoidance is not feasible, CDFW shall be notified in writing. In addition, relocation of all observed special-status lizard individuals shall be attempted and, if feasible, lizards would be relocated to the nearest available suitable habitat on conserved land in consultation with CDFW.*

See my comment under MM BIO-6A. Moreover, the capture and relocation of lizards can be seen as cruel to the animals in the receiving areas. Dumping lizards into areas where the same species already reside would increase competition for mates, home ranges and forage, hence adding stress to residents and forced emigrants as well. The carrying capacities of the species at issue cannot be increased, so relocations would ultimately result in the same numbers of individuals that existed in the receiving areas as before the relocations. But these same numbers would be settled upon after the social chaos forced on residents in the receiving areas as a result of this measure. Although I am sure it is not the intent of this measure to be cruel, I argue it would be cruel and unethical to relocate lizards from the project site to the nearest available habitat.

A5-91

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NEEDED MITIGATION MEASURES

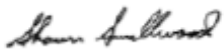
Fund Wildlife Rehabilitation Facilities: Compensatory mitigation is needed, and it ought also include funding contributions to wildlife rehabilitation facilities to cover the costs of injured animals that will be delivered to these facilities for care. Many animals would likely be injured during construction and by collisions with automobiles traveling to and from the project site during project operations.

A5-92

Landscaping: If the project goes forward, California native plant landscaping (i.e., grassland and locally appropriate scrub plants) should be considered to be used as opposed to landscaping with lawn and exotic shrubs and trees. Native plants offer more structure, cover, food resources, and nesting substrate for wildlife than landscaping with lawn and ornamental trees. Native plant landscaping has been shown to increase the abundance of arthropods which act as important sources of food for wildlife and are crucial for pollination and plant reproduction (Narango et al. 2017, Adams et al. 2020, Smallwood and Wood 2022.). Further, many endangered and threatened insects require native host plants for reproduction and migration, e.g., monarch butterfly. Around the world, landscaping with native plants over exotic plants increases the abundance and diversity of birds, and it is particularly valuable to native birds (Lerman and Warren 2011, Burghardt et al. 2008, Berthon et al. 2021, Smallwood and Wood 2022). Landscaping with native plants is a way to maintain or to bring back some of the natural habitat and lessen the footprint of urbanization by acting as interconnected patches of habitat for wildlife (Goddard et al. 2009, Tallamy 2020). Lastly, not only does native plant landscaping benefit wildlife, it requires less water and maintenance than traditional landscaping with lawn and hedges.

A5-93

Thank you for your consideration,



Shawn Smallwood, Ph.D.

Additional Literature Cited pages also provided in Attachment A to the Locust Gateway Development Project Final EIR.

LITERATURE CITED

A5-94

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Basilio, L. G., D. J. Moreno, and A, J. Piratelli. 2020. Main causes of bird-window collisions: a review. Anais da Academia Brasileira de Ciências 92(1): e20180745 DOI 10.1590/0001-3765202020180745.

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Response A5-1

This comment is introductory in nature. The commenter asks the City to accept the comments behalf of the Golden State Environmental Justice Alliance and requests to be added to the public interest list regarding future environmental documents.

Response A5-2

This comment summarizes information about the Project and does not raise any specific issue or questions on the environmental analysis provided in the Draft EIR.

Response A5-3

This comment incorrectly states the southern portion of the project site is located on Assessor Parcel Number (APN) 1133-02-100. The image of the parcel and APN 1133-02-100 provided by the commenter does not rely on the City of Rialto's official GIS web mapping service.[1] As identified in **Section 3.0: Project Description** of the Draft EIR, the Project would be located on APN 023-19-223. The City disagrees with this claim of the commenter. The commenter has not raised issues that would render the EIR deficient or require recirculation.

For response to the commenter's note about Summit Avenue, please see Response A5-25.

Response A5-4

The comment asserts that the Draft EIR lacks substantial evidence supporting the stated earthwork quantities (270,000 cubic yards of cut and 300,000 cubic yards of fill) and fails to identify a specific soil import site. The commenter contends that this information is necessary to accurately assess construction-related truck trips and associated impacts. Rather, the commenter provides no evidence to support this assertion. Under CEQA Guidelines Section 15384, argument, speculation, unsubstantiated opinion or narrative does not constitute substantial evidence. (*Pala Band of Mission Indians v. County of San Diego* (1998) 68 Cal.App.4th 556, 580.)

As discussed in **Section 3.0: Project Description** of the Draft EIR, the grading estimates are based on the preliminary civil engineering plans prepared for the Project, which provide a reasonable approximation of anticipated cut and fill quantities. Under CEQA, an EIR is not required to include final engineering or construction-level design drawings, nor to identify specific material sources or destinations, provided that the analysis reasonably discloses the maximum foreseeable impacts based on available project-level information (CEQA Guidelines §§15144, 15151; *Laurel Heights Improvement Assn.* (1988) 47 Cal.3d 376, 415).

The EIR's analysis conservatively assumes a net import of approximately 30,000 cubic yards of soil, which was used to quantify the maximum potential number of haul truck trips and associated air quality, greenhouse gas, and noise impacts during construction; see **Section 3.0: Project Description** of the Draft EIR. These assumptions were incorporated into the CalEEMod modeling. The import soil site and corresponding distance for analysis in the Draft EIR was generated from default CalEEMod parameters which is based on the Transportation Analysis Zone (TAZ) specific to the site's location. Reliance on these assumptions for the analysis in the Draft EIR accounts for a conservative worst-case scenario and provides an adequate and accurate environmental analysis. Further, the City will verify all Project details (i.e.,

[1] City of Rialto's online GIS Mapping Service is provided at this website address: https://gis.rialtoca.gov/portal/apps/experiencebuilder/experience/?id=89d11c74cb054b3aa22f28759e6296c7

earthwork quantities and compliance with development standards) as part of the plan check process prior to issuing permits.

The commenter has not raised issues that would render the EIR deficient or require recirculation. No changes to the document are required.

Response A5-5

This comment states that the Draft EIR does not include analysis relevant to environmental justice issues in reviewing potential Project impacts, including cumulative impacts from the proposed Project. The Draft EIR fully analyzes and discloses the Project's cumulative impacts in **Section 4.2: Air Quality** (page 4.2-32), **Section 4.5: Energy** (page 4.5-19); and **Section 4.7: Greenhouse Gas Emissions** (page 4.7-26). CEQA does not require consideration of potential implications to environmental justice or socioeconomics as a specific resource; further, environmental justice is not listed within the "Environmental Factors Potentially Affected" in Appendix G, Environmental Checklist Form, to the CEQA Guidelines. The Draft EIR analyzed the Project's potential impacts on sensitive receptors and concluded that impacts can be mitigated to a less than significant level. Additionally, the City, County, SCAQMD, and the CEQA Guidelines do not include thresholds that consider environmental justice such as the CalEnviroScreen results, but rather account for the potential health effects of a project with project-level thresholds.

This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not raise a substantive issue on the content of the EIR, no further response is warranted.

Response A5-6

See Response A5-5. There is currently no air quality guidance or thresholds to analyze areas with higher pollution burden differently from areas with lower pollution burden. However, the Draft EIR includes project-specific dispersion modeling to estimate the PM_{10} and potential of cancer risk in the vicinity of Project construction and operations. On page 4.2-16 of Draft EIR **Section 4.2: Air Quality**, the methodology for the dispersion modeling is explained. Construction dispersion modeling included all construction activity while operational modeling included idling of trucks, on-site truck movement, off-site truck movement, off-road equipment including forklifts and cargo handling equipment, and one emergency generator. Meteorological data was used from the Fontana-Arrow Highway Monitoring Station, which is representative of and nearest to the project site. The modeling included building downwash and conservative estimates for vehicle and stack heights. Risk was calculated using the State of California Office of Environmental Health Hazard Assessment (OEHHA) methodology with age sensitivity factors and frequency of time spent at home (as shown in Draft EIR Appendix C page 19 in Table 2). Table 4.2-13 in the Draft EIR (page 4.2-29) shows the unmitigated scenarios for construction, operation and combined for nearby residential, student, and worker receptors. Both construction and operational cancer risk is less than 2 per one million for all receptors. The commenter has not raised issues that would render the EIR deficient or require recirculation.

Response A5-7

See Response A5-5. The comment states information from OEHHA on hazardous waste and solid waste facility impacts. The project site is located within the 160-acre area and the former bunker area of the larger Rockets, Fireworks, and Flares (RFF) Superfund site (formerly known as the B.F. Goodrich site).Development of the Project will result in a benefit to the community by developing a currently vacant and underutilized site that is environmentally constrained due to its location within the RFF Superfund

site, and will ensure the careful and thorough removal of any unexploded ordnances and discarded military munitions that may be present on the site prior to development, thus resulting in reduced hazards and increased safety for the surrounding community. Refer to **Section 4.8: Hazards and Hazardous** Materials of the Draft EIR. No further response is required.

Response A5-8

See Response A5-5. The comment discusses water quality information from OEHHA but provides no comment regarding the proposed Project. As discussed in Draft EIR **Section 4.9: Hydrology and Water Quality**, the Project will not result in any impacts to hydrology and water quality, including drinking water. No further response is required.

Response A5-9

See Response A5-5 and Response A5-7. The comment states information from OEHHA on cleanup sites but provides no comment regarding the proposed Project. Please refer to Draft EIR **Section 4.8: Hazards and Hazardous Materials** for a discussion of the RFF Superfund site. No further response is required.

Response A5-10

See Response A5-5. The comment discusses socioeconomic data but provides no comment regarding the proposed Project. No response is required.

Response A5-11

See Response A5-5 and Response A5-6. The Draft EIR included project-specific dispersion modeling to evaluate the potential environmental impacts to the communities in the vicinity of the project site.

Response A5-12

This commenter states that CalEEMod, the software used for the Draft EIR analysis, is not considered an approved compliance modeling software for non-residential uses in the State of California. CEQA does not mandate that certain tools or modeling protocols be employed in environmental analysis such as is implied by the commenter. CEQA requires that analyses be sufficient to provide decision-makers with information enabling them to make decisions that intelligently account of environmental consequences of projects (CEQA Guidelines § 15151, Standards of Significance).

With specific regard to the use of CalEEMod for the purposes of modeling energy consumption, the City has historically and successfully employed CalEEMod for this purpose. Further, the SCAQMD, the Responsible Agency for air quality considerations, sanctions use of CalEEMod to provide a "uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operational from a variety of land use projects."[2] Through the use of CalEEMod, SCAQMD integrates air quality and energy impact analyses. To ensure consistency and accuracy of analyses in support of SCAQMD policies, the City has determined that CalEEMod is appropriate for CEQA modeling of both air quality impacts and energy consumption.

The energy modeling protocols cited by the commenter (CBECC-Com, EnergyPro, and IES VE) are used for the performance approach (energy budget) method for demonstrating compliance with the Title 24 Energy Standards. The analysis included within **Section 4.5: Energy,** of the Draft EIR discloses the amount

[2] SCAQMD. (2024). Air quality modeling for CEQA. Retrieved from https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-modeling

of energy that the proposed Project would require. The analysis is not intended or required to demonstrate compliance for Title 24 energy standard performance.

The energy modeling protocols identified in the comment provide modeling of building energy consumption only, whereas CalEEMod comprehensively and cohesively provides building energy consumption estimates, as well as establishes the basis for estimation of construction activity/ construction equipment energy consumption, and mobile-source (vehicular) energy consumption. This latter category (vehicular energy consumption) comprises the majority of the proposed Project energy demand. In addition, the sources for the methodologies include studies commissioned by the California Energy Commission (CEC) and also use energy conservation standards subject to Title 24. CalEEMod User Guide Appendix D (Technical Source Documentation for Emissions Calculations) states the energy intensity estimates are based on a survey completed in 2019 with structures ranging from 1935 to 2015. The Appendix notes "default energy consumption estimates provided in CalEEMod based on the RASS (California Residential Appliance Saturation Study are very conservative, overestimating expected energy use compared to what would be expected for new buildings subject to the latest Energy Code with more stringent energy efficiency measures." Therefore, the energy estimates in **Section 4.5: Energy** of the Draft EIR are conservative. The energy modeling protocols offered by the commenter (which do not consider energy consumption attributable to construction activities or mobile sources) would vastly underestimate the proposed Project energy demands and proposed Project energy consumption.

Additionally, the Draft EIR discloses the proposed Project's electricity consumption, natural gas consumption, and transportation fuel consumption and determined that the proposed Project's energy consumption would not be inefficient or wasteful, as the proposed Project will be required to comply with the Title 24 Nonresidential Building Energy Efficiency Standards and CALGreen standards published by the CEC, which contain stringent mandatory standards for mechanical systems, lighting (indoor and outdoor), and appliances to minimize energy use. Therefore, the Draft EIR used the appropriate model to calculate and disclose the proposed Project's energy use, and also demonstrated that the proposed Project would be required to comply with Title 24 Building Energy Efficiency and CALGreen Standards. Additionally, MM GHG-2 requires buildings to meet or exceed CALGreen Tier 2 standards, which would further reduce energy consumption. Findings and conclusions of the Draft EIR are not affected. As demonstrated, the comments submitted are incorrect. Revisions to the EIR are not required.

Response A5-13

The comment states that the Draft EIR does not include an analysis of the Project's compliance with the City's General Plan buildout assumptions or the Rialto Airport Specific Plan buildout scenario, and therefore must be revised to provide this analysis.

The City disagrees. The Draft EIR adequately analyzes the Project's consistency with the City of Rialto General Plan and the Rialto Airport Specific Plan in accordance with CEQA Guidelines Section 15125(d), which requires an EIR to "discuss any inconsistencies between the proposed Project and applicable general plans." As addressed on page 4.13-6 of **Section 4.13: Population and Housing**, the proposed Project is consistent with the existing General Plan and Specific Plan designations for the site, meaning that future growth associated with Project implementation has already been accounted for in the General Plan and General Plan EIR. Because the Project is consistent with the existing General Plan land use designation and Specific Plan designation, development of the site with a warehouse use was already anticipated and analyzed.

The Project's contribution of approximately 664,859 square feet represents only a small portion (approximately 3.8%) of the total industrial buildout potential identified in the General Plan and falls within the scope of development anticipated in the City's adopted plans and environmental analyses. No substantial evidence has been provided by the comment to suggest that this amount of industrial development would exceed or conflict with the growth assumptions of the City's General Plan or Specific Plan.

Accordingly, the Draft EIR's conclusion that the Project is consistent with the City's adopted land use plans and policies is supported by substantial evidence. The commenter has not raised issues that would render the EIR deficient or require recirculation.

Response A5-14

The commenter asserts that the Draft EIR failed to analyze the Project's consistency with several goals and policies from SCAG's 2024 Connect SoCal Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and that the Project's greenhouse gas (GHG) impacts conflict with these policies.

The City disagrees. All policies cited in the comment are taken from Chapter 3.3: Regional Planning Policies of the 2024 Connect SoCal RTP/SCS. As stated in the plan, these policies are intended for County Transportation Commissions (CTCs) and local jurisdictions, which "can refer to specific policies to demonstrate alignment with the Regional Transportation Plan/Sustainable Communities Strategy when seeking resources from state or federal programs." These policies are not regulatory requirements and are not applicable to individual private development projects such as the proposed warehouse.

Furthermore, the commenter does not provide any specific explanation or evidence showing how the Project would conflict with the cited policies or why they are relevant to this Project. Many of the referenced policies, particularly those related to equitable engagement, restorative justice, and disadvantaged communities, are regional and programmatic objectives, beyond the scope or responsibility of a private development project. Further, CEQA does not require analysis of "disadvantaged communities" or "environmental justice" impacts, and the CEQA Guidelines do not define or use that terminology.

For the foregoing reasons, Equitable Engagement and Decision-Making Policies 46 and 47 and Sustainable Development Policies 48-50 cited by commenter are inapplicable to the Project. Likewise, Air Quality Policies 51-53 and Climate Resilience Policies 64-66 focus on regional or programmatic efforts and cannot directly be implemented by the Project. However, as discussed in **Section 4.7: Greenhouse Gas Emissions**, the Project's GHG analysis complies with CEQA Guidelines Section 15064.4 and demonstrates consistency with applicable State, regional, and local climate plans, including SCAG's Connect SoCal RTP/SCS, the City's General Plan, and the CARB Scoping Plan. Although the Draft EIR concludes that GHG impacts would remain significant and unavoidable, this finding does not constitute a policy inconsistency, as the Connect SoCal policies are advisory, not binding, and the Project's emissions are consistent with regional growth assumptions used in SCAG's modeling.

Accordingly, the Draft EIR's GHG policy consistency analyses are adequate and the commenter has not raised issues that would render the EIR deficient or require recirculation.

Response A5-15

The commenter states that the General Plan consistency analysis in the Draft EIR does not provide an adequate evaluation of all land use plans, policies, and regulations adopted for the purpose of reducing environmental effects.

Section 4.10: Land Use and Planning of the Draft EIR provides a discussion of Project consistency with applicable City of Rialto General Plan policies and other plans; this analysis can be found starting on page 4.10-8 in Table 4.10-1: General Plan Consistency Analysis. The analysis in the table is consistent with the thresholds of significance established in Appendix G of the CEQA Guidelines and CEQA Guidelines Section 15125 as it addresses General Plan policies that have been adopted for the purpose of avoiding or mitigating an environmental effect and that are applicable to the Project. More specifically, Section 15125(d) states "The EIR shall discuss any inconsistencies between the proposed Project and applicable general plans, specific plans, and regional plans."

The commenter asserts that the Draft EIR does not provide evidence or support that the Project does not conflict with some of the goals and policies of the General Plan. The commenter provides a list of these goals and policies but does not provide any specific explanation or evidence showing how the Project would conflict with the cited policies or why they are relevant to this Project.

With respect to the commenter's opinion regarding alleged inconsistencies, it should be noted that, under CEQA, a project is consistent with the underlying general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment. A given project need not be in perfect conformity with each and every general plan policy (*Clover Valley Foundation v. City of Rocklin* (2011) 197 Cal.App.4th 200, 238). Moreover, a lead agency's determination that a project is consistent with the general plan is entitled to deference (*Id.*).

It should further be noted that not all goals and policies relate to an environmental consideration and by their nature do not require evaluation in an EIR. In making this determination, factors such as the following may be considered:

1. The goal, policy, or implementation measure does not relate, nor was it written to reduce and impact to an environmental resource;
2. The goal, policy, or implementation measure does not relate to topics requiring examination under CEQA;
3. The goal, policy, or implementation measure is beyond the scope or responsibility of a private development;
4. The goal, policy, or implementation measure is written so broadly that the responsibility for its implementation could only be the responsibility of the City.

Responses to the individual policies listed by the commenter are outlined below. The Project does not conflict with these General Plan policies. Further, these polices are advisory in nature and are not required.

- **Policy 2-9.4.** At the time of preparation of the Draft EIR, the future warehouse tenant is unknown and commercial space is not proposed as it would not be consistent with the intended industrial use of the site. If feasible, incorporation of flexible commercial spaces could be implemented at a later date.

- **Policy 2-12.2.** The Project does not require or propose any street trees or parkway landscaping within public right-of-way. As stated in **Section 4.1: Aesthetics**, of the Draft EIR, the Project would be subject to the development regulations in Section V of the Rialto Airport Specific Plan, which serve as the controlling mechanism for development within the Specific Plan. Per the Rialto Airport Specific Plan, projects designated General Manufacturing (I-GM) are required to provide a 20-foot average minimum width of landscaping from the property line along public roadways. The conceptual landscape plan is provided as Figure 3-10 in the Draft EIR Project Description. The Project would provide 20-foot-wide landscape buffers along the project site frontage of Locust Avenue and Lowell Street. A smaller landscape buffer would be provided along the western project boundary along Lake Padden Lane, which is not a public roadway. The Project would also be subject to compliance with the development standards in Rialto Municipal Code Sections 18.61.250 and 18.61.270, which include requirements for plants, landscape maintenance, and landscape buffers. The Rialto Airport Specific Plan landscape requirements are greater than the Municipal Code requirements.

- **Policy 2-16.1.** Given the nature and function of the Project, opportunities for integrating traditional public art are limited. This policy is encouragement-based and not a mandatory requirement for individual projects.

- **Policy 2-17.3 and Policy 2.17-4.** Policy 2-17.3 states "Discourage architectural monotony" and Policy 2-17.4 states "Discourage the design of boxy structures; emphasize articulation of the front façade and the horizontal plane with multi-story structures." Please refer to **Section 3.0: Project Description**, page 3-12, which addresses building design, landscaping, and lighting. Figure 3-8 in the Draft EIR depicts the conceptual elevations for the building, which shows that the Project incorporates architectural articulation, panel reveals, varying wall planes, and accent colors (white, gray, and blue) with blue window glazing. These features provide visual interest and relief. As documented in **Section 4.1: Aesthetics** and **Section 4.10: Land Use and Planning**, and Table 4.10-1: General Plan Consistency Analysis, the Draft EIR includes substantial evidence supporting the Project's consistency with applicable design policies. Please also refer to Response A5-18.

- **Goal 2-17, Policy 2-27.1.** As stated throughout the Draft EIR the project site would include approximately 160,491 sf of landscaping (9.2% of the project site). Landscaping would be focused around the site perimeters, parking areas, driveway entrances, and building entrances. The Project does not propose multiple structures with the opportunity to provide landscape plazas or green spaces between buildings.

- **Goal 2-17, Policy 2-27.2.** See response to Policy 2-12.2.

- **Goal 2-17, Policy 2-27.2.** The project site is not located on land intended for development of open space or a pocket park. This policy is advisory in nature and not required.

- **Policy 2-37.1.** This is a City initiative and not applicable to a single private warehouse development project.

Based on the above, the environmental review contained in the Draft EIR pertaining to General Plan consistency, and consistency with other applicable planning documents, meets CEQA requirements. Further, the planning consistency analysis for all applicable documents in relation to the Project was

properly tailored and used to clearly define policies that are within the applicant's ability and responsibility to address environmental impacts.

The discussion above is consistent with CEQA case law that has found that a given project need not be in perfect conformity with each General Plan policy. Accordingly, it may not be possible for every project to completely satisfy, nor is it the responsibility of every project to satisfy every goal or policy of a general plan, including those pertaining to environmental resources. Thus, the Project was evaluated for consistency with each of the applicable policies from the City of Rialto General Plan that were adopted for the purpose of avoiding or mitigating an environmental effect and through that evaluation it was determined that no additional environmental impacts from a conflict with an applicable policy would occur. No further discussion is required and no changes to the EIR have been made or are required because of this comment.

Response A5-16

The comment asserts that the Draft EIR incorrectly excluded Level of Service (LOS) analysis and that LOS remains required to evaluate consistency with Policies 4-1.20 and 4-1.21 of the City's General Plan Circulation Element.

As correctly stated in the Draft EIR, LOS is no longer used under CEQA to determine transportation impact significance. In 2018, the State of California adopted CEQA Guidelines Section 15064.3, which formally replaced delay-based metrics (such as LOS and intersection delay) with Vehicle Miles Traveled (VMT) as the appropriate measure of transportation impacts under CEQA. The Guidelines expressly state that "a project's effect on automobile delay shall not constitute a significant environmental impact" (§ 15064.3(c)).

While the City's General Plan includes LOS-based operational policies for local traffic management, those policies are not CEQA thresholds of significance. Rather, they are design and performance standards applied during City engineering review during project permitting. The Draft EIR appropriately addressed potential conflicts with applicable circulation plans and policies and found the Project consistent with the Rialto Circulation Element because the Project would provide adequate site access, internal circulation, and roadway improvements consistent with City standards.

Therefore, a detailed LOS analysis is not required for CEQA impact determination, and its exclusion does not render the EIR inadequate. As a point of information, a Transportation Impact Study (TIS) was prepared for the Project in accordance with the City's *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service (LOS) Assessment*. The TIS is on file with the City of Rialto Planning Department and available for public review upon request. The Project's VMT analysis included as Appendix J to the Draft EIR fulfills CEQA's current requirements, and the Draft EIR provides substantial evidence supporting its less than significant findings for transportation impacts. Accordingly, a project-level LOS analysis is not required for CEQA purposes, and the commenter has not raised issues that would render the EIR deficient or require recirculation.

Response A5-17

The comment mischaracterizes the Project's compliance with General Plan Policies 2-12.1 and 2-12.5. Lake Padden Lane is not a public roadway and therefore does not require screening under Policy 2-12.1. However, a landscape buffer is proposed along Lake Padden Lane. As stated in **Section 4.10: Land Use and Planning**, Table 4.10-1: General Plan Consistency Analysis, page 4.10-9, the Draft EIR evaluated

consistency with these policies and found the Project compliant. As referenced in Draft EIR Table 4.10-1, Figures 3-9 and 3-10 support the consistency finding as they demonstrate that the proposed design includes tree and landscape screening along public roadways, and a 14-foot-high decorative screen wall painted with accented reveals to provide visual relief. Landscaping encompassing approximately 9.2 percent of the site, including street-front buffers along Lowell Street and Locust Avenue, contributes to an attractive and varied streetscape. Accordingly, substantial evidence supports the Draft EIR's conclusion that the Project is consistent with Policies 2-12.1 and 2-12.5, and no further analysis or finding of significance is warranted. The commenter has not raised issues that would render the EIR deficient or require recirculation.

Response A5-18

The comment asserts that the Draft EIR does not provide substantial evidence demonstrating compliance with General Plan Policies 2-17.1, 2-17.3, 2-17.4, and 2-23.1, and that the Project's design—a concrete tilt-up industrial building—constitutes architectural monotony inconsistent with these policies.

The City disagrees. As documented in **Section 4.10: Land Use and Planning**, and Table 4.10-1: General Plan Consistency Analysis, the Draft EIR includes substantial evidence supporting the Project's consistency with applicable design policies. As noted on page 4.10-10 of the Draft EIR, the Project incorporates architectural articulation, panel reveals, varying wall planes, and accent colors (white, gray, and blue) with blue window glazing, as depicted in Figures 3-6 through 3-8. These features provide visual interest and relief, consistent with Policies 2-17.1 and 2-23.1, which emphasize variety in planes, textures, and façade treatments.

Moreover, CEQA does not require an evaluation of aesthetics or architectural style based on subjective aesthetic preferences (*see Bowman v. City of Berkeley* (2004) 122 Cal.App.4th 572, 592). The City's adopted Precise Plan of Design review process ensures that the final building design conforms to the City's design standards and visual quality expectations. Accordingly, the Draft EIR provides substantial evidence demonstrating consistency with the City's General Plan design policies and no revision is required.

Response A5-19

The commenter misrepresents the Draft EIR's analysis of Policy 2-23.2, which encourages architecture that disaggregates large buildings into smaller parts with greater human scale.

As outlined in the comment and stated in the consistency analysis table on page 4.10-11 of the Draft EIR, the Project would include vertical articulation, glazing, and color variation across the façades, along with the use of contrasting tones (white, gray, and blue) and changes in wall plane depth to visually break up the building's form.

The City disagrees with the commenter's claim that these elements do not reduce massing. The Draft EIR provides substantial evidence—both descriptive and graphical—demonstrating that the Project's vertical articulation, color, material diversity, and landscaping collectively meet the intent of Policy 2-23.2. Accordingly, the Draft EIR's determination that the Project is consistent with Policy 2-23.2 is supported by substantial evidence, and no revision to the EIR is required.

Response A5-20

The commenter claims policy consistency analysis is inaccurate due to modeling software used in the Draft EIR. This is further addressed in the Response A5-12 above. The Draft EIR provides substantial evidence and adequate analysis demonstrating consistency and no revision is required.

Response A5-21

The commenter misrepresents the Draft EIR's analysis and conclusions regarding population and employment generation. The Draft EIR does not make speculative assumptions; rather, it relies on data from the Southern California Association of Governments (SCAG) Rialto 2019 Local Profiles Report and SCAG's 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), as stated on page 4.13-5 of the Draft EIR, to evaluate the Project's employment and population context.

As discussed in **Section 4.13: Population and Housing**, the Draft EIR concludes that the Project is consistent with the General Industrial General Plan designation and General Manufacturing Specific Plan designation, both of which already account for warehouse and employment-generating uses in the City's long-range land use projections. Employment generation was estimated using SCAG's accepted employment density factor for industrial/warehouse uses (one employee per 1,195 sf), resulting in approximately 557 operational employees. This estimate is a reasonable and conservative basis for CEQA analysis.

The Draft EIR's statement that new jobs "would likely be filled by the local labor market" is supported by SCAG data, referenced on page 4.13-5, showing that approximately 92.4 percent of Rialto residents commute outside the City for employment, meaning the Project would help balance the City's jobs-to-housing ratio and provide opportunities for local employment. CEQA does not require a demographic or skills-based labor market analysis to determine worker qualifications or interest; such economic assessments are outside CEQA's scope.

The commenter's suggestion that construction or operational workers commuting from outside the City would substantially increase VMT or emissions is also unfounded and is not supported by substantial evidence. Construction and operational worker trips were already analyzed in the Air Quality, Greenhouse Gas Emissions, and Transportation sections of the Draft EIR using CalEEMod and the City's Traffic Impact Analysis Guidelines, which incorporate regional commute distances typical of the Inland Empire labor force. These analyses therefore capture the full range of potential environmental effects associated with worker travel. Accordingly, the Draft EIR includes substantial evidence and no additional or revised analysis of population, housing, or labor market effects is required.

Response A5-22

The comment asserts that the Project would generate 557 employees, representing 13 percent of Rialto's projected job growth from 2019–2035, and claims that the Draft EIR did not demonstrate that such growth was anticipated by the Rialto General Plan, SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), or the Air Quality Management Plan (AQMP).

The City disagrees. The commenter mischaracterizes the Draft EIR's employment analysis and its consistency findings. As discussed in **Section 4.13: Population and Housing**, pages 4.13-6 and 4.13-7, the Draft EIR demonstrates that the Project is consistent with the site's existing General Plan and Rialto Airport Specific Plan land use designations. Warehouse and employment-generating industrial uses on the project site are already assumed in the City's planned growth capacity, and therefore the employment associated

with the Project is accounted for in the Rialto General Plan buildout projections and the General Plan EIR. The estimate of 557 operational employees is based on SCAG's Employment Density Study (jobs per square foot), an accepted regional methodology, and does not induce substantial unplanned population growth, consistent with CEQA Guidelines Section 15126.2(d).

The commenter's assertion that 557 jobs would constitute "significant growth" misunderstands the nature of SCAG's growth forecasts. SCAG's Connect SoCal 2024 Demographics and Growth Forecast incorporates local general plans and specific plans into its regional growth allocation. Because the Project is consistent with both adopted land use designations, the employment growth associated with the Project is already included in SCAG's regional projections, including the RTP/SCS and the regional AQMP, which relies on the same SCAG forecasts. The commenter has not raised issues that would render the EIR deficient or require recirculation.

Response A5-23

The comment asserts that the Draft EIR must include a cumulative analysis of employment growth from recently approved or pending industrial projects since 2019 to determine whether combined job growth would exceed SCAG or General Plan forecasts.

The City disagrees. The Draft EIR's cumulative analysis appropriately relied on SCAG's 2024 Connect SoCal Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the City of Rialto General Plan (adopted in 2024) as the basis for evaluating cumulative growth. The SCAG's RTP/SCS forecasts reflect the City's adopted land use designations and buildout potential; therefore, any project consistent with the General Plan and the Rialto Airport Specific Plan is, by definition, accounted for in the cumulative employment projections used by SCAG and the South Coast Air Quality Management District (SCAQMD) in preparing the Air Quality Management Plan (AQMP). Moreover, any projects that have since been developed and are already operational are properly accounted for as part of the baseline conditions.

As identified in **Section 3.13: Population and Housing**, the Project is consistent with the existing General Plan and Rialto Airport Specific Plan land use designations, which already anticipate large-scale industrial and logistics uses. The Project's approximately 557 employees are within the type and scale of employment assumed in SCAG's Connect SoCal forecasts and the Rialto General Plan EIR. Please also refer to Response A5-13 and A5-22. Accordingly, the Draft EIR provides an adequate cumulative analysis and the commenter has not raised issues that would render the EIR deficient or require recirculation.

Response A5-24

The comment asserts that the Draft EIR fails to evaluate the Project's consistency with the Rialto Circulation Element and the Rialto Airport Specific Plan with respect to the planned extension of Summit Avenue through the project site, and contends that the Project conflicts with those plans because it does not include the extension of Summit Avenue to Locust Avenue. The comment further claims that General Plan and Specific Plan amendments are required and that the Draft EIR must be revised accordingly.

The Draft EIR appropriately evaluates the Project's consistency with the current, applicable circulation network and related policies. The City of Rialto General Plan Circulation Element identifies a conceptual alignment of Summit Avenue extending eastward to Locust Avenue. However, no existing or dedicated right-of-way for this segment of Summit Avenue exists across the project site or adjacent parcels. Moreover, the area that would have accommodated this conceptual alignment has been encumbered by

existing development and permanent structures since the mid-1990s, including industrial facilities and the Mid-Valley Landfill, making the extension of Summit Avenue physically infeasible.

The City's Engineering and Planning staff have confirmed that no capital improvement, right-of-way acquisition, or entitlement actions are planned or funded to construct this segment of Summit Avenue. The Rialto Focused General Plan Update retained the conceptual depiction of Summit Avenue on Exhibit 4.1 as a legacy element from earlier plans; however, the planned roadway segment is not an actionable or implementable improvement and has been superseded by subsequent development patterns and circulation system modifications.

Consistent with CEQA Guidelines Section 15125(a), the Draft EIR properly describes and analyzes the Project in relation to existing and reasonably foreseeable physical conditions, rather than speculative or abandoned circulation concepts. The Draft EIR's transportation analysis relies on the current City roadway network and functional classification. Because the planned extension of Summit Avenue is not part of the existing or foreseeable circulation network, the Draft EIR was not required to analyze this speculative future roadway.

The Project's circulation design provides safe and efficient access via Locust Avenue and Lowell Street, in full conformance with City standards for driveways, truck circulation, and emergency access. As documented in the Draft EIR, the Project would not conflict with adopted transportation policies, plans, or programs that address the circulation system within the City or region, and no potentially significant impacts would occur. Accordingly, the Draft EIR does not require revision, and no General Plan or Specific Plan amendment is necessary. The Project remains consistent with the applicable General Plan Circulation Element and Rialto Airport Specific Plan policies when considered in light of existing site conditions and the City's current circulation framework.

Response A5-25

The comment asserts that the Draft EIR incorrectly excluded Level of Service (LOS) analysis and that LOS remains required to evaluate consistency with Policies 4-1.20 and 4-1.21 of the City's General Plan Circulation Element. See Response A5-16.

Response A5-26

The comment asserts that the Draft EIR is deficient because it does not include the Project Scoping Agreement required under the City's *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service (LOS) Assessment.* The Traffic Scoping Agreement was approved by the City Public Works Department on April 25, 2024 and was included in the TIS as Appendix A, which is on file with the City of Rialto Planning Department and available for public review upon request. The Project Scoping Agreement is also provided as **Attachment B**.

Response A5-27

The commenter states that Appendix J: VMT Analysis underestimates vehicle miles traveled (VMT) generated by Project operations because the analysis assumes 246 employees, while the Population and Housing section references 557 employees based on SCAG employment density factors.

The employee estimate used in Appendix J reflects the methodology typically applied in VMT analyses, which rely on standard Institute of Transportation Engineers (ITE) trip generation factors and employment rates calibrated to building square footage and land use type. This approach is consistent with the City's

Traffic Impact Analysis Guidelines for VMT and LOS Assessment and with statewide practice under SB 743 implementation. The Population and Housing section, by contrast, uses SCAG's Employment Density Study ratios solely to estimate employment growth for demographic context; it does not inform trip generation or VMT modeling. Because VMT is primarily a function of land use type, building intensity, and regional trip lengths—not the precise number of employees—the use of 246 employees in the VMT model provides an appropriate and representative estimate of trip generation for the proposed warehouse use. Accordingly, the commenter has not raised issues that would render the Draft EIR deficient or require recirculation.

Response A5-28

The commenter claims that the Draft EIR's VMT analysis is inadequate because it excludes truck, trailer, and delivery van trips from the operational VMT assessment and therefore underrepresents total Project-generated VMT.

The VMT analysis in Appendix J of the Draft EIR was prepared in accordance with SB 743 and the City's Traffic Impact Analysis Guidelines for VMT and LOS Assessment. These authorities specify that VMT analyses are limited to light-duty passenger vehicle travel, which is the metric used to evaluate consistency with statewide greenhouse gas reduction goals. Heavy-duty truck VMT is not part of the SB 743 transportation impact metric, as those emissions are instead addressed under air quality and greenhouse gas (GHG) analyses. The Project's operational truck and delivery vehicle activity assumed for the proposed warehouse use was fully analyzed in **Section 4.2: Air Quality** and **Section 4.7: Greenhouse Gas Emissions**. Therefore, the Draft EIR provides a complete analysis of both employee commute VMT and truck-related emissions.

The Project's VMT analysis properly focuses on passenger vehicle travel associated with employee commutes and visitor trips; it is methodologically correct and consistent with legislative intent under SB 743. Accordingly, the Draft EIR's VMT analysis is adequate and the commenter has not raised issues that would render the EIR deficient or require recirculation.

Response A5-29

The commenter claims that Appendix J is inadequate because it does not include the San Bernardino Transportation Analysis Model (SBTAM) model input parameters or output screens used to support the VMT analysis.

The SBTAM is a regional travel demand model and its full datasets and software outputs are not typically appended to project-level CEQA documents due to their size, complexity, and licensing restrictions. Consistent with CEQA Guidelines Section 15151, the Draft EIR includes sufficient information in Appendix J to describe the model inputs, assumptions, and results used to evaluate Project-generated VMT. SBTAM model files and output data are provided as **Attachment C**. The commenter has not raised issues that would render the EIR deficient or require recirculation.

Response A5-30

The commenter asserts the Draft EIR has not adequately analyzed the Project's potential to substantially increase hazards due to a geometric design feature, specifically as it relates to conflict between vehicles due to truck movements.

The commenter misclassifies movements on Lowell Street. As Lowell Street is classified as an Industrial Collector, trucks are allowed to use the width of the road to turn into and out of the site. If a driveway entrance or exit is occupied by a vehicle/truck, the incoming or outbound vehicle/truck would not be visually obstructed from seeing each other. In addition, No Parking Signs on the outbound vehicle/truck turns on Lowell Street would be provided for 100 linear feet such that parking does not obstruct the turning movement. The truck turn movements have been updated to depict the maneuverability and sight distances into and out of the project site; see exhibits provided in **Attachment D**. The commenter has not raised issues that would render the EIR deficient or require recirculation.

Response A5-31

The truck turn dimensions for the WB-67 have been added to the truck turn exhibits; see **Attachment D**. The commenter has not raised issues that would render the EIR deficient or require recirculation.

Response A5-32

The site distance analysis per the American Association of State Highway and Transportation Officials (AASHTO) requirements has been provided per the commenter's request; see exhibits in **Attachment D**. As depicted, the driveways are not obstructed by visual impacts. The commenter has not raised issues that would render the EIR deficient or require recirculation.

Response A5-33

The commenter states that the EIR does not address the Project's compliance with the General Plan buildout scenario. See Response A5-13.

Response A5-34

The commenter asserts that the EIR does not provide an adequate or accurate analysis of cumulative growth and that the Project would exceed SCAG projections. The City disagrees with the commenter. See Response A5-22 and A5-23.

Response A5-35

The commenter refers to an attached analysis from Dr. Smallwood for comments on biological resources. See Responses A5-54 through Responses A5-93.

Response A5-36

The City disagrees with the opinions of the commenter. The commenter has not raised issues that would render the EIR deficient. The commenter makes conclusory statements, but they do not pertain to any specific environmental issues other than the commenter stating the Draft EIR should be recirculated. The commenter's request for recirculation is repeated from previous comments. The commenter repeats its request for Golden State Environmental Justice Alliance to be added to the public interest list regarding future environmental documents. No further response is necessary and no changes to the EIR have been made or are required as a result of this comment.

Response A5-37

This comment is introductory in nature. The comment restates the Project Description. Responses to the comments contained in this letter are provided below in Responses A5-38 through A5-52. The comment has been noted for the record and no changes to the document have been made or are required.

Response A5-38

The commenter makes a general statement that the Draft EIR CalEEMod emissions modeling is inaccurate, citing "model inputs related to Project construction that are inconsistent with information disclosed in the DEIR." Responses to specific comments are provided below in Responses A5-39 through A5-41. No further response is required.

Response A5-39

The commenter states the Project construction schedule and any changes to CalEEMod should be provided by the Project Applicant. The comment further notes that the Draft EIR fails to provide substantial evidence to support the construction schedule and individual phase lengths.

According to the CalEEMod User's Guide, CalEEMod allows for changes to be made to the default model and for the user to provide justification for the change. The justification for any change to the default model must be supported by substantial evidence under CEQA and cannot be based on unsubstantiated data. The Project Applicant provided the construction schedule within the construction questionnaire, which is noted as justification in CalEEMod. The model inputs and analysis assumptions are provided in detail within Draft EIR Appendix B. Furthermore, CalEEMod 2022 outputs summarize changes to the model defaults in Section 8 (User Changes to Default Data) (see Draft EIR Appendix B).

All of the proposed Project air quality modeling has been conducted in conformance with SCAQMD requirements and applicable CalEEMod protocols. Findings and conclusions of the Draft EIR are not affected. Revisions to the EIR are not required.

Response A5-40

The commenter asserts that the methodology for air quality construction emissions is incorrect. The City disagrees. See response A5-39. As discussed above, CalEEMod User's Guide allows for changes to the model for project specific parameters. No further response or changes to the EIR are required.

Response A5-41

The commenter asserts that the Draft EIR does not clearly describe the extent of demolition and that the CalEEMod modeling may underestimate construction emissions due to an "unsubstantiated amount" of demolition debris.

As described in **Section 3.0: Project Description** of the EIR, demolition would be limited to "a World War II-era bunker structure and rail spurs in the southern portion of the project site and an underground transformer on the northwestern portion of the project site along Lowell Street." The 4,750 square feet of demolition reflected in CalEEMod represents an estimate of the minor amount of material on-site to be removed. This assumption was included to ensure that any limited demolition-related emissions were captured in the construction emissions analysis.

Because demolition activities are minor compared to the overall construction effort and were included in the CalEEMod inputs, the modeling does not underestimate construction emissions. The estimated emissions presented in the Draft EIR remain representative of expected conditions and adequate for determining significance under CEQA. Therefore, no revisions to the EIR or its conclusions are required.

Response A5-42

The commenter asserts that the Project may contribute to a disproportionate health risk impact to the community. See Responses A5-5 and A5-6. The Draft EIR evaluated cancer health risk to the community,

see Table 4.2-13 in **Section 4.2: Air Quality** of the EIR. Project cancer risk was below SCAQMD thresholds of 10 in one million. Therefore, per SCAQMD guidance, if an individual project does not exceed a threshold it would not have a cumulatively significant impact. Revisions to the EIR are not required.

Response A5-43

The commenter describes CalEPA's CalEnviroScreen 4.0 tool and identifies the Project's census tract ranking. No comment is provide and response is required.

Response A5-44

The commenter asserts that the Project may worsen disproportionate health risks to the community. Senate Bill 1000 requires cities and counties to integrate environmental justice elements into the planning process. As it applies to the City's General Plan, the Environmental Justice General Plan Element was adopted by the City on December 10, 2024 and is addressed in the Draft EIR. See response A5-42.

Response A5-45

The commenter notes that greenhouse gas emissions and air pollutants from warehouses should be evaluated cumulatively. See Responses A5-5 and A5-6.

Response A5-46

The Warehouse CITY dashboard is a community-based visualization tool developed by the Redford Conservancy at Pitzer College and Radical Research LLC to illustrate cumulative warehouse impacts in Southern California. While the dashboard provides regional context, CEQA requires that cumulative impact analysis for this project be based on substantial evidence and accepted methodologies (e.g., CalEEMod modeling, SCAQMD guidance, and project-specific data). Therefore, the tool was not used as the primary basis for CEQA significance determinations but may inform broader discussions on regional trends and environmental justice considerations. Please also see response A5-42.

Response A5-47

The commenter claims diesel particulate matter (DPM) emissions were inadequately evaluated due to age sensitivity factors (ASFs) not being accounted for in the Draft EIR's Appendix C page 25. The specific ASFs used in the health risk modeling are shown on Draft EIR Appendix C page 18 and 19, as well as throughout the appendix of Draft EIR Appendix C; refer to Health Risk Assessment Appendix A. The equation specific to each modeling scenario, which includes ASFs, is also shown in Health Risk Assessment Appendix A.

The commenter identified a typographical error in the equation shown on Appendix C page 25, which has been corrected and is shown below and in Final EIR Section 3.0, Errata. This correction does not change the analysis provided in the EIR. No further response or changes to the EIR are required.

> To estimate the cancer risk, the dose is multiplied by the cancer potency factor, <u>the ASF,</u> the exposure duration divided by averaging time, and the frequency of time spent at home (for residents only):
>
> $$Risk_{inh\text{-}res} = (Dose_{air}*CPF*\underline{ASF*}(ED/AT)*FAH)$$
>
> $Risk_{inh\text{-}res}$ = residential inhalation cancer risk (potential chances per million)
> $Dose_{air}$ = daily dose through inhalation (mg/kg-day)
> CPF = inhalation cancer potency factor ($mg/kg\text{-}day^{-1}$)

ASF = age sensitivity factor for a specified age group (unitless)
ED = exposure duration (years)
AT = averaging time of lifetime cancer risk (years)
FAH = fraction of time spent at home (unitless)

Response A5-48

The commenter provides a summary of the Draft EIR's GHG findings, states that under CEQA the Draft EIR must implement all feasible mitigation measures, and argues that additional feasible mitigation measures are available. Refer to Response A5-49 for information on the City's review of the commenter's suggested GHG mitigation measures.

Response A5-49

The commenter asserts that the Draft EIR should include additional mitigation measures to further reduce the Project's GHG emissions and suggests several measures purported to be feasible. These include requirements for future tenants occupying the Project to use advanced transportation technologies, alternative vehicle fuels, alternative generator fuels, and advanced building construction methods, as well as train staff. The Project will install solar photovoltaic (PV) panels or other source of renewable energy generation on the site, or will otherwise acquire energy from the local utility that has been generated by renewable sources, such that either option will provide 100 percent of the expected building electrical load. The building will be designed to meet or exceed CALGreen Tier 2 standards in effect at the time of building permit application; see MM GHG-1 and GHG-2. MM AQ-4 requires the preparation of a Transportation Demand Management (TDM) program, detailing strategies that would reduce the use of single occupant vehicles by employees, and MM AQ-5 requires non-diesel cargo handling equipment.

However, the commenter provides no evidence demonstrating that additional measures are feasible for the City to monitor or for the Project Applicant to implement. This is particularly true with respect to zero-emission heavy-duty truck technology, which is not yet widely or commercially available. No substantial evidence has been provided showing how such technology could realistically be used by Project tenants or that the local electricity provider, Southern California Edison, has sufficient capacity to meet the energy demands of an all-electric heavy-duty truck fleet for a facility of this size.

Moreover, the commenter offers no evidence that the suggested measures would actually or substantially reduce the Project's GHG emissions. CEQA does not require the adoption of every conceivable mitigation measure but only those that are feasible and would "substantially lessen" a project's significant effects (Public Resources Code § 21002). As the court explained *in San Franciscans for Reasonable Growth v. City and County of San Francisco* (1989) 209 Cal.App.3d 1502, 1519, a lead agency's duty to require mitigation applies only when such measures would avoid or substantially lessen significant effects; "the agency need not, under CEQA, adopt every nickel and dime mitigation scheme brought to its attention." Likewise, *Napa Citizens for Honest Government v. Napa County Board of Supervisors* (2001) 91 Cal.App.4th 342, 365, confirms that an EIR should focus on mitigation that is feasible, practical, and effective.

As demonstrated in the Draft EIR and supported by substantial evidence in the record, the Project already incorporates all feasible mitigation measures capable of substantially reducing its GHG emissions. Therefore, no additional mitigation measures or revisions to the EIR are required.

Response A5-50

The commenter recommends the consideration of local carbon offset programs to reduce as a last resort. Refer to Response A5-49. As discussed in Response A8-4, reliance on carbon offsets cannot ensure enforceable or effective mitigation under CEQA.

Response A5-51

The comment suggests the Draft EIR should be revised to include all feasible GHG mitigation measures. Refer to Response A5-49 regarding all feasible GHG mitigation measures. No revisions to the EIR are required.

Response A5-52

The commenter's statement is a standard professional disclaimer noting that their review was based on limited information and may be updated if additional data become available. The comment has been noted for the record and no changes to the Draft EIR have been made or are required as a result of this comment.

Response A5-53

This comment is a summary of the commenter's qualifications. The qualification pages of the comment letter are provided in full in **Attachment A**. This comment does not raise any specific issues or questions on the environmental analysis provided in the Draft EIR.

Response A5-54

This comment introduces the letter and summarizes the Project Description. This comment provides a summary statement of the commenter's concerns but does not raise any specific issues or questions on the environmental analysis provided in the Draft EIR. Specific comments on the Draft EIR are provided and responded to below.

Response A5-55

This comment is a summary of the commenter's qualifications. It does not raise any specific issues or questions on the environmental analysis provided in the Draft EIR.

Response A5-56

This comment summarizes the commenter's argument that all wildlife species should be considered in a CEQA review and presents the commenter's definition of "special-status species." It should be noted that the commenter's definition is broader than the one used in the Draft EIR and arguably extends beyond standard industry practice, precedence, and relevant case law. Please refer to **Section 4.3: Biological Resources** of the Draft EIR for a full discussion of applicable regulations and definitions pertaining to identification of special-status species. This comment does not raise any specific issues or questions on the environmental analysis in the Draft EIR. Specific comments on the Draft EIR are provided and addressed below.

Response A5-57

This comment is a summary of two site visits conducted by the commenter's employee. The comment includes photographs taken during the site visits, as well as a list of all wildlife species observed or otherwise detected. This comment does not raise any specific issues or questions on the environmental analysis in the Draft EIR.

Response A5-58

This comment summarizes the number of wildlife species observed during the site visits conducted by the commenter's employee from the perimeter of the project site and argues that habitat for these species would be lost as a result of the proposed Project. The Draft EIR acknowledges and analyzes this loss of habitat; refer to **Section 4.3: Biological Resources**.

Response A5-59

This comment summarizes a predictive analysis conducted by the commenter to justify the assumption that more species are present on the site than would have been observed. Sub-sampling, as was carried out for the Project's biological study, is a standard industry practice to acquire data for technical studies in support of environmental review. Regulatory agency protocols are established for more focused surveys of sites that may support certain special-status species to improve likelihood of detection and adequately analyze impacts on those species. Rocks Biological Consulting conducted numerous surveys at the project site as a part of the EIR technical analyses between October 2024 and June 2025 including focused protocol surveys for burrowing owl, rare plants, and Crotch's bumble bee. Approximately 59 person hours were spent surveying the site resulting in the observation of 75 animal (including insects) and 96 plant species as described in the August 2025 Biological Technical Report (BTR) included as Appendix D to the Draft EIR (see Table 1 page 6 for a summary of surveys conducted and Appendix B of the BTR for the list of species observed). Accordingly, the level of survey effort carried out for the biological resources analysis was in line with industry standards and precedent for a project of this size, type, and location. Additionally, Rocks Biological Consulting has conducted biological field work in Rialto for over two decades. Both field-level and principal biologists are highly qualified to detect plants and wildlife in the area possessing extensive knowledge of the local biological resources. In addition to field surveys and local knowledge, assessments also incorporated information from agency and citizen science databases to evaluate the potential for special-status species to occur. An assessment of the potential for rare small mammal species to be present, such as San Bernadino kangaroo rat, is provided in Draft EIR **Section 4.3: Biological Resources**, Table 4.3-1: Special Status Species Potential to Occur within the Project Site, on page 4.3-13. Habitats were not considered suitable, and the site is isolated from extant populations by adjacent development. Disagreement among experts does not render an EIR inadequate. (CEQA Guidelines § 15151).

Response A5-60

The commenter opines that the wildlife community associated with the project site was not accurately characterized. The City disagrees with the opinion of the commenter. As explained in response to Comment A5-59, the background review conducted and level of survey effort carried out at the project site is in line with standard industry practice, regulatory agency accepted protocols, and precedent for CEQA review, and provides adequate information for the public and decision-makers to consider potentially significant project consequences. Draft EIR **Section 4.3.4: Methodology**, pages 4.3-15 through 4.13-16 and pages 6 through 10 of the BTR in Appendix D detail the background review, site reconnaissance, and focused field survey methods. No further response is required.

Response A5-61

The comment summarizes CEQA objectives and the need to establish baseline conditions at a project site, claiming that more surveys were needed to adequately characterize the project site. See response A5-59 and A5-60 above, which summarize the numerous biological surveys conducted at the site. Biological

surveys carried out by Rocks Biological Consulting entailed 10 separate survey events and captured seasonal variation (fall, winter, spring, early summer) providing more than adequate data on existing site conditions. No further response is required.

Response A5-62

The comment is a summary of Rocks Biological Consulting's biological site surveys (reconnaissance and focused burrowing owl) and the number of wildlife species (and special-status species) observed during those surveys. In addition, Rocks Biological Consulting conducted rare plant and Crotch's bumble bee surveys that are not acknowledged by the commenter (see detailed response A5-59 above). The commenter questions the meaning of the findings regarding the number of wildlife species observed. This data as presented in the BTR, Appendix D of the Draft EIR, is for the purpose of characterizing the site's biological conditions, as required by CEQA and pointed out by the commenter in Comment A5-61. CEQA does not require an analysis or comparison of the survey findings between unrelated project sites as is suggested by the commenter. Rocks Biological Consulting's survey findings at other project sites are irrelevant from a CEQA standpoint as well as a biological perspective, as project sites surveyed by consultants vary widely in size, location, and habitat quality. Thus, comparisons cannot be drawn out of context. Furthermore, the commenter does not include the unrelated survey reports in their literature cited list, so it is unclear which project sites are being compared.

Response A5-63

The commenter references biological surveys conducted by Rocks Biological Consulting at other project site and questions why the findings for the proposed Project are not compared to other (unnamed/undisclosed) sites. See Response A5-62. The results of surveys at select other project sites are not relevant as the site location, size, habitat quality, and focused survey requirements may have been substantially different. No further response is needed.

Response A5-64

The commenter more species were detected on the project site than on other (unnamed/undisclosed) sites. See Response A5-62 and A5-63.

Response A5-65

The commenter notes that surveys conducted at other sites by the commenter's biological consultant had fewer resources. This comment is noted for the record but is irrelevant to the proposed Project; see Response A5-62 and A5-63.

Response A5-66

The commenter suggests that the non-breeding season burrowing owl surveys should have been done over greater time intervals. As shown on Draft EIR **Section 4.3: Biological Resources**, Table 4.3-2: Summary of Biological Surveys Conducted on page 4.13-6, non-breeding season surveys for burrowing owl were spaced out over the fall 2024 and winter 2025 period with surveys beginning in October and ending in late January. Additionally, as noted in **Section 4.3: Biological Resources,** page 4.13-19, focused surveys conducted at the site in spring and summer 2025 included inspection of potential habitat for burrowing owl. Thus, seasonal variability in owl presence/absence was adequately covered by the surveys. Additionally, the Draft EIR impact analysis assumes that future occupancy of the site by burrowing owl is a possibility and is addressed accordingly through mitigation measures to reduce and/or avoid potential impacts (see MM BIO-3A and BIO-3B).

Response A5-67

The commenter states that the blooming period for rare plant species with the potential to occur on the site was not identified. The commenter is incorrect. Draft EIR **Section 4.3: Biological Resources**, Table 4.3-1: Special Status Species Potential to Occur within the Project Site, on pages 4.3-8 through 4.3-9 identifies the blooming periods of special-status plant species with potential to occur in the project region. As demonstrated by this table, focused rare plant surveys were conducted during the seasonal timeframe (May and June) when those species identified as having a reasonable potential to occur on site would have been detectable. Reference sites for Parry's spineflower were not necessary as this species was detected on site. All other potentially occurring species were considered to have a low or very low potential, and thus identification of reference sites was not warranted or feasible as the habitat for such species is lacking.

Response A5-68

The commenter suggests that the literature and database reviews and consultation with local experts was inadequate. Special-status species evaluated for their potential to occur on site are listed in Draft EIR **Section 4.3: Biological Resources**, Table 4.3-1: Special Status Species Potential to Occur within the Project Site, on pages 4.3-8 through 4.3-13, and as noted a full list is presented in the BTR in Appendix D, Table 4. Standard databases were reviewed to assist in creation of these lists although other sources, including professional experience and local expertise, augment the database information. As stated in **Section 4.3: Biological Resources,** on page 4.3-7, and page 7 of the BTR included as Appendix D, database results, along with local biological knowledge, were used for assessment of special-status species' potential for occurrence on or adjacent to the project site. If surveyors had determined a special-status species had a moderate or high potential to occur based on conditions observed on site, the species would have been disclosed and assessed – whether it had been identified in the desktop analysis or not, as there is concurrence that database absence does not prove site absence. The potential for special-status species to occur at the project site was refined by considering the habitat affinities of each species, field habitat assessments, vegetation mapping, and knowledge of local biological resources which, although not specifically stated in the methodology, includes review of iNaturalist and eBird – hence these sources are cited on page 52 of the BTR which is included as Appendix D to the Draft EIR. This methodology corresponds to standard industry practice for developing potential to occur lists for project sites.

Response A5-69

The commenter questions the use of a three-mile buffer for the special-status species database search. A three-mile database query buffer was considered adequate to capture occurrences in the area of the site given its proximity to urban development and is an acceptable local lead agency practice for CEQA review. Other resources are reviewed and local knowledge incorporated as part of the background review as described in response to Comment A5-68, not merely the three-mile database search. Thus, screening of other species that are not necessarily included in Draft EIR **Section 4.3: Biological Resources**, Table 4.3-1: Special Status Species Potential to Occur within the Project Site, occurred as part of the review process. Those species for which potential habitat is present are documented within three miles, and/or have a heightened sensitivity status are included for further evaluation. The commenter indicates that some of the special-status species identified as having a low or no potential to occur have been documented within two miles of the site, questioning this determination. Potential to occur on site is not merely based upon proximity to the site. As described in the response to Comment A5-68, habitat suitability is evaluated in the field to further refine a species' potential for occurrence. Species excluded from discussion were not

expected or were considered to have a low likelihood of occurrence due to a lack of suitable habitat features or only marginal habitat suitability on site, as detailed in **Section 4.3: Biological Resources**, Table 4.3-1: Special Status Species Potential to Occur within the Project Site. Further, the City does not concur with the commenter's claim that a set number of special-status species occur on site merely based on their presence within a 4-mile radius. Varying sites have vastly different species richness and diversity based on many factors (e.g., habitat/vegetation types, quality and diversity, site size, urban disturbance, fragmentation and isolation). Lastly, the potential for occurrence determinations are made during the field survey, not during desktop review; no species were screened out during the initial database search.

Response A5-70

The commenter opines that the wildlife community was not adequately characterized. The methods employed to characterize the wildlife community are in line with industry standards and accepted lead and regulatory agency protocols as described in Response A5-59 through A5-62, A5-68, and A5-69.

Response A5-71

This comment provides a table of special-status species that have been recorded in natural resource databases within 30 miles of the project site. Please reference the response to Comment A5-69 regarding the methodology used by Rocks Biological Consulting to narrow down the list of species analyzed in the Draft EIR and BTR included as Appendix D. A broader list (as provided in this comment) which encompasses habitats and ecoregions far beyond that of the project site is not necessary for evaluation of Project impacts and CEQA adequacy.

Response A5-72

This comment provides an introduction to a discussion of impacts provided by the commenter and indicates impact analysis in the Draft EIR is not adequate, but does not identify specific analyses that are inadequate or lacking. More specific comments on the Draft EIR are provided and addressed below.

Response A5-73

The commenter opines that the loss of migratory birds would be a significant and unavoidable impact. The commenter provides a mathematical equation (nests per acre) from an unrelated site in Murietta. The opinion of the commenter are not based on factual information for the project site. Estimation of nest density is not required under CEQA and is not standard industry practice for species that are not considered rare under CEQA thresholds. Nesting birds are protected by the Migratory Bird Treaty Act and California Fish and Game Code as discussed in **Section 4.3: Biological Resources** on page 4.3-1. These regulations protect against direct take of active nests; they do not regulate future reproductive success of individual birds as such extrapolations are not required for common (i.e., non-rare) wildlife species under CEQA significance criteria. As required by MM BIO-5A, a pre-construction nest survey will be required prior to project development in compliance with State and federal law to avoid loss of individual birds and active nest sites. Accordingly, the Project will reduce impacts to these resources to a less than significant level per CEQA requirements.

Response A5-74

The commenter states that because wildlife was observed on the site, including migratory birds, the site is important to wildlife movement. As discussed in **Section 4.3: Biological Resources** on page 4.3-14, the site is surrounded by existing development, creating barriers to dispersal by overland wildlife movement, and is not identified as a corridor in CDFW biogeographic mapping. Accordingly, the site does not likely

function as part of a regional wildlife corridor as discussed in **Section 4.3: Biological Resources** on page 4.3-23. The analysis recognizes that native habitat on site could be utilized "by wildlife as a refuge between larger areas of naturally occurring habitat" and these natural areas are identified for the regional vicinity. Additionally, it is acknowledged that species capable of flight may use the site as a stepping-stone refuge. Thus, the assertion in this comment that only absence of a "movement corridor" was analyzed is inaccurate. The potential impacts associated with the loss of the site as a movement refuge for some species is disclosed and analyzed accordingly based on CEQA significance criteria.

Response A5-75

The commenter states that the Draft EIR does not address wildlife injury and mortality from vehicles. Traffic impacts and potential vehicle strikes are addressed in **Section 4.3: Biological Resources** on page 4.3-19; this analysis is related to burrowing owl. To minimize the potential for vehicle strikes, MM BIO-2 requires a construction vehicle speed limit of 15 miles per hour. Additionally, construction will occur during daylight hours to avoid impacts on nocturnal species such as coyote and raccoons, both of which are discussed in this comment as a concern for vehicle strikes. Post-construction vehicle speed limits will be equivalent to those of existing traffic for the area which is already surrounded by developed roadways and urbanization. The road mortality data sources cited in the comment are from substantially different settings as they relate to animal populations (Canada) and setting (rural roads). Species compositions, density, and behavior would be substantially different and thus these data are not comparable to the project site which is located among dense urbanization and existing human activity.

Response A5-76

The commenter states that the Draft EIR does not address wildlife injury and mortality from vehicles. Extrapolation of mortality rates from data collected on Vasco Road in eastern Contra Costa County is not appropriate for this site. Vasco Road, located in the east San Francisco Bay Area outside of urban and suburban development boundaries, is surrounded by thousands of acres of open space consisting of native grassland and oak savanna habitats. In contrast, the project site is generally bordered by urban development including warehouses, industrial office uses, a rock quarry, and landfill. As such, the species composition near the project area will be skewed to urban-adapted species as opposed to those species associated with native habitats. Additionally. wildlife densities will be naturally lower as habitat availability for wildlife is substantially reduced in an urban setting.

Response A5-77

The commenter opines that although the direct biological impacts of the Project would be mitigated, the Project would have cumulative biological impacts. The Project will compensate for overall habitat loss as discussed in this comment. **Section 4.3: Biological Resources**, pages 4.3-5 through 4.3-6 and Table 6 of the BTR included as Appendix D of the Draft EIR, identify impacts of up to 28.7 acres of vegetated habitat at the site. The remaining lands in the project area (15.6 acres) are considered developed/disturbed, providing little to no habitat value. As required by MM BIO-1 and MM BIO-4B, impacts to Parry's spineflower and Crotch's bumble bee habitat will be compensated for at a minimum 1:1 ratio. Habitat mitigation lands preserved for these species, offsetting the loss of 28.7 acres of vegetated land, will benefit other native plant and wildlife species occurring in the region and contribute to regional conservation efforts. Compensatory mitigation lands will be of higher quality than the project site lands as they must be characterized by highly suitable habitat for the target species, be placed in a Conservation Easement, and be managed for long-term habitat viability in perpetuity. Thus, there will be a net

cumulative habitat benefit associated with the Project as opposed to a cumulative loss as suggested in the comment.

Response A5-78

The commenter suggests that rare plant mitigation plan has been deferred. **Section 4.3: Biological Resource** of the Draft EIR, inclusive of MM BIO-1 prescribe criteria for the mitigation plan and mitigation site selection, both of which would be reviewed and approved by the lead agency and CDFW. As described in MM BIO-1, the selected site must either support or be enhanced to support the sensitive plant species found at the site. Further, the measure sets a minimum mitigation ratio that must be achieved. CEQA requires that mitigation must be feasible and as such, this mitigation measure was vetted accordingly before inclusion in the Draft EIR. (See Public Resources Code § 21061.1; CEQA Guidelines § 15364).

Response A5-79

The commenter suggests that mitigation based on acres impacted is not correct. As described in MM BIO-1 in **Section 4.3: Biological Resource**, the mitigation area, either occupied or enhanced/restored to be occupied, must be commensurate to the area occupied by Parry's spineflower on the project site. This would be based on both the extent of occupied habitat (polygons) and density of plants found at the impact site as shown on Figure 2 of the BTR included as Appendix D. Both occupied habitat polygons and the number of individual plants detected are provided on Figure 2. Since occupied habitat also includes a seedbank, the population could be underrepresented if mitigation was based only on the number of individuals found in a single year. A mitigation approach based on occupied habitat acreage, as proposed by MM BIO-1, achieves a more accurate compensatory mitigation area to adequately reduce impacts. Comment regarding mitigation timing is acknowledged, and the measure introduction has been revised as follows (addition underlined):

> **MM BIO-1: Rare Plant Mitigation Plan.** Parry's spineflower (CRPR 1B.1) is present on site and impacts are unavoidable; therefore, compensatory mitigation shall be provided to offset impacts. A rare plant mitigation plan shall be prepared and implemented by the applicant or its designee <u>prior to the onset of grading activities</u>….

Response A5-80

The commenter suggests a mitigation ratio of 5:1. The commenter does not provide evidence to support this suggested ratio. CEQA Guidelines allow reduction of potentially significant impacts through implementation of mitigation measures, and a less than significant level of impact is the threshold to be achieved through mitigation. Lead and responsible agencies establish significance criteria based on the sensitivity level of the resource. A "no net loss" standard for mitigation is not required by CEQA unless specified by a responsible agency as a regulatory requirement (i.e., in the case of State jurisdictional waters). There is no such "no net loss" policy for non-listed CRPR species and a minimum 1:1 compensation ratio achieves the less than significant impact threshold accordingly.

Response A5-81

The commenter states that the EIR does not address the success of Parry's Sunflower mitigation associated with other projects. An establishment monitoring period will be carried out to measure success of the mitigation as described in MM BIO-1. The mitigation plan will describe steps to be implemented if site monitoring results fall short of the success criteria and corrective actions to be taken until success is

achieved. The mitigation approach is in line with regulatory and lead agency mitigation standards for special-status plant species and has proven successful for rare plants in a variety of southern California habitats. As is also industry standard, a qualified botanist with knowledge of the specific species requirements will assist with preparation and implementation of the plan as described in MM BIO-1 to facilitate its efficacy.

Response A5-82

The comment is noted regarding study results that developed sites have less wildlife compared with undeveloped sites; however, this study did not take into account a survey of compensatory habitat mitigation lands that may have been required to offset development of the subject project sites. Without this comparison, it cannot be concluded that there is an overall loss of biodiversity. There is concurrence that Workers Environmental Awareness Protection (WEAP) training should not interfere with worker safety. Standard practice is for WEAP training to occur prior to the start of work at the project site and as required by MM BIO-2J to avoid this issue. MM BIO-2J states "all construction staff shall attend the WEAP training presentation prior to beginning work on site."

Response A5-83

The comment is noted regarding burrowing owl candidate listing, which is consistent with the status discussion provided in **Section 4.3: Biological Resources** on page 4.3-19. Coordination with CDFW has already occurred regarding the burrowing owl findings at the project site, and additional consultation would be required if results of pre-construction surveys are positive outline in MM BIO-3B. See response to Comment A5-66 regarding adequacy of the site surveys for burrowing owl.

Response A5-84

The commenter states that MM BIO-3B is not sufficient and CDFW consultation must be done before the EIR is certified. See Response A5-30. CDFW consultation has occurred and would continue if burrowing owl is positively identified through implementation of MM BIO-3A and as required by MM BIO-3B.

Response A5-85

The commenter states that the applicant needs to consult with CDFW regarding the Incidental Take Process. CDFW has been consulted, and the Project has already applied for an Incidental Take Permit for Crotch's bumble bee as required by MM BIO-4B. On November 25, 2025, CDFW determined that the application was complete.

Response A5-86

The commenter references comment A5-85. See Response A5-85.

Response A5-87

The commenter references comment A5-85. See Response A5-85.

Response A5-88

The commenter opines that the conservation benefits of MM BIO-5A would be de minimis. See Response A5-73.

Response A5-89

The comment suggests that MM BIO-5B allows for a subjective determination of a buffer area. The City disagrees. MM BIO-5A requires that a "qualified biologist" implement the measure to avoid take of active

avian nest sites. Industry standards indicate a certain level of education and training to be considered "qualified" to make avoidance recommendations and carry out compliance monitoring for nesting birds. Contrary to the statement in this comment that the measure is not enforceable, the City as the lead agency has oversight of implementation of avoidance measures (project conditions of approval) as part of the MMRP required for compliance with the adopted CEQA document. Project conditions of approval are public knowledge, and although accountability for implementation is assumed by technical professionals and the lead agency, implementation occurs within the view of the public at the project site with records of compliance maintained by the City for public review.

Response A5-90

The comment suggests that surveys have been deferred. This is incorrect. As described in the response to Comment A5-59, numerous surveys of the site have been conducted by Rocks Biological Consulting as a part of the Draft EIR (Draft EIR Appendix D), which included documentation of sensitive lizard species (coastal whiptail). Surveys conducted are in conformance with standard lead and regulatory agency protocols required for CEQA review. Survey protocols specific to lizards that are species of concern have not been established by the local or regulatory agencies, nor are they required as these species are not considered rare as defined by CEQA and recent caselaw. Nonetheless, the detection of coastal whiptail during biological surveys is indicative of site surveys being thorough and technically defensible. Although not detected, two other special-status lizards (coast horned lizard and Southern California legless lizard) are considered to have a potential to occur on site, and potential project impacts are analyzed in **Section 4.3: Biological Resources** on pages 4.3-21 and 4.3-22. Accordingly, MM BIO-6B is proposed to reduce potential impacts to these species to a less than significant level.

Response A5-91

The commenter makes several assumptions to draw the conclusion that moving lizards out of harm's way is cruel and unethical. First, this comment assumes that nearest available suitable habitat is already occupied by the special-status lizard species that may be relocated. Secondly, it assumes that the occupied habitat is at its carrying capacity. The commenter predicts that social chaos would occur if lizards are moved into habitat already occupied by the same species. Lizards are mobile and dispersal (the movement of animals from one area to another, often from their birth site to their breeding site) is a natural and frequent process. Thus, relocation from the site would mimic natural dispersal movements. In addition, not all lizards are territorial. This measure relates to coastal whiptail, coast horned lizard, and Southern California legless lizards. Southern California legless lizard is not territorial and can live in high densities. Whiptails and coast horned lizards are also non-territorial and often have overlapping home ranges with other individuals of the same species. Relocation of individuals out of harm's way is a standard avoidance practice that is acceptable mitigation for reptile species considered California Species of Special Concern. This mitigation measure is consistent with standard industry practice and adequately reduces potential impacts during construction to a less than significant level. The relocation activities would also be coordinated with the relevant regulatory agency (CDFW) as required by the mitigation measure. As discussed above, there is no biological basis for the argument that the avoidance measure is cruel and unethical.

Response A5-92

The commenter suggest that funding to a wildlife rehabilitation center be provided. The commenters suggestion is noted. Compensatory mitigation for project impacts will be provided per MM BIO-1 and MM

BIO-4B. See Response A5-75 and A5-76 regarding the potential for vehicle collisions. Biological resource mitigation measures will minimize the potential for wildlife injury as a result of the Project.

Response A5-93

The commenter suggests that California native plant landscaping be provided. Landscaping with native plants is generally preferable to non-native landscaping from a strictly biological perspective; however, it is not necessary to avoid or reduce significant impacts. As prescribed in BIO MM-2i, avoiding the use of invasive plants in landscaping would be required to reduce the potential for indirect impacts to natural habitats, plants, and animals in the region from weed infestations. Landscape planning must take into account local regulations and standards and also what is feasible in an urban environment based on irrigation limitations and requirements for fire hazard/brush management. The development of the project site is infill adjacent to already existing development and maintenance of native plant resources for a buffer native species is not necessary, as adjacent lands are urbanized. The comment also cites the need for host plants for endangered and threatened insects, including monarch butterfly; however, these species do not occur or have very low potential to occur within the immediate project vicinity, as documented in **Section 4.3: Biological Resources** on page 4.3-9. The only endangered or threatened insect identified by biological surveys focused on detection of sensitive insects was Crotch's bumble bee, which does not have a specific host plant and will readily nectar on non-native, and even invasive, plant species if the length of the flower's corolla is suitable. It is acknowledged that landscaping with native plants can lead to less water and maintenance requirements in some cases; however, this is not consistent for all native species. In many cases, successful landscaping with natives can result in increased maintenance requirements and often must be performed by native restoration experts. The City has oversight of landscaping design and will approve plans aligned with their policies related to allowable species, fire management, and water requirements.

Response A5-94

This comment includes the literature citation for the biological resources commenter from Shawn Smallwood, PhD. The citation pages of the comment letter are provided in full in **Attachment A**. This comment does not raise any specific issues or questions on the environmental analysis provided in the Draft EIR.

Comment Letter A6: Californians Allied for a Responsible Economy (CARE CA)

CARECA

October 20, 2025

Honorable Mayor and City Council
City of Rialto
150 South Palm Avenue
Rialto, CA 92376

Letter of Support for the Proposed Locust Gateway Development Project

Dear Mayor Joe Baca, Mayor Pro Tem Ed Scott, and Council members Andy Carrizales, Karla Perez, and Edward Montoya Jr.,

I am writing on behalf of Californians Allied for a Responsible Economy ("CARE CA") to express our strong support for the proposed Locust Gateway Development project ("Project"). The Project addresses environmental sustainability while providing important economic development for the city.

CARE CA recognizes that the applicant is approaching the Project in an environmentally sensitive manner, which aligns with our mission to encourage sustainable development and ensure a safe working environment for all. Environmentally friendly projects support a livable climate in Southern California where everyone can thrive by making the region more desirable for new businesses, new visitors, and new residents.

In addition, the Project will create numerous high-quality jobs by using a trained and professionalized local work force during construction, which aligns with our support for working families in the region and the City. Furthermore, we understand that operation of the Project will create substantial economic benefits for the City and region through increased property values, enhanced tax revenue, and the direct and indirect benefits of redeveloping a primarily vacant site. This type of economic development and investment has a beneficial effect on the residents and communities in the region.

Therefore, on behalf of its members and affiliates, CARE CA strongly supports the Project. We ask that the City approve the Project at its earliest convenience. We look forward to the Project being built so it can deliver jobs to the region and reoccurring economic benefits to the City.

A6-1

Sincerely,

Jeff Modrzejewski
Executive Director

Response A6-1

This comment acknowledges support for the Project by Allied for a Responsible Economy (CARE CA). The letter of support does not raise any specific issues or questions on the environmental analysis provided in the Draft EIR. No further response is required.

Comment Letter A7: Center for Community Action and Environmental Justice (CCAEJ)

CENTER FOR COMMUNITY ACTION AND ENVIRONMENTAL JUSTICE
"Bringing People Together to Improve Our Social and Natural Environment"

October 20, 2025

City of Rialto
Attn: Daniel Casey, Principal Planner
150 S. Palm Avenue
Rialto, CA 92376
Submitted via email to dcasey@rialtoca.gov.

Re: Locust Gateway Development Project Draft Environmental Impact Report (SCH #2024061274)

Dear Daniel Casey,

This letter is being written on behalf of the Center for Community Action and Environmental Justice (CCAEJ) to respond to the Draft Environmental Impact Report (DEIR) for the proposed Locust Gateway Development Project that would be built there in the city. After reviewing the documents, there are a few concerns with the Project and making sure that it does not overburden the community. A7-1

The biggest concern is for the routing of trucks from the Project. While the site is already part of the Airport Specific Plan and zoned industrial, we would like to ensure that truck traffic accessing the site is only able to do so via the correct routes and is **not** able to go through communities to reach the Project. While it is good to see that there are several references to Locust being the truck route that would serve the Project, it is important to ensure that trucks are dissuaded from using other routing such as Ayala north of Casmalia and Bohnert to access the Project. This is crucial to ensuring that truck traffic is not introduced into more residential areas of the city as a result of the Project. A7-2

Thank you for your time and consideration of this matter. If there are any future concerns, please do not hesitate to reach out for clarification. A7-3

Sincerely,

Marven E. Norman
Environmental Policy Analyst

CCAEJ is a long-standing community based organization with over 40 years of experience advocating for stronger regulations through strategic campaigns and building a base of community power. Most notably, CCAEJ's founder Penny Newman won a landmark federal case against Stringfellow Construction which resulted in the 'Stringfellow Acid Pits' being declared one of the first Superfund sites in the nation. *CCAEJ* prioritizes community voices as we continue our grassroots efforts to bring lasting environmental justice to the Inland Valley Region.

Mailing Address
PO Box 33124
Jurupa Valley, CA 92519
www.ccaej.org

Response A7-1

This comment is an introduction to the comments provided by the Center for Community Action and Environmental Justice (CCAEJ) and does not raise any specific issues or questions on the environmental analysis provided in the Draft EIR.

Response A7-2

The City acknowledges CCAEJ's comment pertaining to the Project using truck routes to access the site so as to not introduce truck traffic to residential communities. The City concurs with the commenter's concern for truck traffic and would condition the Project to use designated truck routes, thereby ensuring Project truck traffic would not go through residential communities. This comment does not raise a substantive issue on the content of the Draft EIR, no further response is required.

Response A7-3

This comment is a concluding comment that does not raise any specific issues or questions on the environmental analysis provided in the Draft EIR.

Late Comment Letter A8: Advocates for the Environment

October 29, 2025

Advocates for the Environment

A non-profit public-interest law firm
and environmental advocacy organization

Daniel Casey
Principal Planner
City of Rialto
150 S. Palm Avenue
Rialto, CA 92376

Via U.S. Mail and email to dcasey@rialtoca.gov

Re: Comments on Draft Environmental Impact Report for Locust Gateway Development Project, SCH No. 2024061274

Dear Mr. Casey:

Advocates for the Environment submits the comments in this letter regarding the Draft Environmental Impact Report (**DEIR**) for the Locust Gateway Development Project (**Project**). The Project Site is located at the southwest corner of Locust Avenue and Lowell Street in the City of Rialto (**City**). The Project proposes to develop the 40-acre Project Site by constructing a 664,859 square feet warehouse, inclusive of 7,713 square feet of ancillary office space, 365 vehicle parking stalls, 398 trailer parking stalls, and a fence-secured dock area with 82 dock doors. We have reviewed the DEIR prepared in September 2025 and submit comments regarding the sufficiency of the DEIR's Greenhouse-Gas (**GHG**) analysis under the California Environmental Quality Act (**CEQA**). A8-1

The City Should Require the Project to be Net-Zero

Given the current regulatory context and technological advancements, a net-zero significance threshold is feasible and extensively supportable. GHG emissions from buildings, including indirect emissions from offsite generation of electricity, direct emissions produced onsite, and from construction with cement and steel, amounted to 21% of global GHG emissions in 2019. (IPCC Sixth Assessment Report, Climate Change 2022, WGIII, Mitigation of Climate Change, p. 9-4.) This is a considerable portion of global GHG emissions. It is much more affordable to construct new building projects to be net-zero than to obtain the same level of GHG reductions by expensively retrofitting older buildings to comply with climate change regulations. Climate damages will keep increasing until we reach net zero GHG emissions, and there is a California state policy requiring the state to be net-zero by 2045. It therefore is economically unsound to construct new buildings that are not net-zero. A8-2

Environmental groups have achieved incredible outcomes by litigation under CEQA. Two of the largest mixed-use development projects in the history of California, Newhall Ranch

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(now FivePoint Valencia), and Centennial (part of Tejon Ranch) decided to move forward as net-zero communities after losing CEQA lawsuits to environmental groups. The ability for these large projects to become net-zero indicates that it is achievable, even for large-scale developments. The Applicant for this Project should do the same.

We urge the City to adopt net-zero as the GHG significance threshold for this project. This threshold is well-supported by plans for the reduction of GHG emissions in California, and particularly the CARB Climate Change Scoping Plans. The CARB 2017 Scoping Plan states that "achieving no net additional increase in GHG emissions, resulting in no contribution to GHG impacts, is an appropriate overall objective for new development." (CARB 2017 Scoping Plan, p. 101.) Additionally, the CARB 2022 Scoping Plan reaffirms the necessity of a net zero target by expressing: "it is clear that California must transition away from fossil fuels to zero-emission technologies with all possible speed … in order to meet our GHG and air quality targets." (CARB 2022 Scoping Plan, p. 184.) CARB further encourages a net-zero threshold in its strategies for local actions in Appendix D to the 2022 Scoping Plan. (CARB 2022 Scoping Plan, Appendix D, pp. 24-26.)

A8-2

Moving this Project forward as a net-zero project would not only be the right thing for the City to do, but also would help protect the City and the Applicant from CEQA GHG litigation.

CEQA GHG Significance Analysis

The calculated project-related emissions amount to 10,172 metric tons of carbon dioxide equivalent (**MTCO2e**) per year (DEIR, p. 4.7-19). The City adopted a significance threshold based on Appendix G of the CEQA Guidelines: GHG emissions would be significant if the Project would (1) "Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment." (**Threshold GHG Emissions-1**); or (2) "Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases." (**Threshold GHG Emissions-2**). (DEIR, pp. 4.7-16 – 4.7-17.) Based on this, the City concluded that the Project would have significant and unavoidable GHG emissions under Threshold GHG Emissions-1 and a less than significant impact under Threshold GHG Emissions-2. To reduce this identified significant GHG impact, the GHG Analysis offered Air Quality Mitigation Measures (**MM-AQ**) 2–5, and GHG Mitigation Measures (**MM-GHG**) 1–4. (DEIR, p. 4.7-17.)

A8-3

Infeasibility Finding Lacks Substantial Evidence

The City's conclusion that the Project would not be able to achieve any mitigation beyond which was identified in the proposed mitigation measures is not supported with substantial evidence. The DEIR should have proposed more mitigation measures to be applied to the

A8-4

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maximum-feasible extent in order to justify the conclusion that the Project's GHG impact would be unavoidable due to lack of feasibility of further mitigation. While the proposed mitigation measures are a good start, the City did not demonstrate that these actions would represent the maximum feasible mitigation to support a finding that the Project's impact would be significant and unavoidable.

CEQA requires that the lead agency identifies specific reasons for the infeasibility of further mitigation when concluding that a significant and unavoidable impact will occur. There are other readily available mitigation measures, and some of the individual proposed mitigation measures could be modified to provide further mitigation.

Around 93 percent of the Project's GHG impact originates from mobile sources, which the mitigation measures were not focused on reducing. (DEIR, p. 4.7-25.) Truck emissions alone make up 79% of the Project's mobile emissions.[1] The City claims that mobile emissions are not controllable, and therefore not feasible to mitigate, stating: "neither the Project Applicant nor the City has control over these [mobile] standards." (DEIR p. 4.7-18.)

A8-4

Still, the City has the ability to directly and indirectly control the emissions associated with this Project by imposing feasible mitigation measures to reduce emissions from trucks serving the Project. For instance, the City could mandate that the applicant's lease agreements include clauses limiting the use of heavy-duty diesel trucks, or that tenants' vehicle fleets use non-diesel fuels such as gasoline, ethanol, or biofuels. Additionally, the City could require the applicant to ensure that future tenants use hybrid or zero-emission commercial vehicles when these become reasonably available and to maintain a charging system for the vehicle fleet powered by solar panels on the Project site, proportional to the number of dock doors. After implementation of measures to the extent feasible, the City could also require the purchase of carbon offsets to reduce emissions from the Project, including offsetting mobile emissions. This kind of mitigation is both feasible and necessary to achieve the Project's fair share of emissions reductions. Thus, the conclusion that further mitigation is infeasible was not supported by substantial evidence.

The City Should Have Found a Significant Impact Under Threshold GHG Emissions-2

The DEIR analyzed consistency with the 2022 CARB Scoping Plan, the City of Rialto Climate Adaptation Plan (**CAP**), and the 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (**Connect SoCal RTP/SCS**). Due to inadequate analysis, the DEIR overlooks the Project's conflict with the 2022 Scoping Plan, while failing to acknowledge and analyze all applicable GHG reduction plans.

A8-5

[1] $(\frac{8{,}029\ MTCO2e}{10{,}172\ MTCO2e}) \times 100 = 78.93\%\ (DEIR, p.\ 4.7-19)$

The 2022 CARB Scoping Plan places particular emphasis on decarbonizing industrial facilities by "displacing fossil fuel use with a mix of electrification, solar thermal heat, biomethane, low- or zero-carbon hydrogen, and other low-carbon fuels to provide energy for heat and reduce combustion emissions." (2022 CARB Scoping Plan, p. 208.) Based on the analysis provided in the EIR, the Project does not appear to meet this objective. It's continued reliance on diesel fuel in construction equipment, heavy-duty trucks, and emergency backup generators creates a conflict with the Scoping Plan. (See DEIR, p. 4.2-14, 4.5-15.)

A8-5

The DEIR Should Have Analyzed All Applicable Plans

The City chose, as its second GHG threshold, whether the Project would "[c]onflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases." (DEIR, p. 4.7-17.) This language requires that the EIR analyze the Project's consistency with *all* other applicable plans, not just the plans that the City prefers to analyze.

The 2017 Scoping Plan was developed to help California comply with SB 32, which mandates a 40% reduction in GHG emissions below 1990 levels by 2030 (Health & Safety Code § 38566). The EIR does not explain how the Project aligns with these objectives or the 2050 goal of reducing emissions by 80% below 1990 levels. Moreover, the 2017 Scoping Plan sets statewide per capita GHG emissions targets of 6 MTCO2e by 2030 and 2 MTCO2e by 2050 (CARB Scoping Plan, p. 99). With the Project's per-service population GHG emissions of 16.8 MTCO2e/capita the Project significantly overshoots the 2050 target.[2]

A8-6

The Project significantly overshoots the 2050 target with GHG emissions of 18 MTCO2e per service population. Given that the 2050 target must be achieved within the Project's operational lifespan, it is evident that the Project will remain inconsistent with the 2017 Scoping Plan's long-term goals. Therefore, the Project's GHG impact is significant under the second threshold because it directly conflicts with established plans for reducing GHG emissions.

Consequently, the City did not demonstrate that the Project would be consistent with applicable plans, and there is evidence that the Project would have a significant GHG impact under the second threshold because it is inconsistent with applicable plans for the reduction of GHGs.

[2] $10{,}172\ MTCO2e \div 558\ employees = 18.22\ MTCO2e/service\ population$

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The Project's GHG Impacts Must be Fully Mitigated

CEQA requires that the Project include fair-share mitigation for all significant cumulative impacts. (*Napa Citizens for Honest Gov't v. Napa County Board of Supervisors* (2001) 91 Cal.App.4th 342, 364.) Here, the City's determination that the Project would have a significant cumulative GHG impact requires mitigation of the full extent of the Project's GHG emissions. The DEIR claims that no other mitigation measures are feasible, beyond the identified mitigation measures. But that conclusion is incorrect, and not supported by substantial evidence.

A8-7

The amount of GHG emissions that comprises the Project's fair share is clear. The reasonable lifespan of this Project is approximately 30 years as indicated by the amortization of construction emissions. (DEIR, p. 4.7-18.) Therefore, the Project would likely contribute over 305,160 MTCO2e during its entire lifespan.[3] This would be a good starting point from which to subtract the effect of additional non-offset mitigation measures, before purchasing carbon offsets.

A8-8

In addition to implementing zero-emission vehicle fleets to the extent feasible, several on-site mitigation measures are feasible, including exclusive use of electric-powered equipment in construction, installing solar water heaters, and installing automatic light switches, among many other mitigation strategies that can be incorporated in the Project as design features or as mitigation measures. Such features could be adopted individually or as part of a comprehensive goal of sustainable building certification, such as Leadership and Energy and Environmental Design (**LEED**), that extends further beyond CALGreen requirements.

The DEIR does not consider the use of electric or hybrid construction equipment as a feasible mitigation measure. This Project will rely on diesel-powered construction equipment, which contributes substantially to GHG emissions. (DEIR, p. 4.2-16.) Incorporating electric vehicle (**EV**) or hybrid construction equipment would reduce both short-term construction emissions and long-term operational emissions.

A8-9

The DEIR states the Project will comply with CALGreen § 5.106.5.3 mandatory requirements for EV charging infrastructure in nonresidential developments. (DEIR, p. 4.2-34.) The project plans to have 365 vehicle parking stalls, 398 trailer parking stalls, and 82 dock doors. (DEIR, p. 1-1.) Under CALGreen, only 18 vehicle parking stalls would be required to have EV chargers.[4] The DEIR does not consider installing EV charging infrastructure at the Project's 82 dock doors, which could support medium- and heavy-duty electric trucks and reduce transportation-related GHG emissions. It is feasible to exceed CALGreen's minimum requirements by equipping some dock doors with chargers and exceeding the minimum

[3] 10,172 MTCO2e per year × 30 years = 305,160 MTCO2e
[4] 365 *stalls* × 0.20 = 73 *EV capable spaces*; 73 *EV capable spaces* × 0.25 = *approx.* 18 *EVSE spaces*

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requirements for EV chargers. Overall, there are more options available to mitigate emissions to the full extent of the Project emissions, including available measures which are outlined in the California Attorney General's CEQA best practices recommendations for warehouse projects.[5]

A8-9

Carbon Offsets are Feasible as Mitigation Measures

After requiring operational emissions reductions to the maximum feasible extent, the City could also require the Applicant to purchase offsets for the Project's remaining GHG emissions. The City did not provide any evidence for why offsets would be infeasible. Overall, there are more options available to mitigate emissions to the full extent of Project emissions, and the City failed to acknowledge or implement many mitigation measures that are feasible and could help reduce the Project's GHG impact to the fair share extent.

A8-10

Offsets are acceptable mitigation measures under CEQA (Guidelines § 15126.4 (c)(3).) Many offset projects are currently operating, including projects that are relevant to the Project's operations such as the Truck Stop Electrification project in California (Project ID ACR133), among others.[6] Such offset programs are just examples of which the City could consider as feasible carbon offsets to reduce the Project's GHG impact.

Conclusion

The DEIR fails to require all feasible mitigation, despite concluding that the significant GHG impact will be unavoidable. The City should have mitigated the significant cumulative GHG impact to the fair share extent. Further, the Project would not be consistent with the applicable plans, policies, and regulations for reducing GHGs and should have found a significant GHG impact under the second threshold. Please put me on the interest list to receive updates about the progress of this Project. We make this request under Public Resources Code, section 21092.2.

A8-11

Sincerely,

Dean Wallraff, Attorney at Law
Executive Director, Advocates for the Environment

[5] See State of California Department of Justice, Rob Bonta Attorney General, "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act," Updated September 2022, pp. 7–10, available at: https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf. Last accessed October 20, 2025.

[6] American Carbon Registry (ACR), list of offset projects, available at https://acr2.apx.com/myModule/rpt/myrpt.asp?r=111 (Accessed September 12, 2025.)

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Response A8-1

This an introductory comment stating that the Advocates for the Environment reviewed the Draft EIR for the Project. The comment makes a general statement about concerns regarding the sufficiency of the Draft EIR's analysis of greenhouse gas (GHG) emissions impacts under CEQA. The comment has been noted for the record and no changes to the Draft EIR have been made or are required as a result of this comment.

Response A8-2

The commenter suggests that the City should use a net-zero GHG significance threshold. The comment also makes unsubstantiated statements that it is more affordable to construct new buildings to be net-zero now than to retrofit an old building in the future to meet the same standard. The Project does not propose the retrofit of an existing building, and will be constructed to meet or exceed CALGreen Tier 2 standards in effect at the time of building permit application; thereby ensuring efficiency and reducing the likelihood that costly retrofits will be required in the future (see MM GHG-2).

The commenter also references California's policy to achieve net-zero GHG emissions no later than 2045 (presumably AB 1279). It should be noted that the State has not adopted a net-zero GHG threshold (or any GHG threshold) for individual development projects. The State's policy to achieve net-zero GHG emissions by 2045 requires the California Air Resources Board (CARB) to ensure that Scoping Plan updates identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable carbon dioxide (CO_2) removal solutions and carbon capture, utilization, and storage (CCUS) technologies. As discussed in Draft EIR pages 4.7-24 through 4.7-25, the Project would not conflict with the CARB Scoping Plan following compliance with all applicable regulations. The Project will install solar photovoltaic (PV) panels or other source of renewable energy generation on the site, or will otherwise acquire energy from the local utility that has been generated by renewable sources, such that either option will provide 100 percent of the expected building electrical load. The building will be designed to meet or exceed CALGreen Tier 2 standards in effect at the time of building permit application. (See MM GHG-1 and GHG-2). Mitigation Measure AQ-4 will require preparation of a Transportation Demand Management (TDM) program, detailing strategies that would reduce the use of single occupant vehicles by employees, and Mitigation Measure AQ-5 requires non-diesel cargo handling equipment.

The commenter states that two of the largest mixed-use developments in the history of California have moved forward as net-zero communities after losing CEQA lawsuits. However, these projects represent large new mixed-use communities, which differ from the Project in terms of size, scale and GHG emissions sources (i.e., heavy trucks vs. passenger vehicles). The 2022 CARB Scoping Plan notes that a number of key State actions should be accounted for in local target-setting, including zero-emission light-duty vehicles (relevant to transportation electrification); smart growth/VMT reduction (relevant to vehicle miles traveled reduction); and new and existing residential and commercial buildings (relevant to building decarbonization).

The 2022 CARB Scoping Plan does not recommend a net-zero GHG threshold for individual development projects, noting that such thresholds may make it more difficult to achieve statewide goals by prohibiting or complicating projects that are needed to support the State's climate goals, like infill development or solar arrays. The Scoping Plan also cautions against using net-zero targets and specifically notes that jurisdictions considering a net-zero target should carefully consider the implications it may have on

emissions in neighboring communities and beyond. Appendix D page 18 of the Scoping Plan states the following:

> Jurisdictions should also avoid creating targets that are impossible to meet as a basis to determine significance. For example, a net-zero target may imply that the GHG emissions of any project that are not reduced or offset to zero would be considered potentially significant. This may lead to undue burdens and frustrate project approval processes, which may be particularly problematic for residential development in climate-smart, infill areas. In addition, some jurisdictions have more land capacity to remove and store carbon, while others host GHG-emitting facilities that serve necessary functions and will take time to transition to new technology (e.g., municipal wastewater treatment plants, landfills, energy generation facilities).

Local governments have the discretion to adopt targets that apply to their jurisdictions as long as those targets are supported by substantial evidence. The Draft EIR uses a GHG threshold developed by the SCAQMD, which is based on substantial evidence as explained in the Draft EIR **Section 4.7: Greenhouse Gas Emissions** on page 4.7-17. Based on these thresholds, which are supported by substantial evidence, impacts would be significant and unavoidable impact for Threshold GHG-1 and a less than significant impact for Threshold GHG-2.

The Project is a speculative warehouse and is not comparable to the large mixed-use projects identified by the commenter in terms of size/scale and GHG emissions sources. As noted by the commenter, the State has regulations in place to reduce GHG emissions. The Project will comply with all requirements as required by law. The comment does not raise any specific issues with respect to the content and adequacy of the Draft EIR or the Project's environmental effects; therefore, no further response is warranted.

Response A8-3

This comment summarizes the Draft EIR GHG findings of a significant and unavoidable impact for Threshold GHG-1 and a less than significant impact for Threshold GHG-2. As the comment does not raise any issues with respect to the content and adequacy of the Draft EIR or the Project's environmental effects, no further response is warranted.

Response A8-4

The commenter claims that the City's conclusion that no additional feasible mitigation measures are available to further reduce the Project's GHG emissions beyond those proposed in the Draft EIR is unsupported by substantial evidence. The commenter further recommends that the City adopt additional measures targeting truck and tenant operations to reduce mobile source emissions. Suggested actions include requiring lease provisions that limit heavy-duty diesel truck use, mandating low- or zero-emission fleets, installing solar-powered charging stations proportional to dock doors, or purchasing carbon offsets. Refer to Response A5-49.

The Project will install solar photovoltaic (PV) panels or other source of renewable energy generation on the site, or will otherwise acquire energy from the local utility that has been generated by renewable sources, such that either option will provide 100 percent of the expected building electrical load. The building will be designed to meet or exceed CALGreen Tier 2 standards in effect at the time of building permit application. (See MM GHG-1 and GHG-2). Mitigation Measure AQ-4 will require preparation of a Transportation Demand Management (TDM) program, detailing strategies that would reduce the use of

single occupant vehicles by employees, and Mitigation Measure AQ-5 requires non-diesel cargo handling equipment. However, the commenter provides no evidence demonstrating that the suggested additional measures are feasible for the City to monitor or for the Project Applicant to implement. This is particularly true with respect to zero-emission heavy-duty truck technology, which is not yet widely or commercially available. No substantial evidence has been provided showing how such technology could realistically be used by Project tenants or that the local electricity provider, Southern California Edison, has sufficient capacity to meet the energy demands of an all-electric heavy-duty truck fleet for a facility of this size.

The commenter asserts that the conclusion that the Project's GHG emissions would be significant and unavoidable is not supported by substantial evidence because the Draft EIR does not identify infeasible mitigation measures. However, CEQA does not require an EIR to identify or specify potential mitigation measures and reject them as infeasible (*San Diego Citizenry Group v. County of San Diego* (2013) 219 Cal.App.4th 1, 15). A fundamental purpose of an EIR is to identify ways in which a proposed project's significant environmental impacts can be mitigated or avoided (Pub. Res. Code §§ 21002.1(a), 21081(a)(1)). To implement this statutory purpose, an EIR must identify and describe feasible mitigation measures for each of the project's significant environmental effects (Pub. Res. Code §§ 21061, 21100(b)(3); CEQA Guidelines §§ 15121(a), 15126.4(a)). When it approves a project, the City must adopt any feasible mitigation measures identified in the EIR that would mitigate or avoid the project's significant environmental impacts (Pub. Res. Code §§ 21002.1(b); 21081(a)(1); CEQA Guidelines §§ 15022, 15091(a)(1)). However, CEQA does not require analysis of every imaginable mitigation measure (*Gilroy Citizens for Responsible Planning v. City of Gilroy* (2006) 140 Cal.App.4th 911, 935; *San Franciscans for Reasonable Growth v. City & County of San Francisco* (1989) 209 Cal.App.3d 1502, 1519). An EIR should focus on mitigation measures that are feasible, practical, and effective (*Napa Citizens for Honest Gov't v. Napa County Bd. of Supervisors* (2001) 91 Cal.App.4th 342, 365; *Concerned Citizens of S. Cent. L.A. v Los Angeles Unified Sch. Dist.* (1994) 24 Cal.App.4th 826, 841). Here, the Draft EIR affirmatively incorporated all feasible mitigation measures, and the City is not required to speculate about the measures the commenter believes should be considered or implemented in the Draft EIR.

The commenter also recommended the purchase of carbon offsets to reduce Project GHG emissions but did not identify a specific offset program for the City to consider. Mandating carbon offsets as mitigation does not satisfy CEQA standards, which require mitigation measures to be "real, additional, quantifiable, permanent, verifiable, and enforceable" (*Golden Door Properties, LLC v. County of San Diego* (2018) 27 Cal.App.5th 892). To qualify as adequate mitigation, offsets must come from a CARB-approved registry. However, access to such registries is limited, the availability of sufficient credits is uncertain, and there is no guarantee that the reductions achieved would be additional to existing regulatory requirements or permanent over time. Consequently, reliance on carbon offsets cannot ensure enforceable or effective mitigation under CEQA.

Accordingly, the City finds that the Project incorporates all feasible and enforceable mitigation measures currently available to reduce GHG emissions to the maximum extent practicable. Therefore, no revisions to the EIR or its conclusions are required.

Response A8-5

The commenter asserts that the proposed Project is inconsistent with the 2022 CARB Scoping Plan and would conflict with its objective to decarbonize industrial facilities by displacing fossil fuel use with electrification, solar thermal heat, biomethane, low- or zero-carbon hydrogen, and other low-carbon fuels. Contrary to these assertions, the proposed Project would not conflict with any applicable GHG

reduction plans, including CARB's 2022 Scoping Plan, the City of Rialto Climate Adaptation Plan (CAP), and SCAG's RTP/SCS.

As addressed in **Section 4.7: Greenhouse Gas Emissions** of the Draft EIR, the 2022 CARB Scoping Plan establishes a framework to achieve carbon neutrality by 2045 through zero-emission transportation, decarbonized electricity, and industrial efficiency improvements. The Project supports these statewide goals through MM AQ-2, which prohibits natural gas infrastructure and requires all-electric building systems, thereby eliminating combustion-related building emissions and supporting industrial decarbonization consistent with the Scoping Plan.

While the commenter cites the use of diesel fuel in construction equipment, heavy-duty trucks, and emergency backup generators, such activities are temporary or regulated under existing State programs. The City cannot impose restrictions on regional mobile source emissions or fleet composition, which are subject to CARB's regulatory authority. These emissions will continue to decline due to implementation of State measures such as the Advanced Clean Trucks Regulation,[3] Executive Order N-79-20, and the Mobile Source Strategy, all of which promote transition to zero-emission technologies.

Accordingly, the Project would not conflict with or impede implementation of the 2022 CARB Scoping Plan or other applicable GHG reduction plans. The Draft EIR's analysis remains adequate, and no revisions are required.

Response A8-6

The commenter claims that the Draft EIR did not analyze other applicable plans, specifically the 2017 CARB Scoping Plan.

The comment mentions the 2017 Scoping Plan's goal of 6 $MTCO_2e$ per capita by 2030 and 2 $MTCO_2e$ per capita by 2050. However, the 2022 CARB Scoping Plan updated and replaced the 2017 Scoping Plan, and as such the 2017 Scoping Plan no longer is in effect. CEQA does not require an evaluation of consistency with plans that no longer are in effect. The 2022 Scoping Plan does not include a per capita target. Statewide per capita emissions are used as a metric to evaluate statewide emissions. The comment incorrectly applies the 2017 Scoping Plan's 6 $MTCO_2e$ and 2 $MTCO_2e$ statewide metrics to the proposed Project as thresholds. A project level per capita emissions threshold has not been established by CARB. Furthermore, the Statewide GHG per capita goal is also an inappropriate comparison because it based service population on California residents and employees. There are many factors contributing to the Project's total GHG emissions that are unrelated to the on-site employee population only.

For example, the Project's emissions are primarily from trucks used to move goods that would be used by a much broader population. Therefore, it would be erroneous to compare a state-level target to an individual development project. Since it is unknown the precise number of people that would be served by the goods managed by the proposed Project annually, it would be erroneous to calculate the emissions

[3] The California Air Resources Board (CARB) has issued a notice of public hearing to consider proposed amendments to the Advanced Clean Fleets (ACF) and Low Carbon Fuel Standard (LCFS) regulations under Titles 13 and 17 of the California Code of Regulations. The proposed CARB amendments would repeal portions of the Advanced Clean Fleets (ACF) regulation that apply to private and federal fleets, following CARB's withdrawal of its federal waiver request. This change clarifies that these fleets are no longer required to comply with ACF zero-emission vehicle mandates. However, state and local government fleets would remain subject to the ACF requirements for a phased transition to zero-emission vehicles.

per capita (service population) without factoring in the number of end users. Therefore, the commenter's calculation and reasoning above is based on inaccurate assumptions.

Executive Order B-55-18 does not establish any regulations, policies, or any other type of mandate for private development projects to reduce GHG emissions. Instead, Executive Order B-55-18 directs State agencies to establish an implementation program (i.e., regulations and policies) that will allow the State to achieve carbon neutrality by 2045. The Executive Order B-55-18 reduction targets were codified by AB 1279, the California Climate Crisis Act in September 2022. The 2022 CARB Scoping Plan lays out a path to achieve the AB 1279 targets for carbon neutrality.

As addressed in Draft EIR Table 4.10-1, the proposed Project would comply with the 2022 California Green Building Standards (CALGreen) Code and would be designed to include measures that reduce GHG emissions, including providing bicycle parking, electric vehicle charging, water-conserving plumbing fixtures and fittings, water-efficient landscaping, construction waste management, and recycling requirements. The Project would also implement CALGreen Tier 2 performance standards pursuant to MM GHG-2, which exceed the minimum mandatory CALGreen requirements and would further reduce the Project's GHG emissions. In addition, CALGreen is designed to expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. As identified stated in Draft EIR Tables 4.7-4 and 4.10-1 and **Section 4.5: Energy** and **Section 4.7: Greenhouse Gas Emissions**, the proposed Project would comply with the CALGreen Code regarding energy conservation and green building standards.

The Draft EIR adequately addresses compliance with CARB's 2022 Scoping Plan, the City of Rialto Climate Adaptation Plan (CAP), and SCAG's RTP/SCS. This comment does not identify any new significant environmental issues or impacts that were not already addressed in the Draft EIR. The Draft EIR's analysis is adequate, and no revisions are required.

Response A8-7

The commenter opines that there is other feasible measures to mitigate greenhouse gas emission impacts. Refer to Response A8-4.

Response A8-8

The commenter asserts that the Project's total GHG emissions over a 30-year lifespan should be calculated as a starting point for considering additional mitigation or carbon offsets. The commenter's suggestion to evaluate the Project's GHG emissions over a 30-year operational lifespan is inconsistent with SCAQMD's recommended CEQA methodology. SCAQMD thresholds are based on annual GHG emissions, not total emissions over a project's speculative lifespan. The 30-year period referenced in the Draft EIR is used to amortize construction emissions for comparison to annual thresholds, consistent with the published SCAQMD methodology available at the time of Draft EIR publication.[4] Therefore, calculating or evaluating a Project's arbitrary lifetime GHG emissions would be inconsistent with SCAQMD guidance and unnecessary under CEQA. Refer to Response A8-4 regarding carbon offsets.

[4] South Coast Air Quality Management District (SCAQMD), *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, https://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf, accessed November 6, 2025.

Response A8-9

The commenter opines that there is other feasible measures to mitigate greenhouse gas emission impacts. Refer to Response A8-4 and Response A5-49.

Response A8-10

The commenter opines that the City did not identify why carbon offsets are not feasible. Refer to Response A8-4.

Response A8-11

The comment suggests the Draft EIR should be revised to include all feasible GHG mitigation measures and claims the Project would not be consistent with all applicable plans, policies, and regulations for reducing GHG emissions. Refer to Response A8-4 and Response A5-49 regarding all feasible GHG mitigation measures. No revisions to the EIR are required.

3.0 ERRATA TO THE EIR

3.1 INTRODUCTION TO THE ERRATA

The Draft EIR for the Locust Gateway Development Project, is hereby incorporated by reference as part of the Final EIR. Changes to the EIR are further detailed below.

The changes to the EIR do not affect the overall conclusions of the environmental document, and instead represent changes to the EIR to provide clarification, amplification and/or insignificant modifications, as needed as a result of public comments on the Draft EIR, or due to additional information received during the public review period. These clarifications and corrections do not warrant Draft EIR recirculation pursuant to CEQA Guidelines Section 15088.5.

None of the changes or information provided in the comments reflect a new significant environmental impact, a substantial increase in the severity of an environmental impact for which mitigation is not proposed, or a new feasible alternative or mitigation measure that would clearly lessen significant environmental impacts but is not adopted. In addition, the changes do not reflect a fundamentally flawed or conclusory EIR.

Changes to the EIR are listed by Section, page, paragraph, etc. to best guide the reader to the revision. Changes are identified as follows:

- Deletions are indicated by ~~strikeout text~~.
- Additions are indicated by <u>underlined text.</u>

3.2 CHANGES TO THE EIR

The following additions/revisions to Mitigation Measures (MM) AQ-3, BIO-1, BIO-3B, BIO-4B, BIO-4C, and CUL-5 will be added to Table 1-1: Summary of Impacts and Mitigation Program, in **Section 1.0: Executive Summary** of the EIR.

Page 1-8, MM AQ-3 has been revised in Table 1-1: Summary of Impacts and Mitigation Program as follows:

Table 1-1: Summary of Impacts and Mitigation Program			
Thresholds	**Level of Significance Before Mitigation**	**Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations**	**Level of Significance after Mitigation**
Section 4.2: Air Quality			
Impact 4.2-1: Would the Project conflict with or obstruct implementation of the applicable air quality plan?	Potentially Significant Impact	**MM AQ-3: Electric Landscape Equipment**. Prior to the issuance of occupancy permits, the Planning Division shall confirm that the Project's ~~Codes~~ Covenants, Conditions and Restrictions (CC&Rs) and/or tenant lease agreements include contractual language that all handheld landscaping equipment used on site shall be 100 percent electrically powered. The logistics warehouse and parking lots shall be equipped with exterior electrical outlets to accommodate this requirement. This requirement shall be included in the third-party vendor agreements for landscape services for the building owner and tenants, as applicable. This mitigation measure applies only to tenant improvements and not the building shell approvals.	Less than Significant Impact with Mitigation

Section 1.0: Executive Summary, MM BIO-1, MM BIO-3B, MM BIO-4B, and MM BIO-4C has been revised in Table 1-1: Summary of Impacts and Mitigation Program as follows:

Table 1-1: Summary of Impacts and Mitigation Program			
Thresholds	**Level of Significance Before Mitigation**	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Level of Significance after Mitigation**
Section 4.3: Biological Resources			
Impact 4.3-1: Would the Project 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 CDFW or USFWS?	Potentially Significant Impact	**MM BIO-1: Rare Plant Mitigation Plan**. Parry's spineflower (CRPR 1B.1) is present on site and impacts are unavoidable; therefore, compensatory mitigation shall be provided to offset impacts. A rare plant mitigation plan shall be prepared and implemented by the applicant or its designee prior to the onset of grading activities. The plan will demonstrate the feasibility of conserving, enhancing, or restoring Parry's spineflower habitat in areas to be managed as natural open space without conflicting with other resource management objectives. Habitat conservation,	Less than Significant Impact with Mitigation

Table 1-1: Summary of Impacts and Mitigation Program			
Thresholds	**Level of Significance Before Mitigation**	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Level of Significance after Mitigation**
		enhancement, or restoration will be at a minimum 1:1 ratio (acres conserved, enhanced, or restored to acres impacted). If the rare plant mitigation plan proposes conservation of an extant population, the plan shall include at a minimum: (a) the location of the conserved habitat and an analysis of its suitability as compensatory mitigation; (b) an assessment of the extant Parry's spineflower populations at the proposed conservation site; (c) a long-term management plan which includes objectives, management practices, monitoring protocols, adaptive management strategies, and reporting requirements; and (d) details regarding the establishment of a non-wasting endowment to perpetually fund management of the conserved land, or such other funding mechanism acceptable to CDFW. If the rare plant mitigation plan proposes enhancement or restoration, the plan shall include at minimum: (a) collection/salvage measures for plants or seed banks, to retain intact soil conditions and maximize success likelihood; (b) details regarding storage of plants or seed banks; (c) location of the proposed recipient site, and detailed site preparation and plant introduction techniques details for top soil storage, as applicable; (d) time of year that the salvage and replanting or seeding will occur and the methodology of the replanting; (e) a description of the irrigation, if used; (f) success criteria; and (g) a detailed monitoring program, commensurate with the plan's goals. **MM BIO-3B: Burrowing Owl Plan or CESA ITP ~~Preconstruction Surveys.~~** If burrowing owls, active burrows, or signs thereof are confirmed during any survey or biological monitoring, project activities with the potential to impact burrowing owls shall be immediately halted. The qualified biologist shall coordinate with CDFW and prepare a Burrowing Owl Plan that shall be submitted to CDFW for review and approval prior to commencing ~~project activities~~ on-site grading with the potential to impact burrowing	

Table 1-1: Summary of Impacts and Mitigation Program			
Thresholds	**Level of Significance Before Mitigation**	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Level of Significance after Mitigation**
		owl. The Burrowing Owl Plan shall describe proposed avoidance, and monitoring actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites, acres of burrowing owl habitat that will be impacted, details of site monitoring, and details on proposed buffers and other avoidance measures if avoidance is proposed. Project activities with the potential to impact burrowing owls shall not occur within 500 feet of an active burrow until CDFW approves the Burrowing Owl Plan. If project activities, including occupied burrow exclusion and closure, could result in take of burrowing owl, the applicant shall coordinate with CDFW for appropriate CESA authorization (i.e., ITP under CFGC section 2081) prior to commencement of ~~project activities~~ on-site grading with the potential to impact burrowing owl. The ITP shall describe, at a minimum, project activities and equipment, proposed avoidance/buffers, temporary and permanent impacts, monitoring, relocation and/or translocation, and minimization and compensatory mitigation actions. ITP compensatory mitigation will be fulfilled by one or more of following options: 1) purchase of credits at a CDFW-approved conservation or mitigation bank (if available); 2) execution of a Mitigation Credit Agreement; or 3) Permittee-responsible mitigation land acquisition. The conditions of the permit or measures outlined in the plan shall be adhered to by the applicant and any required compensatory mitigation of habitat would be provided. **MM BIO-4B: Crotch's Bumble Bee CESA ITP.** Suitable Crotch's bumble bee habitat and Crotch's bumble bee presence has been confirmed on the site; therefore, a CESA ITP shall be applied for and obtained prior to the commencement of ~~project activities~~ on-site grading with the potential to impact Crotch's bumble bee. The ITP shall include, at a minimum, a description of project activities and equipment, proposed avoidance/buffers, identification of	

Table 1-1: Summary of Impacts and Mitigation Program			
Thresholds	**Level of Significance Before Mitigation**	Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Level of Significance after Mitigation**
		temporary and permanent impacts, monitoring requirements, relocation and/or translocation protocols, and compensatory mitigation measures. Compensatory mitigation will be at a minimum 1:1 ratio (acres conserved, enhanced, or restored to acres impacted). ITP compensatory mitigation shall be satisfied by one or more of the following mechanisms: 1) purchase of credits at a CDFW-approved conservation or mitigation bank (if available); 2) execution of a Mitigation Credit Agreement; or 3) Permittee-responsible mitigation land acquisition. **MM BIO-4C: Crotch's Bumble Bee Biological Monitor.** A qualified biological monitor shall conduct full-time monitoring during removal of suitable nectar plants that is scheduled to occur during the queen flight period (February through March), colony active period (~~March~~ April through ~~September~~ August), and/or gyne flight period (September through October). The monitor shall have authority to temporarily halt or redirect activities as needed to avoid unauthorized impacts.	

Section 1.0: Executive Summary, MM CUL-5 has been revised in Table 1-1: Summary of Impacts and Mitigation Program as follows:

Table 1-1: Summary of Impacts and Mitigation Program			
Thresholds	**Level of Significance Before Mitigation**	**Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations**	**Level of Significance after Mitigation**
Section 4.4: Cultural Resources			
Impact 4.4-1: Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	Potentially Significant Impact	**MM CUL-5: Inadvertent Discovery of Cultural Resources.** In the event that cultural resources are discovered during Project implementation, all earthwork and ground-disturbing activities shall halt within a buffer of the discovery established by the Project Archaeologist and the Project Archaeologist shall assess the nature and significance of the find. The Project Archaeologist shall coordinate with the City and identify whether the resource is potentially significant and if it requires further evaluation. Work	Less than Significant Impact with Mitigation

Table 1-1: Summary of Impacts and Mitigation Program			
Thresholds	**Level of Significance Before Mitigation**	**Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations**	**Level of Significance after Mitigation**
		on the other portions of the project site outside of the buffered area may continue during this assessment period. If the cultural resources are Native American in origin, the Consulting Tribes must be immediately contacted and consulted regarding potential significance and treatment of the resource. Specifically, the Consulting Tribes shall be contacted, as detailed within Tribal Cultural Resources (TCR) Mitigation Measure 3, regarding any pre-contact finds and shall be provided information after the Project Archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regard to significance and treatment. For any potential significant cultural resources, the Project Archaeologist shall make recommendations to the City to avoid or mitigate impacts to the resource. If significant pre-contact cultural resources, as defined by CEQA, are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to the Consulting Tribes for review and comment, as detailed within TCR-1. The Project Archaeologist shall monitor the remainder of the project and implement the Monitoring and Treatment Plan accordingly. Preservation in place (i.e. avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery to excavate the resource along with subsequent laboratory processing and analysis. Disposition of significant Native American archaeological materials, such as reburial or curation by a qualified repository within San Bernardino County, shall be agreed upon by the City and Consulting Tribes. Any significant non-Native American archaeological material shall be curated at a public, non-profit institution with a research interest in the materials within San Bernardino County, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area	

Table 1-1: Summary of Impacts and Mitigation Program			
Thresholds	**Level of Significance Before Mitigation**	**Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations**	**Level of Significance after Mitigation**
		for educational purposes. All identified cultural resources shall be recorded on appropriate California Department of Parks and Recreation (CA DPR 523) series forms and evaluated for significance. All findings shall be included within a Monitoring Report drafted by the Project Archaeologist and submitted to the City and Consulting Tribes for review. Final copies of the Monitoring Report shall be submitted to the City, Consulting Tribes, and South Central Coastal Information Center (SCCIC).	

Section 4.2: Air Quality

Page 4.2-35, MM AQ-3 has been revised and is incorporated into the Final EIR as follows:

MM AQ-3 **Electric Landscape Equipment**. Prior to the issuance of occupancy permits, the Planning Division shall confirm that the Project's ~~Codes~~ Covenants, Conditions and Restrictions (CC&Rs) and/or tenant lease agreements include contractual language that all handheld landscaping equipment used on site shall be 100 percent electrically powered. The logistics warehouse and parking lots shall be equipped with exterior electrical outlets to accommodate this requirement. This requirement shall be included in the third-party vendor agreements for landscape services for the building owner and tenants, as applicable. This mitigation measure applies only to tenant improvements and not the building shell approvals.

Section 4.3: Biological Resources

Page 4.3-25 through 4.3-28, MM BIO-1, MM BIO-3B, MM BIO-4B, and MM BIO-4C have been revised and are incorporated into the Final EIR as follows:

MM BIO-1 **Rare Plant Mitigation Plan.** Parry's spineflower (CRPR 1B.1) is present on site and impacts are unavoidable; therefore, compensatory mitigation shall be provided to offset impacts. A rare plant mitigation plan shall be prepared and implemented by the applicant or its designee prior to the onset of grading activities. The plan will demonstrate the feasibility of conserving, enhancing, or restoring Parry's spineflower habitat in areas to be managed as natural open space without conflicting with other resource management objectives. Habitat conservation, enhancement, or restoration will be at a minimum 1:1 ratio (acres conserved, enhanced, or restored to acres impacted).

If the rare plant mitigation plan proposes conservation of an extant population, the plan shall include at a minimum: (a) the location of the conserved habitat and an analysis of its suitability as compensatory mitigation; (b) an assessment of the extant Parry's spineflower populations at the proposed conservation site; (c) a long-term management plan which includes objectives, management practices, monitoring protocols, adaptive management strategies, and reporting requirements; and (d) details regarding the establishment of a non-wasting endowment to perpetually fund management of the conserved land, or such other funding mechanism acceptable to CDFW.

If the rare plant mitigation plan proposes enhancement or restoration, the plan shall include at minimum: (a) collection/salvage measures for plants or seed banks, to retain intact soil conditions and maximize success likelihood; (b) details regarding storage of plants or seed banks; (c) location of the proposed recipient site, and detailed site preparation and plant introduction techniques details for top soil storage, as applicable; (d) time of year that the salvage and replanting or seeding will occur and the methodology of the replanting; (e) a description of the irrigation, if used; (f) success criteria; and (g) a detailed monitoring program, commensurate with the plan's goals.

MM BIO-3B **Burrowing Owl Plan or CESA ITP ~~Preconstruction Surveys~~.** If burrowing owls, active burrows, or signs thereof are confirmed during any survey or biological monitoring, project activities with the potential to impact burrowing owl shall be immediately halted.

The qualified biologist shall coordinate with CDFW and prepare a Burrowing Owl Plan that shall be submitted to CDFW for review and approval prior to commencing on-site grading ~~project activities~~ with the potential to impact burrowing owl. The Burrowing Owl Plan shall describe proposed avoidance, and monitoring actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites, acres of burrowing owl habitat that will be impacted, details of site monitoring, and details on proposed buffers and other avoidance measures if avoidance is proposed. Project activities with the potential to impact burrowing owl shall not occur within 500 feet of an active burrow until CDFW approves the Burrowing Owl Plan.

If project activities, including occupied burrow exclusion and closure, could result in take of burrowing owl, the applicant shall coordinate with CDFW for appropriate CESA authorization (i.e., ITP under CFGC section 2081) prior to commencement of on-site grading ~~project activities~~ with the potential to impact burrowing owl. The ITP shall describe, at a minimum, project activities and equipment, proposed avoidance/buffers, temporary and permanent impacts, monitoring, relocation and/or translocation, and minimization and compensatory mitigation actions. ITP compensatory mitigation will be fulfilled by one or more of following options: 1) purchase of credits at a CDFW-approved conservation or mitigation bank (if available); 2) execution of a Mitigation Credit Agreement; or 3) Permittee-responsible mitigation land acquisition.

The conditions of the permit or measures outlined in the plan shall be adhered to by the applicant and any required compensatory mitigation of habitat would be provided.

MM BIO-4B **Crotch's Bumble Bee CESA ITP.** Suitable Crotch's bumble bee habitat and Crotch's bumble bee presence has been confirmed on the site; therefore, a CESA ITP shall be applied for and obtained prior to the commencement of on-site grading ~~project activities~~ with the potential to impact Crotch's bumble bee. The ITP shall include, at a minimum, a description of project activities and equipment, proposed avoidance/buffers, identification of temporary and permanent impacts, monitoring requirements, relocation and/or translocation protocols, and compensatory mitigation measures. Compensatory mitigation will be at a minimum 1:1 ratio (acres conserved, enhanced, or restored to acres impacted). ITP compensatory mitigation shall be satisfied by one or more of the following mechanisms: 1) purchase of credits at a CDFW-approved conservation or mitigation bank (if available); 2) execution of a Mitigation Credit Agreement; or 3) Permittee-responsible mitigation land acquisition.

MM BIO-4C **Crotch's Bumble Bee Biological Monitor.** A qualified biological monitor shall conduct full-time monitoring during removal of suitable nectar plants that is scheduled to occur during the queen flight period (February through March), colony active period (~~March~~ April through ~~September~~ August), and/or gyne flight period (September through October). The monitor shall have authority to temporarily halt or redirect activities as needed to avoid unauthorized impacts.

Section 4.4: Cultural Resources

Page 4.4-11 through 4.4-12, MM CUL-5 has been revised and is incorporated into the Final EIR as follows:

MM CUL-5 **Inadvertent Discovery of Cultural Resources.** In the event that cultural resources are discovered during Project implementation, all earthwork and ground-disturbing activities shall halt within a buffer of the discovery established by the Project Archaeologist and the Project Archaeologist shall assess the nature and significance of the find. The Project Archaeologist shall coordinate with the City and identify whether the resource is potentially significant and if it requires further evaluation. Work on the other portions of the project site outside of the buffered area may continue during this assessment period. If the cultural resources are Native American in origin, the Consulting Tribes must be immediately contacted and consulted regarding potential significance and treatment of the resource. Specifically, the Consulting Tribes shall be contacted, as detailed within Tribal Cultural Resources (TCR) Mitigation Measure 3, regarding any pre-contact finds and shall be provided information after the Project Archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regard to significance and treatment. For any potential significant cultural resources, the Project Archaeologist shall make recommendations to the City to avoid or mitigate impacts to the resource. If significant pre-contact cultural resources, as defined by CEQA, are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to the Consulting Tribes for review and comment, as detailed within TCR-1. The Project Archaeologist shall monitor the remainder of the project and implement the Monitoring and Treatment Plan accordingly. Preservation in place (i.e. avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery to excavate the resource along with subsequent laboratory processing and analysis.

Disposition of significant Native American archaeological materials, such as reburial or curation by a qualified repository within San Bernardino County, shall be agreed upon by the City and Consulting Tribes. Any significant non-Native American archaeological material shall be curated at a public, non-profit institution with a research interest in the materials within San Bernardino County, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes. All identified cultural resources shall be recorded on appropriate California Department of Parks and Recreation (CA DPR 523) series forms and evaluated for significance. All findings shall be included within a Monitoring Report drafted by the Project Archaeologist and submitted to the City and Consulting Tribes for review. Final copies of the Monitoring Report shall be submitted to the City, Consulting Tribes, and South Central Coastal Information Center (SCCIC).

Section 4.7: Greenhouse Gas Emissions

Page 4.7-26, last sentence of the second paragraph of Section 4.7.7 has been revised and is incorporated into the Final EIR as follows:

> As such, the Project would cumulatively contribute to a significant and unavoidable GHG impact.

Section 4.8: Hazards and Hazardous Materials

Page 4.8-21, last sentence of first paragraph has been revised and is incorporated into the Final EIR as follows:

> Therefore, although the project site is located within the RFF Superfund site, based on the Phase II ESA findings and compliance with MM HAZ-2 through MM HAZ-4, ~~Project~~ implementation of the Project would not create a significant hazard to the public or the environment and impacts would be reduced to a less than significant level.

Appendix C Health Risk Assessment

Page 20, the first paragraph has been revised and is incorporated into the Final EIR as follows:

> To estimate the cancer risk, the dose is multiplied by the cancer potency factor, the ASF, the exposure duration divided by averaging time, and the frequency of time spent at home (for residents only):
>
> $$Risk_{inh\text{-}res} = (Dose_{air} * CPF * ASF * (ED/AT) * FAH)$$
>
> $Risk_{inh\text{-}res}$ = residential inhalation cancer risk (potential chances per million)
> $Dose_{air}$ = daily dose through inhalation (mg/kg-day)
> CPF = inhalation cancer potency factor ($mg/kg\text{-}day^{-1}$)
> ASF = age sensitivity factor for a specified age group (unitless)
> ED = exposure duration (years)
> AT = averaging time of lifetime cancer risk (years)
> FAH = fraction of time spent at home (unitless)

4.0 MITIGATION MONITORING AND REPORTING PROGRAM

4.1 PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

The California Environmental Quality Act (CEQA) requires that all public agencies establish monitoring and/or reporting procedures for mitigation adopted as conditions of approval in order to mitigate or avoid significant environmental impacts. This Mitigation Monitoring and Reporting Program (MMRP) has been developed to provide a vehicle by which to monitor the Mitigation Program outlined in the Locust Gateway Development Project Final Environmental Impact Report (EIR), State Clearinghouse No. 2024061274. The MMRP has been prepared in conformance with Section 21081.6 of the Public Resources Code. Specifically, Section 21081.6 states:

(a) When making findings required by paragraph (1) of subdivision (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:

(1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead or responsible agency, prepare and submit a proposed reporting or monitoring program.

(2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.

CEQA Guidelines Section 15097 provides clarification of mitigation monitoring and reporting requirements and guidance to local lead agencies on implementing strategies. The reporting or monitoring program must be designed to ensure compliance during project implementation. The City of Rialto is the Lead Agency for the Project and is therefore responsible for ensuring the implementation of the MMRP. The MMRP has been drafted to meet the requirements of Public Resources Code Section 21081.6 as a fully enforceable monitoring program.

4.2 ORGANIZATION

The Mitigation Program identified in the EIR outlines the standard conditions of approval and mitigation measures for which implementation of the Project would be consistent with.

The MMRP defines the following for each Mitigation Program element:

- **Definition.** The Mitigation Program element contains the criteria for mitigation, either in the form of adherence to certain adopted regulations or identification of the steps to be taken in mitigation.

- **Time Frame.** In each case, a time frame is provided for performance of the mitigation or the review of evidence that mitigation has taken place. The performance points selected are designed to ensure that impact-related components of Project implementation do not proceed without establishing that the mitigation is implemented or ensured. All activities are subject to the approval of all required permits from agencies with permitting authority over the specific activity.
- **Monitoring/Reporting Method.** The actions required to ensure the measure is implemented are noted.
- **Responsible Party or Designated Representative.** Unless otherwise indicated, an applicant would be the party responsible for implementing the mitigation, and the City of Rialto or designated representative would be responsible for monitoring the performance and implementation of the mitigation measure. To guarantee that the mitigation will not be inadvertently overlooked, a supervising public official acting as the Designated Representative is the official who grants the permit or authorization called for in the performance. Where more than one official is identified, permits or authorization from all officials shall be required.

The last column of the MMRP table will be used by the parties responsible for documenting when implementation of the measure has been completed. The ongoing documentation and monitoring of mitigation compliance will be completed by the City of Rialto. The completed MMRP and supplemental documents will be kept on file at the City of Rialto Community Development Department.

Locust Gateway Development Project Mitigation Monitoring and Reporting Program					
Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Implementation Timing**	**Monitoring/Reporting Method**	**Responsible Party for Implementation/ Approval**	**Verification**	
				Date	**Initials**
Air Quality					
Laws, Ordinances, and Regulations (LORs) are existing requirements that are based on local, State, or federal regulations or laws that are frequently required independently of CEQA review. **LOR AQ-1.** Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to comply with South Coast Air Quality Management District's (SCAQMD) Rules 402 and 403 to minimize construction emissions of dust and particulates. The measures include, but are not limited to, the following: ▪ Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized. ▪ All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized. ▪ All material transported off site will be either sufficiently watered or securely covered to prevent excessive amounts of dust. ▪ The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times. ▪ Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.	Prior to the issuance of grading permits	On-site inspections	City of Rialto Public Works Department, Engineering Services		
LOR AQ-2. Require diesel powered construction equipment to turn off when not in use per Title 13 of the California Code of Regulations, Section 2449.	Ongoing during construction	On-site inspections	City of Rialto Public Works Department, Engineering Services		
LOR AQ-3. Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the City's Water Efficient Landscape requirements (Chapter 12.50 of the City's Municipal Code).	Prior to Issuance of Occupancy Permit	Documentation of Low Water Use Landscaping	City of Rialto Community Development Department, Planning Division		
LOR AQ-4. In accordance with California Title 24 Standards, buildings will be designed to have 15 percent of the roof area "solar ready" that will structurally accommodate later installation of rooftop solar panels. If future building operators pursue providing rooftop solar panels, they will submit plans for solar panels prior to occupancy.	Condition of issuance of Building Permit	On-site inspections	City of Rialto Community Development Department, Building and Safety Division		

Locust Gateway Development Project Mitigation Monitoring and Reporting Program					
Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Implementation Timing**	**Monitoring/Reporting Method**	**Responsible Party for Implementation/ Approval**	**Verification**	
				Date	**Initials**
LOR AQ-5. The Project shall be designed in accordance with the applicable California Green Building Standards (CALGreen) Code (24 CCR, Part 11). The Building Official, or designee shall ensure compliance prior to the issuance of each building permit. These requirements include, but are not limited to: ▪ Design buildings to be water efficient. Install water-efficient fixtures in accordance with Section 5.303 of the California Green Building Standards Code Part 11. ▪ Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1 of the California Green Building Standards Code Part 11. ▪ Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 5.410 of the California Green Building Standards Code Part 11. ▪ To facilitate future installation of electric vehicle supply equipment (EVSE), nonresidential construction shall comply with Section 5.106.5.3 (nonresidential electric vehicle charging) of the California Green Building Standards Code Part 11.	Condition of issuance of Building Permit Prior to issuance of Occupancy Permit	On-site inspections	City of Rialto Community Development Department, Building and Safety Division		
MM AQ-1: Low VOC Paints. The Project shall use "Super-Compliant" low VOC paints which have been reformulated to exceed the regulatory VOC limits (i.e., have a lower VOC content than what is required) put forth by SCAQMD's Rule 1113 for all architectural coatings. Super-Compliant low VOC paints shall be no more than 10 g/L of VOC. Prior to issuance of a building permit, the City shall confirm that plans include the following specifications: ▪ All architectural coatings will be super-compliant low VOC paints. ▪ Recycle leftover paint. Take any leftover paint to a household hazardous waste center; do not mix leftover water-based and oil-based paints. ▪ Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors. ▪ For water-based paints, clean up with water only. Whenever possible, do not rinse the cleanup water down the drain or pour it directly into the ground or the storm drain. Set aside the can of cleanup water and take it to the hazardous waste center (www.cleanup.org). ▪ Use compliant low-VOC cleaning solvents to clean paint application equipment.	Prior to issuance of a Building Permit	Confirm compliance during on-site inspections	City of Rialto Community Development Department, Building and Safety Division		

Locust Gateway Development Project Mitigation Monitoring and Reporting Program					
Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Implementation Timing**	**Monitoring/Reporting Method**	**Responsible Party for Implementation/ Approval**	**Verification**	
				Date	**Initials**
▪ Keep all paint- and solvent-laden rags in sealed containers to prevent VOC emissions. ▪ Contractors shall construct/build with materials that do not require painting and use pre-painted construction materials to the extent practicable. ▪ Use high-pressure/low-volume paint applicators with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.					
MM AQ-2: Require All-Electric Development. Prior to the issuance of building permits, the Building Department shall confirm that building plans require the Project to use all-electric appliances, and end uses instead of natural gas. The Project shall not include natural gas utility lines or connections. The purpose of this mitigation measure is to reduce air quality emissions from natural gas.	Prior to the issuance of Building Permits	Approval of Plans and Specifications	City of Rialto Community Development Department, Building and Safety Division		
MM AQ-3: Electric Landscape Equipment. Prior to the issuance of occupancy permits, the Planning Division shall confirm that the Project's Covenants, Conditions and Restrictions (CC&Rs) and/or tenant lease agreements include contractual language that all handheld landscaping equipment used on site shall be 100 percent electrically powered. The logistics warehouse and parking lots shall be equipped with exterior electrical outlets to accommodate this requirement. This requirement shall be included in the third-party vendor agreements for landscape services for the building owner and tenants, as applicable. This mitigation measure applies only to tenant improvements and not the building shell approvals.	Prior to the issuance of Occupancy Permits	Approval of Plans and Specifications	City of Rialto Community Development Department, Planning Division		
MM AQ-4: Transportation Demand Management: Prior to issuance of tenant occupancy permits, the tenant/facility operator shall prepare and submit a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The TDM shall include measures such as, but not limited to the following: ▪ Provide a transportation information center and on-site TDM coordinator to educate residents, employers, employees, and visitors of surrounding transportation options.	Prior to the issuance of tenant occupancy permits.	Approval of Plans and Specifications	Tenant/Facility Operator		

Locust Gateway Development Project Mitigation Monitoring and Reporting Program					
Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Implementation Timing**	**Monitoring/Reporting Method**	**Responsible Party for Implementation/ Approval**	**Verification**	
				Date	**Initials**
▪ Promote bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the Project site. ▪ Each building shall provide secure bicycle storage space equivalent to two percent of the automobile parking spaces provided. ▪ Each building shall provide a minimum of two shower and changing facilities as part of the tenant improvements. ▪ Provide on-site car share amenities for employees who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day. ▪ Promote and support carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service. ▪ Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users. ▪ Provide meal options on site or shuttles between the facility and nearby meal destinations. ▪ Each building shall provide preferred parking for electric, low-emitting and fuel-efficient vehicles equivalent to at least eight percent of the required number of parking spaces. ▪ This mitigation measure applies only to tenant occupancy and not the building shell approvals.					
MM AQ-5: Non-Diesel Cargo Handling Equipment. The warehouse building shall include the necessary charging stations for cargo handling equipment. Prior to the issuance of a tenant occupancy permit, the Planning Division shall confirm that the Project plans and specifications show that all outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) are zero emission or alternatively fueled (i.e., powered by electricity or non-diesel fuels). The building manager or their designee shall be responsible for enforcing these requirements. Note that SCAQMD Rule 2305 (Warehouse Indirect Source Rule) Warehouse Actions and Investments to Reduce Emissions (WAIRE) points may be earned for electric/zero emission yard truck/hostler usage. This mitigation measure applies only to tenant improvements and not the building shell approvals.	Prior to the issuance of tenant occupancy permits.	Approval of Plans and Specifications	City of Rialto Community Development Department, Planning Division		

Locust Gateway Development Project Mitigation Monitoring and Reporting Program					
Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Implementation Timing**	**Monitoring/Reporting Method**	**Responsible Party for Implementation/ Approval**	**Verification**	
				Date	**Initials**
Biological Resources					
MM BIO-1: Rare Plant Mitigation Plan. Parry's spineflower (CRPR 1B.1) is present on site and impacts are unavoidable; therefore, compensatory mitigation shall be provided to offset impacts. A rare plant mitigation plan shall be prepared and implemented by the applicant or its designee prior to the onset of grading activities. The plan will demonstrate the feasibility of conserving, enhancing, or restoring Parry's spineflower habitat in areas to be managed as natural open space without conflicting with other resource management objectives. Habitat conservation, enhancement, or restoration will be at a minimum 1:1 ratio (acres conserved, enhanced, or restored to acres impacted). If the rare plant mitigation plan proposes conservation of an extant population, the plan shall include at a minimum: (a) the location of the conserved habitat and an analysis of its suitability as compensatory mitigation; (b) an assessment of the extant Parry's spineflower populations at the proposed conservation site; (c) a long-term management plan which includes objectives, management practices, monitoring protocols, adaptive management strategies, and reporting requirements; and (d) details regarding the establishment of a non-wasting endowment to perpetually fund management of the conserved land, or such other funding mechanism acceptable to CDFW. If the rare plant mitigation plan proposes enhancement or restoration, the plan shall include at minimum: (a) collection/salvage measures for plants or seed banks, to retain intact soil conditions and maximize success likelihood; (b) details regarding storage of plants or seed banks; (c) location of the proposed recipient site, and detailed site preparation and plant introduction techniques details for top soil storage, as applicable; (d) time of year that the salvage and replanting or seeding will occur and the methodology of the replanting; (e) a description of the irrigation, if used; (f) success criteria; and (g) a detailed monitoring program, commensurate with the plan's goals.	Prior to the onset of grading activities.	Verify Pre-Construction Surveys Conducted. Field Inspection signoff, and compliance report by Qualified Biologist.	Qualified Biologist City of Rialto Community Development Department, Planning Division		
MM BIO-2: Best Management Practices. To avoid impacts to special-status resources and inadvertent disturbance, the following monitoring requirements and Best Management Practices (BMPs) shall be implemented:	Prior to initial ground disturbing activities. Ongoing during grading and construction	Verify Pre-Construction Surveys Conducted. Field Inspection signoff, and	Qualified Biologist		

Locust Gateway Development Project Mitigation Monitoring and Reporting Program					
Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Implementation Timing**	**Monitoring/Reporting Method**	**Responsible Party for Implementation/ Approval**	**Verification**	
				Date	**Initials**
a. Construction vehicles shall not exceed 15 miles per hour on unpaved roads adjacent to the project site or the right-of-way accessing the site. b. The Applicant, or its contractors, shall screen, cover, or elevate at least one foot above ground, all construction pipe, culverts, or similar structures with a diameter of three inches or greater that are stored on site overnight. These pipes, culverts, and similar structures shall be inspected by the Project biologist for wildlife before such material is moved, buried, or capped. c. Construction activities shall occur during daytime hours to the greatest extent feasible. If construction must occur at nighttime, lights shall be oriented in such a way that they direct light downward and toward the active construction, ensuring that no direct light is emitted towards adjacent lands, and shields or deflectors shall be installed on lights to reduce light spill. Nighttime concrete pouring shall be performed in accordance with the City of Rialto Municipal Code. d. A biologist shall flush special-status species (i.e., avian or other mobile species), with the exception of burrowing owls, from suitable habitat areas within the Project development footprint to the maximum extent practicable immediately (e.g., within 24 hours) prior to initial vegetation removal activities. The biologist shall flush wildlife by walking through habitats to be imminently removed and towards adjacent open space. e. At the end of each workday during construction, the applicant, or its contractors, shall cover all excavated, steep-sided holes or trenches more than eight inches deep and that have sidewalls steeper than 1:1 (45 degree) slope with plywood or similar materials, or provide a minimum of one escape ramp per 100 feet of trenching (with slopes no greater than 3:1) constructed of earth fill or wooden planks. The applicant, or its contractors shall thoroughly inspect holes and trenches for trapped animals each workday. f. Contractors shall not permit pets on the construction site. g. If trash and debris need to be stored overnight during maintenance activities, fully covered trash receptacles that are animal-proof and weather-proof shall be used by the maintenance contractor to contain all food, food scraps, food wrappers, beverage containers, and other miscellaneous trash. Alternatively, standard trash		compliance report by Qualified Biologist.	City of Rialto Community Development Department, Planning Division		

Locust Gateway Development Project Mitigation Monitoring and Reporting Program					
Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Implementation Timing**	**Monitoring/Reporting Method**	**Responsible Party for Implementation/ Approval**	**Verification**	
				Date	**Initials**
receptacles may be used during the day but must be removed or emptied each night. h. To prevent inadvertent disturbance to areas outside the limits of work, the construction limits shall be clearly demarcated (e.g., installation of flagging or temporary visibility construction fence) prior to ground-disturbance activities, and all construction activities, including equipment staging and maintenance, shall be conducted within the marked disturbance limits. The work limit delineation shall be maintained throughout Project construction. i. The Applicant, or its contractors, shall avoid the use of invasive plant species in the associated landscaping. j. Prior to initial ground disturbing activities, a Worker Environmental Awareness Program (WEAP) shall be prepared, which will include a training presentation and key fact sheet. The training will instruct construction crews to be aware of and recognize sensitive biological resources that may be encountered within, or adjacent to, the project site. The training will provide workers with instructions to follow in the event a sensitive species is observed or suspected to be on site. Biologists shall provide WEAP training materials, including but not limited to the key fact sheet, to construction personnel before their commencement of work on the Project. Additionally, all construction staff shall attend the WEAP training presentation prior to beginning work on site. Upon completion of the WEAP training, each member of the construction crew shall sign a form stating that they attended the training, understood the information presented, and agreed to comply with the requirements set out in the WEAP training. Biologists shall provide updates relevant to the training to construction personnel during the safety ("tailgate") meetings, as needed.					
MM BIO-3A: Burrowing Owl Preconstruction Surveys. No less than 14 days prior to the onset of construction activities, a qualified biologist shall survey the construction limits of the project site and a 500-foot buffer for the presence of burrowing owls and occupied nest burrows. A second survey shall be conducted within 24 hours prior to the onset of construction activities. Time lapses between Project activities greater than one week (7 days) would trigger subsequent 24-hour take avoidance surveys to confirm burrowing owl absence. The surveys shall be conducted in accordance with	Preconstruction survey conducted no less than 14 days prior to the onset of construction activities Second survey conducted within 24 hours prior to the onset of construction activities.	Verify Pre-Construction Surveys Conducted. Field Inspection signoff, and compliance report by Qualified Biologist.	Qualified Biologist City of Rialto Community Development Department, Planning Division		

Locust Gateway Development Project Mitigation Monitoring and Reporting Program					
Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Implementation Timing**	**Monitoring/Reporting Method**	**Responsible Party for Implementation/ Approval**	**Verification**	
				Date	**Initials**
the most current CDFW survey methods. If burrowing owls are not observed during clearance surveys or biological monitoring, no additional conditions are required to avoid impacts to burrowing owls. The Project Applicant shall submit at least one burrowing owl pre-construction survey report to the satisfaction of the City to document compliance with this mitigation measure. For the purposes of this measure, 'qualified biologist' is a biologist who meets the requirements set forth in the BUOW Guidelines (CDFW 2012).					
MM BIO-3B: Burrowing Owl Plan or CESA ITP. If burrowing owls, active burrows, or signs thereof are confirmed during any survey or biological monitoring, Project activities with the potential to impact burrowing owls shall be immediately halted. The qualified biologist shall coordinate with CDFW and prepare a Burrowing Owl Plan that shall be submitted to CDFW for review and approval prior to commencing on-site grading with the potential to impact burrowing owl. The Burrowing Owl Plan shall describe proposed avoidance, and monitoring actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites, acres of burrowing owl habitat that will be impacted, details of site monitoring, and details on proposed buffers and other avoidance measures if avoidance is proposed. Project activities with the potential to impact burrowing owls shall not occur within 500 feet of an active burrow until CDFW approves the Burrowing Owl Plan. If Project activities, including occupied burrow exclusion and closure, could result in take of burrowing owl, the applicant shall coordinate with CDFW for appropriate CESA authorization (i.e., ITP under CFGC section 2081) prior to commencement of on-site grading with the potential to impact burrowing owl. The ITP shall describe, at a minimum, Project activities and equipment, proposed avoidance/buffers, temporary and permanent impacts, monitoring, relocation and/or translocation, and minimization and compensatory mitigation actions. ITP compensatory mitigation will be fulfilled by one or more of following options: 1) purchase of credits at a CDFW-approved conservation or mitigation bank (if available); 2) execution of a Mitigation Credit Agreement; or 3) Permittee-responsible mitigation land acquisition. The conditions of the permit or measures outlined in the plan shall be adhered to by the applicant and any required compensatory mitigation of habitat would be provided.	If burrowing owls are detected during preconstruction surveys	Preparation of Burrowing Owl Plan, if burrowing owls are detected	City of Rialto Community Development Department, Planning Division California Department of Fish and Wildlife (CDFW) Qualified Biologist		

Locust Gateway Development Project Mitigation Monitoring and Reporting Program					
Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Implementation Timing**	**Monitoring/Reporting Method**	**Responsible Party for Implementation/ Approval**	**Verification**	
				Date	**Initials**
MM BIO-4A: Crotch's Bumble Bee Surveys. At a minimum, two pre-construction nesting surveys shall be conducted prior to Project implementation. Surveys shall occur within 1) one week; and 2) within 24-hours prior to any vegetation removal or ground-disturbing activities scheduled to occur during the Crotch's bumble bee flight season (February through October). Surveys shall follow the guidelines provided in the CDFW's *Survey Considerations for CESA Candidate Bumble Bee Species* (2024b) and shall occur within the project site and areas adjacent to the project site where suitable habitat exists. The surveyors shall be qualified biologists familiar with Crotch's bumble bee identification and life history.	Two pre-construction nesting surveys shall be conducted prior to Project implementation. 1) one week; and 2) within 24-hours prior to any vegetation removal or ground-disturbing activities scheduled to occur during the Crotch's bumble bee flight season (February through October)	Verify Pre-Construction Surveys Conducted. Field Inspection signoff, and compliance report by Qualified Biologist	Qualified Biologist City of Rialto Community Development Department, Planning Division		
MM BIO-4B: Crotch's Bumble Bee CESA ITP. Suitable Crotch's bumble bee habitat and Crotch's bumble bee presence has been confirmed on the site; therefore, a CESA ITP shall be applied for and obtained prior to the commencement of on-site grading with the potential to impact Crotch's bumble bee. The ITP shall include, at a minimum, a description of Project activities and equipment, proposed avoidance/buffers, identification of temporary and permanent impacts, monitoring requirements, relocation and/or translocation protocols, and compensatory mitigation measures. Compensatory mitigation will be at a minimum 1:1 ratio (acres conserved, enhanced, or restored to acres impacted). ITP compensatory mitigation shall be satisfied by one or more of the following mechanisms: 1) purchase of credits at a CDFW-approved conservation or mitigation bank (if available); 2) execution of a Mitigation Credit Agreement; or 3) Permittee-responsible mitigation land acquisition.	CESA ITP shall be applied for and obtained prior to the commencement of on-site grading.	Verify Pre-Construction Surveys Conducted. Field Inspection signoff, and compliance report by Qualified Biologist	City of Rialto Community Development Department, Planning Division California Department of Fish and Wildlife (CDFW) Qualified Biologist		
MM BIO-4C: Crotch's Bumble Bee Biological Monitor. A qualified biological monitor shall conduct full-time monitoring during removal of suitable nectar plants that is scheduled to occur during the queen flight period (February through March), colony active period (April through August), and/or gyne flight period (September through October). The monitor shall have authority to temporarily halt or redirect activities as needed to avoid unauthorized impacts.	Ongoing during removal of suitable nectar plants if conducted February through March, April through August, and/or September through October.	Verify Pre-Construction Surveys Conducted. Field Inspection signoff, and compliance report by Qualified Biologist	Qualified Biologist City of Rialto Community Development Department, Planning Division		
MM BIO-5A: Nesting Bird Surveys. To ensure compliance with California Fish and Game Code Sections 3503, 3503.5, and 3513 and to avoid potential impacts to nesting birds, vegetation clearing and ground-disturbing activities shall be conducted outside of the bird nesting season (generally February 15 through August 31), if feasible.	Prior to vegetation clearing and ground-disturbing activities Nesting bird survey within three (3) days prior to any disturbance of the site.	Verify Pre-Construction Surveys Conducted. Field Inspection signoff, and	Qualified Biologist City of Rialto Community Development Department, Planning Division		

Locust Gateway Development Project Mitigation Monitoring and Reporting Program					
Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Implementation Timing**	**Monitoring/Reporting Method**	**Responsible Party for Implementation/ Approval**	**Verification**	
				Date	**Initials**
Regardless of the time of year, a qualified biologist shall conduct a nesting bird survey within three (3) days prior to any disturbance of the site, including but not limited to vegetation clearing, disking, demolition activities, staging, or grading.		compliance report by Qualified Biologist			
MM BIO-5B: Nesting Bird Surveys. If active nests are identified, the biologist shall establish suitable buffers around the nests depending on the level of activity within the buffer and species observed. Buffer areas shall be avoided until the nests are no longer occupied, and the juvenile birds can survive independently from the nests. During construction activities, the qualified biologist shall continue biological monitoring activities at a frequency recommended by the qualified biologist using their best professional judgment. If nesting birds are documented, avoidance and minimization measures may be adjusted and construction activities stopped or redirected by the qualified biologist to avoid take of nesting birds. If nesting birds are not documented during the pre-construction survey, adherence to additional measures may not be necessary to avoid impacts to nesting birds.	Pre-construction nesting bird survey. Biological monitoring ongoing during construction.	Verify Pre-Construction Surveys Conducted. Field Inspection signoff, and compliance report by Qualified Biologist	Qualified Biologist City of Rialto Community Development Department, Planning Division		
MM BIO-6A: Special-Status Preconstruction Lizard Surveys. Within 30 days prior to the commencement of any on-site Project activities, a qualified biologist shall conduct pre-construction surveys in suitable special-status lizard habitat throughout the project site. Project-related activities that would result in ground disturbance include any construction, vegetation removal, equipment and vehicle access, parking, and staging. The qualified biologist shall have familiarity with special-status lizard species as recognized by CDFW. A minimum of one daytime survey during suitable weather for lizard activity shall be conducted by walking linear transects spaced to provide 100 percent coverage of suitable habitat. The location of any observed special-status lizards shall be documented. If feasible, the locations of any special-status lizards shall be avoided. Avoidance measures shall be monitored by the qualified biologist.	Preconstruction surveys within 30 days prior to the commencement of any on-site Project activities.	Verify Pre-Construction Surveys Conducted. Field Inspection signoff, and compliance report by Qualified Biologist	Qualified Biologist City of Rialto Community Development Department, Planning Division		
MM BIO-6B: Special-Status Preconstruction Lizard Surveys. If pre-construction surveys are positive for coastal whiptail, coast horned lizard, or Southern California legless lizard and avoidance is not feasible, CDFW shall be notified in writing. In addition, relocation of all observed special-status lizard individuals shall be attempted and, if feasible, lizards would be relocated to the nearest available suitable habitat on conserved land in consultation with CDFW.	During pre-construction surveys.	Verify Pre-Construction Surveys Conducted. Field Inspection signoff, and compliance report by Qualified Biologist	City of Rialto Community Development Department, Planning Division California Department of Fish and Wildlife (CDFW)		

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Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Implementation Timing**	**Monitoring/Reporting Method**	**Responsible Party for Implementation/ Approval**	**Verification**	
				Date	**Initials**
			Qualified Biologist		
Cultural Resources					
MM CUL-1 Retention of Archaeologist. Prior to issuance of any permit for ground-disturbing activities, the Project Applicant shall provide evidence to the City of Rialto (City) that a qualified professional archaeologist meeting Secretary of the Interior professional qualifications (Project Archaeologist) has been retained.	Prior to issuance of any permit for ground-disturbing activities.	Verify Pre-Construction Surveys Conducted. Field Inspection signoff, and compliance report by Qualified Archaeologist.	Project Archeologist City of Rialto Community Development Department, Planning Division		
MM CUL-2: Cultural Resource Management Plan. Prior to any ground-disturbing activities the Project Archaeologist shall develop a Cultural Resource Management Plan (CRMP) to address the details, timing, and responsibilities of all archaeological and cultural resource activities that occur on the project site. The CRMP shall be written in consultation with the Consulting Tribes and shall include the following: approved Mitigation Measures (MM)/Conditions of Approval (COA), contact information for all pertinent parties, parties' responsibilities, procedures for each MM or COA, and an overview of the Project schedule.	Prior to issuance of any permit for ground-disturbing activities.	Approval of Cultural Resources Management Plan	Project Archeologist City of Rialto Community Development Department, Planning Division Consulting Tribes		
MM CUL-3: Cultural Resources Sensitivity Training. A Cultural Resources Training shall be provided to all construction managers and construction personnel prior to commencing any ground disturbance work within the project area. The training shall be prepared and conducted or overseen by the Project Archaeologist. The training content shall include, but is not limited to, information about any known cultural resources in Project area and vicinity and the process for inadvertent discovery. The training may be discontinued when ground disturbance is completed. Construction personnel shall not be permitted to operate equipment within the construction area unless they have attended the training. The Qualified Archeologist or designated Archaeological Monitor and Monitoring Tribes' designated representatives shall attend the pre-grade meeting with the grading contractors to conduct the initial training and explain and coordinate the requirements of the Cultural Resource Management Plan.	Prior to commencing any ground disturbance work.	Verify Pre-Construction Surveys Conducted. Field Inspection signoff, and compliance report by Qualified Archaeologist	Construction Managers and Construction Personnel, Project Archaeologist or designated Archaeological Monitor City of Rialto Community Development Department, Planning Division Monitoring Tribes		
MM CUL-4: Archaeological Monitoring. The Project Archaeologist shall monitor or supervise archaeological monitors (Monitors) for initial ground disturbing activities. After initial grading, should no cultural resources be present and/or subsurface soils indicate a low likelihood for significant intact resources, the Project Archaeologist shall	Archeological monitoring during initial ground disturbing activities.	Verify Pre-Construction Surveys Conducted. Field Inspection signoff, and	Project Archaeologist City of Rialto Community Development Department, Planning Division		

Locust Gateway Development Project Mitigation Monitoring and Reporting Program					
Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Implementation Timing**	**Monitoring/Reporting Method**	**Responsible Party for Implementation/ Approval**	**Verification**	
				Date	**Initials**
have the ability to recommend archaeological monitoring be decreased or eliminated after initial ground-disturbing activities are complete, which shall be approved in writing by the City. Any such recommendation shall be specific to archaeological monitoring and not impact the implementation of Mitigation Measures TCR-1 and/or TCR-2.		compliance report by Qualified Archaeologist			
MM CUL-5: Inadvertent Discovery of Cultural Resources. In the event that cultural resources are discovered during Project implementation, all earthwork and ground-disturbing activities shall halt within a buffer of the discovery established by the Project Archaeologist and the Project Archaeologist shall assess the nature and significance of the find. The Project Archaeologist shall coordinate with the City and identify whether the resource is potentially significant and if it requires further evaluation. Work on the other portions of the project site outside of the buffered area may continue during this assessment period. If the cultural resources are Native American in origin, the Consulting Tribes must be immediately contacted and consulted regarding potential significance and treatment of the resource. Specifically, the Consulting Tribes shall be contacted, as detailed within Tribal Cultural Resources (TCR) Mitigation Measure 3, regarding any pre-contact finds and shall be provided information after the Project Archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regard to significance and treatment. For any potential significant cultural resources, the Project Archaeologist shall make recommendations to the City to avoid or mitigate impacts to the resource. If significant pre-contact cultural resources, as defined by CEQA, are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to the Consulting Tribes for review and comment, as detailed within TCR-1. The Project Archaeologist shall monitor the remainder of the Project and implement the Monitoring and Treatment Plan accordingly. Preservation in place (i.e. avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery to excavate the resource along with subsequent laboratory processing and analysis. Disposition of significant Native American archaeological materials, such as reburial or curation by a qualified repository within San Bernardino County, shall be agreed upon	During Project implementation	Verify Pre-Construction Surveys Conducted. Field Inspection signoff, and compliance report by Qualified Archaeologist	Project Archaeologist Consulting Tribes City of Rialto Community Development Department, Planning Division South Central Coastal Information Center (SCCIC)		

Locust Gateway Development Project Mitigation Monitoring and Reporting Program					
Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Implementation Timing**	**Monitoring/Reporting Method**	**Responsible Party for Implementation/ Approval**	**Verification**	
				Date	**Initials**
by the City and Consulting Tribes. Any significant non-Native American archaeological material shall be curated at a public, non-profit institution with a research interest in the materials within San Bernardino County, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes. All identified cultural resources shall be recorded on appropriate California Department of Parks and Recreation (CA DPR 523) series forms and evaluated for significance. All findings shall be included within a Monitoring Report drafted by the Project Archaeologist and submitted to the City and Consulting Tribes for review. Final copies of the Monitoring Report shall be submitted to the City, Consulting Tribes, and South Central Coastal Information Center (SCCIC).					
SC CUL-1. If human remains are encountered during the undertaking, California State Health and Safety Code Section 7050.5 states that excavation shall stop and no further disturbance shall occur within 100 feet of the discovery until the County Coroner has made a determination of origin and disposition of the remains pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery within 48 hours of notification. If the NAHC is unable to identify an MLD, the MLD fails to make a recommendation, or the landowner or his/her authorized representative rejects the recommendation, the human remains and associated items will be interred on the property with appropriate dignity in a location that will not be subject to future disturbance.	During excavation (if applicable)	Verify Pre-Construction Surveys Conducted. Field Inspection signoff, and compliance report by Qualified Archaeologist	City of Rialto Community Development Department, Planning Division County Coroner Native American Heritage Commission (NAHC) Most Likely Descendant (MLD)		
Geology and Soils					
SC GEO-1. The Applicant shall submit to the City of Rialto Community Development Department and Public Works Department for review and approval, a site-specific design-level geotechnical investigation prepared for the project site by a registered geotechnical engineer. The investigation shall comply with all applicable State and local code requirements and:	Prior to the issuance of the first grading permit for ground-disturbing activities.	Verify Pre-Construction Surveys Conducted. Field Inspection signoff, and compliance report by Qualified Geologist	Project Applicant City of Rialto Community Development Department		

Locust Gateway Development Project Mitigation Monitoring and Reporting Program					
Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Implementation Timing**	**Monitoring/Reporting Method**	**Responsible Party for Implementation/ Approval**	**Verification**	
				Date	**Initials**
a) Include an analysis of the expected ground motions at the site from known active faults using accepted methodologies; b) Determine structural design requirements as prescribed by the most current version of the California Building Code, including applicable City amendments, to ensure that structures can withstand ground accelerations expected from known active faults; and c) Determine the final design parameters for walls, foundations, foundation slabs, utilities, roadways, parking lots, sidewalks, and other surrounding related improvements. Project plans for foundation design, earthwork, and site preparation shall incorporate all of the mitigation in the site-specific investigations. The structural engineer shall review the site-specific investigations, provide any additional necessary measures to meet Building Code requirements, and incorporate all applicable recommendations from the investigation in the structural design plans and shall ensure that all structural plans for the Project meet current Building Code requirements. The City's registered geotechnical engineer or third-party registered engineer retained to review the geotechnical reports shall review each site-specific geotechnical investigation, approve the final report, and require compliance with all geotechnical requirements contained in the investigation in the plans submitted for the grading, foundation, structural, infrastructure and all other relevant construction permits. The City shall review all Project plans for grading, foundations, structural, infrastructure and all other relevant construction permits to ensure compliance with the applicable geotechnical investigation and other applicable Code requirements.			City of Rialto Public Works Department City of Rialto's registered geotechnical engineer or third-party registered engineer		
MM GEO-1: Paleontological Monitoring. Prior to the issuance of any grading permits, or any permit authorizing ground disturbance, the Project Applicant shall, to the satisfaction of the City of Rialto Community Development Director, demonstrate that a qualified paleontologist has been retained to respond on an as-needed basis to address unanticipated paleontological discoveries. A paleontologist is defined as an individual with an M.S./M.A. or Ph.D. in paleontology or geology who is familiar with paleontological procedures and techniques, and who is knowledgeable in the geology and paleontology of the area.	Prior to the issuance of any grading permits for ground-disturbing activities.	Verify Pre-Construction Surveys Conducted. Field Inspection signoff, and compliance report by Qualified Paleontologist	Project Applicant City of Rialto Community Development Director Qualified Paleontologist		

Locust Gateway Development Project Mitigation Monitoring and Reporting Program					
Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Implementation Timing**	**Monitoring/Reporting Method**	**Responsible Party for Implementation/ Approval**	**Verification**	
				Date	**Initials**
In the event that fossils or fossil-bearing deposits are inadvertently unearthed during excavation and grading activities, all earth disturbing activities within a 100-foot radius of the area of discovery shall be temporarily halted or diverted. The qualified paleontologist shall be contacted to evaluate the significance of the finding and determine an appropriate course of action in accordance with Society of Vertebrate Paleontology standards and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If in consultation with the paleontologist, City staff and the Project Applicant determine that avoidance is not feasible, the paleontologist shall prepare an excavation plan for reducing the effect of the Project on the qualities that make the resource important. The plan shall be submitted to the City for review and approval and the Project Applicant shall implement the approval plan.					
Greenhouse Gas Emissions					
LOR GHG-1. Limit idling time for commercial vehicles to no more than five minutes per Title 13 of the California Code of Regulations, Section 2485.	Ongoing during construction	On-site inspections	City of Rialto Public Works Department, Engineering Services		
LOR GHG-2. In accordance with California Title 24 Standards, buildings will be designed to have 15 percent of the roof area "solar ready" that will structurally accommodate later installation of rooftop solar panels. If future building operators pursue providing rooftop solar panels, they will submit plans for solar panels prior to occupancy.	Condition of issuance of Building Permit	On-site inspections	City of Rialto Community Development Department, Building and Safety Division		
LOR GHG-3. Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping, according to the City's Water Efficient Landscape requirements (Chapter 12.50 of the City's Municipal Code).	Prior to Issuance of Occupancy Permit	Documentation of Low Water Use Landscaping	City of Rialto Community Development Department, Planning Division		
LOR GHG-4. Design buildings to be water efficient. Install water-efficient fixtures in accordance with Section 5.303 of the California Green Building Standards Code Part 11.	Condition of issuance of Building Permit Prior to issuance of Occupancy Permit	On-site inspections	City of Rialto Community Development Department, Building and Safety Division		

Locust Gateway Development Project Mitigation Monitoring and Reporting Program					
Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Implementation Timing**	**Monitoring/Reporting Method**	**Responsible Party for Implementation/ Approval**	**Verification**	
				Date	**Initials**
LOR GHG-5. Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1 of the California Green Building Standards Code Part 11.	Ongoing during demolition and construction	On-site inspections	City of Rialto Community Development Department, Building and Safety Division		
LOR GHG-6. Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 5.410 of the California Green Building Standards Code Part 11.	Condition of issuance of Building Permit Prior to issuance of Occupancy Permit	On-site inspections	City of Rialto Community Development Department, Building and Safety Division		
LOR GHG-7. To facilitate future installation of electric vehicle supply equipment (EVSE), construction shall comply with Section 5.106.5.3 (nonresidential electric vehicle charging) of the California Green Building Standards Code Part 11.	Condition of issuance of Building Permit Prior to issuance of Occupancy Permit	On-site inspections	City of Rialto Community Development Department, Building and Safety Division		
MM GHG-1: On-Site Renewable Electricity Generation. Prior to the issuance of the final Certificate of Occupancy for the building tenant, documentation shall be provided to the City demonstrating that the Project has either: 1) installed solar photovoltaic (PV) panels or other source of renewable energy generation on the site, or 2) otherwise acquired energy from the local utility that has been generated by renewable sources, such that either option will provide 100 percent of the expected building load which is anticipated to be approximately 1.42 kilowatt hours per year [kWh/year] per square foot). Alternatively, the Project may achieve 100 percent of the building's expected energy load through a combination of on-site renewable energy generation and renewable energy purchase. The final PV generation facility size requires approval by Southern California Edison (SCE). Should SCE limit the facility size, the amounts above shall be limited to the amount of SCE's approval. This mitigation measure applies only to tenant improvements and not the building shell approvals.	Prior to the issuance of the final Certificate of Occupancy for the building tenant.		Project Applicant City of Rialto Community Development Department, Building and Safety Division Southern California Edison (SCE)		
MM GHG-2: CALGreen Tier 2. Prior to the issuance of a building permit, the Project Applicant or successor in interest shall provide documentation to the City of Rialto Community Development Department, Building and Safety Division demonstrating that the Project is designed to meet or exceed 2022 CALGreen Tier 2 standards in effect at the time of building permit application.	Prior to the issuance of a building permit.	Field inspection signoff	Project Applicant City of Rialto Community Development Department, Building and Safety Division		
MM GHG-3: Solid Waste Diversion. Prior to issuance of tenant occupancy permits, the Project operator shall designate a solid waste management coordinator and	Prior to issuance of tenant occupancy permits	Field inspection signoff	Project Applicant		

Locust Gateway Development Project Mitigation Monitoring and Reporting Program					
Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Implementation Timing**	**Monitoring/Reporting Method**	**Responsible Party for Implementation/ Approval**	**Verification**	
				Date	**Initials**
implement a waste management plan to recycle and/or salvage nonhazardous debris to achieve a minimum 75 percent diversion from landfills. The City of Rialto Community Development Department, Planning Division shall confirm that sales or lease agreements includes contractual language that obligates tenants, operators, or future owners to comply with the solid waste management plan. This mitigation measure applies only to tenant permits and not the building shell approvals.			City of Rialto Community Development Department, Planning Division		
MM GHG-4: Water Use Efficiency and Conservation Plan. The Project Applicant or designee shall implement a Water Use Efficiency and Conservation Plan that includes the following minimum requirements: **Indoor Conservation Features and Operations:** ▪ Install low-flow Fixtures: Install low-flow toilets at 1.28 gallons per flush, faucets at 1.2 gallons per minute, showerheads at 1.8 gallons per minute, kitchen faucets at 1.8 gallons per minute. In common areas, install faucets at 0.5 gallon per minute and urinals at max of 0.25 gallon per minute/flush. (These fixtures use less water while maintaining efficient performance.) ▪ Install dual-flush toilets: These toilets offer two flush options: one for liquid waste less than 1 gallons per minute and another for solid waste at 1.28 gallons per minute. (This allows the appropriate use of water for flushing needs.) ▪ Use water-efficient appliances: The Project Applicant or designee shall install energy-efficient and water-saving appliances with the ENERGY STAR label only. ▪ Good housekeeping and regular maintenance: The Project Applicant or designee shall regularly check and maintain plumbing fixtures, irrigation systems, and appliances to ensure they are functioning efficiently and not wasting water. **Outdoor Conservation Features and Operations:** ▪ Install only "Smart Irrigation Systems" for community landscaping: The Project Applicant or designee shall use smart sprinkler systems that adjust watering schedules based on weather conditions, soil moisture, and plant needs to avoid over or wasteful watering. The Project Applicant or designee shall also incorporate seasonal specific controls to ensure watering occurs during the most efficient times of day.	Condition of issuance of Building Permit Confirmation prior to Certificate of Occupancy	On-site inspection	Project Applicant City of Rialto Community Development Department, Building and Safety Division		

Locust Gateway Development Project Mitigation Monitoring and Reporting Program					
Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Implementation Timing**	**Monitoring/Reporting Method**	**Responsible Party for Implementation/ Approval**	**Verification**	
				Date	**Initials**
▪ Adjustable Water Pressure Regulator: The Project Applicant or designee shall install pressure regulators to maintain optimal water pressure, preventing overuse and leaks. ▪ Drought-tolerant landscaping: The Project Applicant or designee shall include native and drought-tolerant vegetation that requires less water to thrive and is known to survive in the City of Rialto. The Project Applicant or designee shall replace drought-tolerant landscaping if it dies through enforceable Project CC&Rs and/or tenant lease agreements.					
Hazards and Hazardous Materials					
MM HAZ-1: Asbestos Survey and Lead-Based Paint Survey. Prior to approval of a demolition permit by the City of Rialto, an asbestos survey and a lead-based paint survey shall be conducted pursuant to applicable local, State, and federal laws. All asbestos-containing building materials shall be removed prior to structure demolition. Abatement or paint stabilization techniques shall be applied prior to demolition. Such measures shall include removal and stabilization of loose, flaking or peeling paint. Measures shall be taken to ensure that paint chips are not generated in the demolition process. All work shall be performed by an abatement contractor who is certified by the California OSHA Division of Occupational Safety and Health (Cal/OSHA) with properly trained and registered workers. All abatement techniques shall be in accordance with Cal/OSHA and U.S. Environmental Protection Agency (U.S. EPA) protocol and also in conformance with South Coast Air Quality Management District (SCAQMD) rules. All removed asbestos-containing building materials and lead-based paint shall be properly disposed of at a landfill certified to accept said materials, and waste shall be transported under the waste manifest by a certified waste transportation company. Once all of these materials have been removed, structure demolition may commence.	Prior to approval of a demolition permit.	Field inspection signoff	City of Rialto Community Development Department, Building and Safety Division Abatement Contractor		
MM HAZ-2: Munitions Monitor. Prior to issuance of grading permits, the Applicant shall submit proof to the City of Rialto Director of Community Development of the retainment of a munitions expert. A munitions expert must be an individual that is qualified to perform appropriate tasks per Department of Defense Explosives Safety	Prior to the issuance of the first grading permit Daily monitoring during grading activities	Field inspection signoff	Project Applicant City of Rialto Director of Community Development		

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Board Technical Paper-18 (DESB TP-18) standards. The munitions expert shall be onsite to monitor grading activities for unexploded ordinances (UXOs) and discarded military munitions (DMMs) and provide daily safety briefings before the start of construction. If UXOs are encountered during this process, the munitions expert shall have the authority to halt all or a portion of construction activities and contact the City of Rialto Police department at (909) 820-2550 to report and determine proper UXO handling and disposal. The munitions expert shall have the authority to halt all or a portion of construction activities at their discretion until such time that an encountered UXO is deemed properly disposed of.			Munitions Expert		
MM HAZ-3: Soil Management Plan. Prior to the issuance of a grading permit, the Applicant shall submit a Soil Management Plan (or equivalent document) to be implemented for construction of the Proposed Project. The objective of the Soil Management Plan is to provide guidance for the proper handling, onsite management, and disposal of impacted soil that might be encountered during construction activities. The plan would include practices that are consistent with the California Title 8, Occupational Safety and Health Administration (Cal-OSHA) regulations, as well as appropriate remediation standards that are protective of the planned use. Appropriately trained professionals would be on site during preparation, grading, and related earthwork activities to monitor soil conditions encountered. The Soil Management Plan would provide guidelines for the following: ▪ Identifying impacted soil ▪ Assessing impacted soil ▪ Soil excavation ▪ Impacted soil storage ▪ Verification sampling ▪ Impacted soil characterization and disposal The plan shall outline how Project construction crews would identify, handle, and dispose of potentially contaminated soil; identify the qualifications of the appropriately trained professionals that would monitor soil conditions and conduct soil sampling during construction; coordinate laboratory testing; and oversee disposal. The Soil Management Plan shall also include requirements for documenting and reporting incidents of encountered contaminants, such as documenting locations of occurrence,	Prior to the issuance of a grading permit. Soil Management Plan shall be submitted to the city and CUPA 45 days prior to the start of construction for review and approval.	Field inspection signoff	Project Applicant City of Rialto Community Development Department, Building and Safety Division CUPA		

Locust Gateway Development Project Mitigation Monitoring and Reporting Program					
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sampling results, and reporting actions taken to dispose of contaminated materials. In the event that potentially contaminated soils were encountered within the footprint of construction, soils would be tested and stockpiled. The appropriate Certified Unified Program Agency (CUPA) would determine whether further assessment is warranted. The Soil Management Plan shall be submitted to the city and CUPA 45 days prior to the start of construction for review and approval.					
MM-HAZ 4: Contaminated Soil Treatment. If previously unidentified soil contamination is observed by sight or odor or indicated by testing by a qualified professional using a portable volatile organic compound analyzer during excavation and grading activities, excavation and grading within such an area shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up measures are implemented, as contained in the South Coast Air Quality Management District's Rule 1166, to make the area suitable for grading activities to resume. In the event contamination is found, the Applicant shall notify the San Bernardino County Fire Department and the South Coast Air Quality Management District, as applicable. The contaminated soil shall be evaluated and excavated/disposed of, treated in-situ (in-place), or otherwise managed and disposed of in accordance with all applicable federal, State, and local laws and regulations.	During excavation and grading activities.	Field inspection signoff	Project Applicant San Bernardino County Fire Department South Coast Air Quality Management District City of Rialto Community Development Department, Building and Safety Division		
Hydrology and Water Quality					
SC HYD-1. The Applicant or his/her designees shall obtain a General Permit for Stormwater Discharge Associated with Construction Activity (Construction Activity General Permit). The Applicant or his/her designees shall provide a copy of this permit to the City Public Works Department prior to the issuance of the first grading permit.	Prior to the issuance of the first grading permit	Verify permit	Project Applicant City of Rialto Public Works Department		
SC HYD-2. Prior to issuance of the first grading permit, the Applicant shall submit to the City Engineer for approval, a Storm Water Quality Management Plan (SWQMP) specifically identifying Best Management Practices (BMPs) that will be incorporated into the Project to control stormwater and non-stormwater pollutants during and after construction. To ensure compliance, a legal and fiduciary enforcement mechanism in the form of a Storm Water Quality Management Plan Agreement shall be executed with the City of Rialto. This agreement shall additionally be recorded in the office of the County Recorder for the County of San Bernardino. The SWQMP shall	Prior to the issuance of the first grading permit	Verify plans	Project Applicant City of Rialto Engineer County Recorder for the County of San Bernardino		

Locust Gateway Development Project Mitigation Monitoring and Reporting Program					
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specify BMPs specific to the project site, which shall be integrated into the stormwater conveyance plan. The plan shall identify specific strategies, including the following. ▪ Site design features, including maximizing open space, preservation of natural drainages, and minimization of impervious surfaces. ▪ Source control features, including leveraging public outreach and education, use of appropriate landscaping, and covering trash storage areas. ▪ Treatment controls, including the use of underground chambers.					
SC HYD-3. An Erosion Control Plan shall be prepared, and included with the Project's grading plan, and implemented for the Project that identifies specific measures to control on-site and off-site erosion from the time ground disturbing activities are initiated through completion of grading. The Erosion Control Plan shall include the following measures at a minimum: ▪ Specify the timing of grading and construction to minimize soil exposure to rainy periods experienced in Southern California; and ▪ An inspection and maintenance program shall be included to ensure that any erosion which does occur either on-site or off-site as a result of this Project will be corrected through a remediation or restoration program within a specified timeframe.	Prior to issuance of the first grading permit.	Verify plans	City of Rialto Community Development Department, Building and Safety Division		
Noise					
MM NOI-1: Noise Shielding and Muffling. Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and muffling devices consistent with manufacturers' standards or the Best Available Control Technology, which achieve a noise reduction of 10 dBA or greater. All equipment shall be properly maintained, and the Applicant or Owner shall require any construction contractor to keep documentation on-site during any earthwork or construction activities demonstrating that the equipment has been maintained in accordance with manufacturer's specifications.	Ongoing during any earthwork or construction activities	Verify incorporation of applicable noise measures. Field inspection sign-offs. Submittal of compliance report from qualified noise consultant.	Project Applicant or Owner City of Rialto Community Development Department, Building and Safety Division		
SC PS-1. Prior to the issuance of the first grading permit and/or action that would permit site disturbance, the Applicant shall provide evidence to the City of Rialto Police Department that a construction security service or equivalent service shall be established at the construction site along with other measures, as identified by the	Prior to the issuance of the first grading permit and/or action that would permit site disturbance.	Verify Required Public Safety Information on Development Plans	Project Applicant City of Rialto Police Department		

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Police Department and the Public Works Department, to be instituted during the grading and construction phase of the Project.			City of Rialto Public Works Department		
SC PS-2. Prior to issuance of building permits, the City of Rialto Police Department shall review development plans for the incorporation of defensible space concepts to reduce demands on police services. Public safety planning recommendations shall be incorporated into the Project plans. The Applicant shall prepare a list of Project features and design components that demonstrate responsiveness to defensible space design concepts. The Police Department shall review and approve all defensible space design features incorporated into the Project prior to initiating the building plan check process.	Prior to issuance of building permits	Verify Required Public Safety Information on Development Plans	Project Applicant City of Rialto Police Department		
Transportation					
SC TRAN-1. Prior to issuance of any grading or building permit, the Applicant shall submit for City of Rialto Community Development Director and Traffic Engineer review and approval a Construction Management Plan for the Project. The Plan shall identify construction phasing and address traffic control for any temporary street closures, detours, or other disruptions to traffic circulation and public transit routes. The Plan shall identify the routes that construction vehicles shall use to access the site, the hours of construction traffic, traffic controls and detours, construction materials and vehicle staging areas, and temporary parking arrangements for the construction workers.	Prior to issuance of any Grading or Building Permit	Approved Construction Management Plan	Project Applicant City of Rialto Community Development Director City of Rialto's Traffic Engineer		
Tribal Cultural Resources					
MM TCR-1: Native American Monitoring for Gabrieleño Band of Mission Indians – Kizh Nation. The Project Applicant shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of the first permit that would result in a "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the Project description/definition and/or required in connection with the Project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement	Monitor shall be retained prior to the commencement of any ground-disturbing activity. Monitor shall complete daily monitoring logs.	Submittal of executed monitoring agreement to the City of Rialto	Project Applicant City of Rialto Community Development Department, Planning Division Gabrieleño Band of Mission Indians – Kizh Nation, Morongo Band of Mission Indians		

Locust Gateway Development Project Mitigation Monitoring and Reporting Program					
Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Implementation Timing**	**Monitoring/Reporting Method**	**Responsible Party for Implementation/ Approval**	**Verification**	
				Date	**Initials**
removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. A copy of the executed monitoring agreement shall be submitted to the City of Rialto prior to the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. The agreement would also address the consideration of rotating monitoring with the Morongo Band of Mission Indians. The monitor shall complete monitoring logs that provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs shall identify and describe any discovered Tribal Cultural Resources, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs shall be provided to the Project Applicant/City of Rialto upon written request to the Tribe. On-site tribal monitoring shall conclude upon one of the following (1) written confirmation to the Kizh from a designated point of contact for the Project Applicant or City of Rialto that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the Project are complete; or (2) a determination and written notification by the Kizh to the Project Applicant or City of Rialto that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.					
MM TCR-2: Native American Monitoring for Morongo Band of Mission Indians. Prior to the issuance of the first permit that would result in a "ground-disturbing activity," the Applicant shall enter into a Tribal Monitoring Services Agreement with the Morongo Band of Mission Indians for the Project. The agreement would also address the consideration of rotating monitoring with the Gabrieleño Band of Mission Indians – Kizh Nation. The Tribal Monitor shall be on-site during all (or as deemed necessary)	Prior to the issuance of the first permit that would result in a ground-disturbing activity	Field Inspection signoff by Qualified Monitor	Project Applicant City of Rialto Community Development Department, Planning Division		

Locust Gateway Development Project Mitigation Monitoring and Reporting Program					
Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Implementation Timing**	**Monitoring/Reporting Method**	**Responsible Party for Implementation/ Approval**	**Verification**	
				Date	**Initials**
ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind). The Tribal Monitor shall have the authority to temporarily divert, redirect, or halt the ground-disturbing activities to allow identification, evaluation, and potential recovery of cultural resources. The Tribal Monitor can establish a buffer around the discovery.			Gabrieleño Band of Mission Indians – Kizh Nation, Morongo Band of Mission Indians		
MM TCR-3: Inadvertent Discovery of a Tribal Cultural Resource. The Consulting Tribes shall be contacted and informed of any pre-contact cultural resources discovered during Project implementation and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment (pursuant to Mitigation Measure [MM] CUL-5). Should the find be deemed significant, as defined by CEQA, the find shall be addressed to the protocols outlined in the Cultural Resources Management Plan from MM CUL-2. Any and all archaeological/cultural documents created as a part of the Project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the Project Applicant and the City of Rialto for dissemination to the Consulting Tribes.	Ongoing during grading	Field Inspection signoff by Qualified Monitor Consultation with Tribes, as necessary	Consulting Tribes Qualified Archaeologist City of Rialto Community Development Department, Planning Division		

RESOLUTION NO. 2025-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA RECOMMENDING THAT THE CITY COUNCIL CERTIFY THE FINAL ENVIRONMENTAL IMPACT REPORT SCH. 2024061274, AS RELATED TO A PROPOSED PROJECT CONSISTING OF THE DEVELOPMENT OF A 664,859 SQUARE FOOT INDUSTRIAL WAREHOUSE BUILDING WITH ASSOCIATED PAVING, LANDSCAPING, FENCING, LIGHTING, AND DRAINAGE IMPROVEMENTS ON APPROXIMATELY 38.89 GROSS ACRES (38.78 NET ACRES) OF LAND (APN: 0239-192-23) LOCATED AT THE SOUTHWEST CORNER OF LOCUST AVENUE AND LOWELL STREET WITHIN THE GENERAL MANUFACTURING (I-GM) LAND USE DISTRICT OF THE RIALTO AIRPORT SPECIFIC PLAN; ADOPT FINDINGS OF FACT RELATED THERETO, AS REQUIRED BY PUBLIC RESOURCES CODE SECTION 21081(a) AND CEQA GUIDELINES, SECTION 15091; APPROVE A MITIGATION MONITORING AND REPORTING PROGRAM RELATED THERETO, AS REQUIRED BY PUBLIC RESOURCES CODE SECTION 21081.6 AND CEQA GUIDELINES SECTION 15097; AND ADOPT THE STATEMENT OF OVERRIDING CONSIDERATIONS RELATED THERETO, AS REQUIRED BY PUBLIC RESOURCES CODE SECTION 21081(b) AND CEQA GUIDELINES SECTION 15093.

WHEREAS, the applicant, IV5 Locust Gateway Logistics Center LLC, ("Applicant") proposes to develop and operate a 664,859 square foot industrial warehouse building with associated paving, landscaping, fencing, lighting, and drainage improvements ("Project") on approximately 38.89 gross acres (38.78 net acres) of land (APN: 0239-192-23) located at the southwest corner of Locust Avenue and Lowell Street within the General Manufacturing (I-GM) land use district of the Rialto Airport Specific Plan ("Site"); and

WHEREAS, the City of Rialto ("City") has undertaken review under the California Environmental Quality Act ("CEQA"), Public Resources Code Sections 21000, *et seq*. and California Code of Regulations ("CEQA Guidelines") Title 14, Sections 15000, *et seq*.; and

WHEREAS, the Applicant retained Kimley-Horn and Associates, Inc., an environmental consulting firm, to prepare an environmental impact report ("EIR") for the Project; and

WHEREAS, the City retained EcoTierra Consultants, an environmental consulting firm, to conduct a peer review of the EIR prepared for the Project by Kimley-Horn and Associates, Inc.; and

WHEREAS, on June 27, 2024, the City distributed a Notice of Preparation for Draft Environmental Impact Report SCH. 2024061274, for the Project, pursuant to CEQA Guidelines Section 15082 and Public Resources Code Section 21080.4, providing a 30-day period during which responsible agencies, trustee agencies, and members of the general public could provide comments to the City regarding the scope of the proposed EIR; and

WHEREAS, pursuant to the authority and criteria contained in CEQA and the City of Rialto environmental guidelines, the City, as the Lead Agency, analyzed the Project and directed the Applicant to prepare a Draft Environmental Impact Report ("DEIR"), and determined that the proposed Project would have significant impacts related to greenhouse gas emissions from Project operations; and

WHEREAS, consistent with the requirements of CEQA Guidelines Section 15085, upon completing the DEIR dated September 2025, the City filed a Notice of Completion on September 8, 2025 with the Office of Planning and Research; and

WHEREAS, on September 5, 2025 consistent with the requirements of the Public Resources Code Section 21092 and CEQA Guidelines Section 15087, the City published a Notice of Availability of the DEIR in the San Bernardino Sun newspaper, and, on September 5, 2025, posted the Notice of Availability at City Hall and mailed a Notice of Availability to all responsible and trustee agencies, all organizations and individuals who had requested notice, and all property owners located within a 1,000 foot radius of the Site; and

WHEREAS, the Notice of Availability and Notice of Completion noticed all agencies, organizations, and the public that they had 45 days to provide comments on the contents of the DEIR, which was available in hard copy for in-person review at City Hall – the Community Development Building - and available for download on the City of Rialto website, throughout the comment period; and

WHEREAS, at the conclusion of the 45-day public review and comment period related to the DEIR, the City directed the preparation of the Final Environmental Impact Report dated December 2025 ("FEIR") pursuant to CEQA Guidelines Sections 15088, 15089 and 15132, which included the DEIR, responses to public comments on the DEIR, and a Mitigation Monitoring and Reporting Program; and

WHEREAS, pursuant to CEQA Guidelines Section 15132, the FEIR is required to be completed in compliance with CEQA, and pursuant to Section 21092.5 of CEQA, on December 4, 2025, the City sent via email and mail the FEIR, including written responses to comments, to all agencies, organizations, and persons that commented on the DEIR; and

WHEREAS, on December 5, 2025, the City published a Notice of Public Hearing that the Planning Commission would consider recommending certification of the FEIR and approval of the Project to the City Council at its December 17, 2025 meeting in the San Bernardino Sun newspaper, posted the notice at City Hall, and mailed said notice to all property owners within a 1,000 foot radius of the Site as well as all to all organizations and individuals who had requested notice; and

WHEREAS, on December 17, 2025, the Planning Commission conducted a public hearing, and considered the record of proceedings for the FEIR, which includes, but is not limited to, the following:

(1) The Notice of Preparation for the Project (the "NOP"), and all other public notices issued by the City in connection with the Project;

(2) The FEIR dated December 2025;

(3) All written comments submitted by agencies or members of the public during any public review comment period on the DEIR;

(4) All written and verbal public testimony presented during a noticed public hearing for the Project at which such testimony was taken, including without limitation, the Staff Report to the Planning Commission, including all attachments, any all presentations by City staff, the City's consultants, the Applicant and the Applicant's consultants, the public, and any other interested party;

(5) The Mitigation Monitoring and Reporting Program for the Project (the "MMRP");

(6) The reports, studies and technical memoranda included and/or referenced in the DEIR and the FEIR and or their appendices;

(7) All documents, studies, or other materials incorporated by reference in the DEIR and the FEIR;

(8) All Ordinances and Resolutions presented to and/or to be adopted by the City in connection with the Project; and all documents incorporated by reference therein, specifically including, but not limited to, this Resolution and its exhibit;

(9) Matters of common knowledge to the City, including but not limited, to federal, state, and local laws and regulations, adopted City plans, policies (including but not limited to the Rialto General Plan and the Rialto Airport Specific Plan), and the professional qualifications of City staff members and consultants;

(10) Any documents expressly cited in this Resolution and its exhibit, the Staff Report to the Planning Commission, the FEIR which includes the DEIR; and

(11) Any other relevant materials required to be in the record of proceedings under Section 21167.6(e) of the Public Resources Code; and

WHEREAS, the City has not pre-committed to approving the Project or the FEIR, and will not commit to any approval related to the Project until the Planning Commission and City Council consider and certify the FEIR for the Project based upon all evidence presented; and

WHEREAS, on December 17, 2025, following the public hearing, the Planning Commission considered and discussed the adequacy of the proposed FEIR as an informational document and applied their own independent judgment and analysis to review said FEIR, and hereby desire to take action to recommend that the City Council certify the FEIR, as having been completed in compliance with CEQA, based on the findings found herein; and

WHEREAS, at its December 17, 2025, meeting, following the public hearing, the Planning Commission also considered and decided whether to recommend approval or rejection of the Project at this time; and

WHEREAS, CEQA requires in Public Resources Section 21081 the following:

"Section 21081. Findings necessary for approval of project. Pursuant to the policy stated in Sections 21002 and 21002.1, no public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless both of the following occur:

(a) The public agency makes one or more of the following findings with respect to each significant effect:

(1) Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment.

(2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

(3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

(b) With respect to significant effects which were subject to a finding under paragraph (3) of subdivision (a), the public agency finds that specific overriding economic, legal, social, technological, or other benefits of the Project outweigh the significant effects on the environment."

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

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS, that the Planning Commission of the City of Rialto hereby do find, determine, and declare based upon the evidence presented as follows:

SECTION 1: RECITALS. The Planning Commission hereby finds all of the above recitals to be true and correct and such recitals are incorporated herein by this reference.

SECTION 2: FINDINGS. The FEIR available at the Community Development Department office and provided concurrently with this Resolution, includes the DEIR SCH No.

2024061274 dated September 2025 and all related appendices, the Response to Comments, and all related appendices and attachments to the FEIR dated December 2025. The Planning Commission finds, based upon the forgoing substantial evidence in the record of proceedings, and the whole record before it, in the exercise of its independent judgment and analysis, that the FEIR is, procedurally and substantively, in compliance with the requirements of CEQA:

a. *Procedural Compliance*: The Final EIR was prepared in procedural compliance with the requirements of CEQA:

1. Notice of Preparation. As described in the Recitals hereto, a Notice of Preparation was prepared in accordance with Section 15082 of CEQA.
2. Public Review. As described in the Recitals hereto, the City held multiple public review periods pursuant to the CEQA Guidelines.
3. Notice of Completion. As described in the Recitals hereto, the City has complied with CEQA Guidelines Sections 15085, 15086, 15087, and 15105 by providing a Notice of Completion of the DEIR to the State Clearinghouse and a Notice of Availability to responsible and trustee agencies and other persons and agencies as required.
4. Written Comments. As described in the Recitals hereto, the City has evaluated and responded to all written comments received during the public review period and included both comments and responses as part of the FEIR pursuant to CEQA Guidelines Section 15088.

b. *Findings Regarding Significant Effects that Can be Mitigated to Less Than Significant.* The FEIR identifies potentially significant effects on the environment that could result if the Project were adopted without changes or alterations in the Project and imposition of mitigation measures and further finds that changes, alterations, and mitigation

measures have been incorporated into, or imposed as conditions of approval on, the Project. The Planning Commission adopts the statements and findings in Exhibit A (Section 5.2, titled "Potentially Significant Impacts Which Can Be Mitigated Below a Level of Significance with Mitigation Measures") to this Resolution, which is attached hereto and incorporated herein by this reference. These avoidable significant effects are identified in Exhibit A (Section 5.2) and include potentially significant impacts to air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, noise and vibration, and tribal cultural resources. However, mitigation measures can be implemented to reduce these impacts to a level that is less than significant; changes have been required in, or incorporated into, the Project through the imposition of mitigation measures as described in Exhibit A (Section 5.2). These mitigation measures identified in Exhibit A will be imposed pursuant to the MMRP found at Section 4.0 in the FEIR. These changes, alterations, and mitigation measures are fully enforceable because they have either resulted in an actual change to the Project as proposed or they have been imposed as conditions of approval on the Project.

c. *Findings Regarding Unavoidable Significant Impacts*. The Planning Commission adopts the statements and findings in Exhibit A (Section 5.3, titled "Significant and Unavoidable Impacts of the Project") to this Resolution, which is attached hereto and incorporated herein by this reference. The Project has significant effects that cannot be mitigated to a less than significant level through the imposition of mitigation measures. These significant effects are identified in Exhibit A (Section 5.3). Specific economic, legal, social, technological, or other considerations are found to make the Proposed Project acceptable notwithstanding that even with

the required mitigation measures, and consideration of project alternatives identified in the FEIR for the significant impacts identified in Exhibit A (Section 5.4) all impacts cannot be reduced to less then and significant levels, including those based upon the findings in Exhibit A (Section 5.3) to this resolution, and the findings in Exhibit A (Section 5.4) regarding the proposed alternatives. Therefore, those impacts are found to be significant and unavoidable.

d. *Findings Regarding Less than Significant Impacts*. In the course of the DEIR evaluation, certain environmental impacts of the Project were found not to be significant. Any and all potential significant impacts discussed in the FEIR that are not subject to paragraph 2(b) or 2(c), above, as either an avoidable significant impact, or as an unavoidable significant impact, are insignificant impacts to the environment. There exists no fair argument that the environmental conditions that were found not to be significant in the DEIR will pose a significant environmental impact, due to the inability of a Project of this scope to create such impacts or the absence of Project characteristics producing significant effects of this nature.

SECTION 3: FEIR REVIEWED AND CONSIDERED. The Planning Commission has reviewed and considered the information contained in the FEIR and, based upon the forgoing, substantial evidence in the record of proceedings, and the whole record before it, in the exercise of its independent judgment and analysis, finds that the FEIR has been completed in compliance with CEQA.

SECTION 4: ALTERNATIVES. The FEIR identified potential environmental impacts of separate project alternatives compared to impacts from the proposed Project. These alternatives were selected based upon their ability to avoid or substantially lessen the significant effects of the proposed Project, while still achieving the primary Project objectives. Most alternatives are hereby found infeasible due to lack of alternative site availability, failure to meet basic Project objectives,

or the fact that some alternatives would still have the same types of significant and unavoidable impacts as the Project. Based upon the forgoing, substantial evidence in the record of proceedings, and the whole record before it, in the exercise of its independent judgment and analysis, the Planning Commission hereby recommends that the City Council adopt the Statement of Findings on rejection of Project Alternatives in Exhibit A (Section 5.4, titled "Alternatives to the Proposed Project") to this Resolution, which is attached hereto and incorporated herein by this reference.

SECTION 5: STATEMENT OF OVERRIDING CONSIDERATIONS. Based upon the forgoing, substantial evidence in the record of proceedings, and the whole record before it, in the exercise of its independent judgment and analysis, the Planning Commission finds, pursuant to CEQA Section 21081(b) and CEQA Guidelines Section 15093, that the specific economic, legal, social, technological and other benefits of the Project outweigh the Project's unavoidable adverse environmental impacts, and therefore, the impacts are acceptable. Based upon the forgoing, substantial evidence in the record of proceedings, and the whole record before it, in the exercise of its independent judgment and analysis, the Planning Commission hereby recommends that the City Council adopt the Statement of Overriding Considerations in Exhibit A (Section 6.0, titled "Statement of Overriding Considerations") to this Resolution, which is attached hereto and incorporated herein by this reference. Based upon the forgoing, substantial evidence in the record of proceedings, and the whole record before it, in the exercise of its independent judgment and analysis, the Planning Commission finds that each of the Significant and Unavoidable Impacts identified in Exhibit A (Section 5.3) may be considered acceptable for the reasons cited.

SECTION 6: MITIGATION MONITORING. The City as lead agency adopts the MMRP for the changes made to the Project that it has adopted in order to mitigate or avoid significant effects on the environment. Pursuant to Public Resources Code Section 21081.6, the MMRP set forth as Section 4.0 to the FEIR to this Resolution, which is attached hereto as Exhibit B and incorporated herein by this reference, is hereby adopted to ensure that all mitigation measures adopted for the Project are fully implemented. Based upon the forgoing, substantial evidence in the record of proceedings, and the whole record before it, in the exercise of its independent judgment and analysis, the Planning Commission hereby recommends that the City Council adopt

the MMRP to ensure compliance with mitigation measures during Project implementation. As required by Public Resources Code Section 21081.6, the MMRP designates responsibility and anticipated timing for the implementation of the mitigation measures recommended in the FEIR. The MMRP will remain available for public review during the compliance period.

SECTION 7: RECOMMENDATION OF CERTIFICATION. Based on the above facts and findings, in the exerciser of its independent judgment and analysis, the Planning Commission hereby recommends that the City Council certify the FEIR for the Project as accurate and adequate. Based on the above facts and findings, in the exerciser of its independent judgment and analysis, the Planning Commission further recommends that the City Council certify that the FEIR was completed in compliance with CEQA and the CEQA Guidelines.

SECTION 8: 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 17th day of December, 2025.

_____

MICHAEL E. STORY, CHAIR
CITY OF RIALTO PLANNING COMMISSION

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO) ss
CITY OF RIALTO)

I, Heidy Gonzalez, Administrative Assistant of the City of Rialto, do hereby certify that the foregoing Resolution No. ____ was duly passed and adopted at a regular meeting of the Planning Commission of the City of Rialto held on the ___th day of ____, 2025.

Upon motion of Planning Commissioner_____., seconded by Planning Commissioner ____, the foregoing Resolution No. ____was duly passed and adopted.

Vote on the motion:

AYES:

NOES:

ABSENT:

IN WITNESS WHEREOF, I have hereunto set my hand and the Official Seal of the City of Rialto this __th day of ___, 2025.

_____
HEIDY GONZALEZ, ADMINISTRATIVE ASSISTANT

EXHIBIT A

FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS PREPARED PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT FOR THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE LOCUST GATEWAY DEVELOPMENT PROJECT STATE CLEARINGHOUSE NO. 2024061274

[See Following Pages]

Findings of Fact and Statement of Overriding Considerations

Prepared Pursuant to the California Environmental Quality Act for the Final Environmental Impact Report for the

Locust Gateway Development Project

State Clearinghouse No. 2024061274

1.0 FINDINGS OF FACT

1.1 INTRODUCTION

The California Environmental Quality Act ("CEQA") requires that a Lead Agency issue two sets of findings prior to approving a project that will generate a significant impact on the environment. The Findings of Fact are the first set of findings where the Lead Agency identifies the significant environmental impacts as identified in the Environmental Impact Report ("EIR"); presents facts supporting the conclusions reached in the analysis; makes one or more written findings for each impact; and explains the reasoning behind the agency's findings.

The Statement of Overriding Considerations is the second set of findings. Where a project will cause unavoidable significant impacts, the Lead Agency may still approve a project where its benefits outweigh the adverse impacts. Further, as provided in the Statement of Overriding Considerations, the Lead Agency sets forth specific reasoning by which benefits are balanced against effects, and approves the project.

The EIR was prepared by the City of Rialto ("City") acting as lead agency pursuant to CEQA. Hereafter, the Notice of Preparation, Notice of Availability/Notice of Completion, Draft EIR ("DEIR"), Technical Studies, Final EIR containing Responses to Comments and textual revisions to the DEIR, and the Mitigation Monitoring and Reporting Program ("MMRP") will be referred to collectively herein as the "EIR". The following Findings of Fact have been prepared in accordance with the California Public Resources Code Section 21081 and CEQA Guidelines (14 California Code of Regulations Section 15091) (collectively, CEQA). Section 15091 of the CEQA Guidelines provides that:

> (a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
>
> > (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can or should be adopted by such other agency.

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

(b) The findings required by subdivision (a) shall be supported by substantial evidence in the record.

(c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subsection (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.

(d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.

(e) The public agency shall specify the location and custodian of the documents or other materials which constitute the record of the proceedings upon which its decision is based.

(f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

The City, serving as the CEQA lead agency, finds and declares that the proposed Locust Gateway Development Project (State Clearinghouse No. 2024061274) has been completed in compliance with CEQA and the CEQA Guidelines. The City finds and certifies that the EIR was reviewed and that information contained in the EIR was considered prior to approving the proposed Locust Gateway Development Project, hereinafter referred to as the "Project".

Having received, reviewed and considered the EIR for the Project, as well as all other information in the record of proceedings on this matter, the Findings of Fact included in this document are hereby adopted by the City in its capacity as the CEQA lead agency. Based upon its review of the EIR, the City finds that the EIR is an adequate assessment of the potentially significant environmental impacts of the proposed Project; represents the independent judgment of the City; and sets forth an adequate range of alternatives to the Project.

The City has exercised independent judgment, in accordance with PRC § 21082.1(c)(3), in the preparation of the DEIR, the review of materials prepared by the Project Applicant and its

consultants, and the preparation of the Final EIR based on comments received during the public comment process.

Having received, reviewed, and considered the information in the DEIR and FEIR, as well as any and all other information in the record, the City hereby makes these Findings pursuant to and in accordance with PRC §§ 21081, 21081.5, and 21081.6, and add a brief description of these codes.

For purposes of CEQA and these Findings, the record of proceedings for the City's Findings and determinations includes, but is not limited to, the following documents, which were considered by the City prior to taking action on the proposed Project and adopting these Findings:

- Locust Gateway Development Project DEIR, including Technical Studies;
- Notice of Preparation (NOP), Notice of Completion (NOC), Notice of Availability (NOA), Notice of Determination (NOD) and all other public notices issued by the City in conjunction with this process;
- Comment Letters Received and Responses to Comments on the DEIR, including all written comments submitted by public agencies and members of the public during the public review period established by the NOC and included in the FEIR;
- Corrections and Changes from the DEIR to the Final EIR;
- Other site-specific and/or Project-specific technical studies and exhibits not included in the Final Environmental Impact Report (FEIR) but explicitly referenced therein;
- Mitigation Monitoring and Reporting Program;
- All written and verbal public testimony presented during public hearings for the proposed Project at which public testimony was taken, including Planning Commission and City Council hearings held as described under Section 3.0 of these Findings of Fact;
- All Project information submitted by the Applicant in its application to the City relating to the Project and/or the FEIR;
- All agendas, staff reports, and approved minutes of the City's Planning Commission and City Council relating to the proposed Project; and
- All other public reports, documents, studies, memoranda, maps, or other planning documents relating to the Project, the DEIR, or the FEIR, prepared by the City, consultants to the City, or responsible or trustee agencies.

All acronyms used herein shall have the meaning as defined in the DEIR unless otherwise noted.

1.2 CUSTODIAN AND LOCATION OF RECORDS.

The documents and other materials that constitute the administrative record for the City's approval of the EIR and actions related to the Project are located at the City of Rialto Community Development Department, Planning Division, 150 South Palm Avenue, Rialto, CA 92376. The City of Rialto is the custodian of the Project's administrative record. Copies of the documents and

other materials that constitute the record of proceedings are, at all relevant times have been, and will be available upon request directed to the City of Rialto Community Development Department.

2.0 PROJECT DESCRIPTION

2.1 INTRODUCTION.

The DEIR was prepared pursuant to CEQA (California Public Resources Code, Sections 21000, et seq.) to assess the potential environmental effects of the Locust Gateway Development Project, which would develop an approximately 664,859-square-foot (sf) warehouse, inclusive of approximately 7,713 sf of ancillary office space, 365 vehicle parking stalls, 398 trailer parking stalls, and a fence-secured dock area with 82 docks on an approximately 40-acre site located at the southwest corner of Locust Avenue and Lowell Street. The Project site is currently vacant and undeveloped, with the exception of remnants of a World War II-era bunker and rail spurs in the southern portion of the Project site. The majority of the site is covered in non-native grassland and previously disturbed land.

The Project proposes three new driveways on Lowell Street and one driveway on Locust Avenue. The driveway shown on the site plan on Lake Padden Lane would be provided exclusively for emergency access purposes with no truck or passenger vehicle access. The Project would be constructed using concrete tilt-up panels with architectural treatments for visual relief along the building facades. The warehouse would be white and grey with blue accents and blue window glazing.

2.2 PROJECT GOALS AND OBJECTIVES.

CEQA Guidelines Section 15124(b) requires "A statement of objectives sought by the proposed Project. A clearly written statement of objectives would help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and would aid the decision-makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project." The following objectives have been identified for the Project:

Objective 1: Develop and operate a warehouse that is in close proximity to three major freeways (State Route 210, Interstate 215 and Interstate 15) to support the distribution of goods throughout the region and that also limits traffic truck disruption to residential areas within the City and neighboring jurisdictions.

Objective 2: Develop and operate a warehouse that maximizes the efficient use of a vacant and underutilized and environmentally constrained site near available infrastructure, to allow the City of Rialto to compete on a domestic and international scale through the efficient and cost-effective movement of goods.

Objective 3: Develop a warehouse in an appropriate location that is predominantly surrounded by other industrial uses and is consistent with the Project site's General Manufacturing land use designation under the Rialto Airport Specific Plan.

Objective 4: Maximize the efficient movement of goods throughout the region by locating a warehouse development in close proximity to the Ports of Los Angeles and Long Beach.

Objective 5: Develop and operate an attractive warehouse development in the City of Rialto that meets industry standards for operational design criteria that will attract quality tenants and that will be competitive with other similar facilities in the region.

Objective 6: Positively contribute to the economy of the City of Rialto through new capital investment, expansion of the tax base and creation of new employment opportunities, including opportunities for highly trained workers.

Objective 7: Provide local employment for residents of the City to improve jobs-housing balance within the City, thereby reducing the need for members of the local workforce to commute outside the Project vicinity to work.

Objective 8: Provide infrastructure improvements including street and sidewalk improvements to Lowell Street and Locust Avenue, undergrounding of existing utilities, and drainage and water quality treatment improvements.

Objective 9: Develop a project that does not contribute to surface and groundwater quality degradation by treating surface and stormwater flows.

2.3 REQUIRED DISCRETIONARY ACTIONS AND PERMITS.

Pursuant to CEQA Guidelines Section 15121, an EIR is primarily an informational document intended to inform the public agency decision-makers and the general public of the potentially significant environmental effects of a project. Prior to taking action on the proposed Project, the City must consider the information in this EIR and certify the Final EIR. This EIR is intended to provide decision-makers of the City, other public agencies, and members of the public with the relevant environmental information needed in considering the Project. Anticipated project-related discretionary and ministerial approvals, and permits include, but are not limited to the following, to implement the Project addressed in this EIR:

- Certification of EIR
- Precise Plan of Design (PPD 2023-0041)
- Conditional Development Permit (CDP 2023-0032)
- Tentative Parcel Map (TPM 2023-0006) to create one parcel and one lettered lot, and to depict the required City right-of-way dedication for Lowell Street, vacations, and easements.
- Development Agreement (DA 2024-0002)

For this Project, the California Department of Fish and Wildlife (CDFW) is a trustee and responsible agency, because the Project has the potential to impact a wildlife species (Crotch's bumblebee) which is managed and protected by the State. The Santa Ana Regional Water Quality Control Board is also a responsible agency with respect to water quality. Approvals from these agencies would include:

- **Santa Ana Regional Water Quality Control Board (RWQCB)**: Issuance of a National Pollution Discharge Elimination System (NPDES) Permit and Construction General Permit.
- **CDFW:** Issuance of an Incidental Take Permit for the Crotch's bumblebee.

In addition to the approvals identified above, the Project may be subject to other discretionary and ministerial permits and approvals that may be necessary, including, but not limited to, site development permits, grading permits, sign permits, and building permits.

2.4 OTHER CEQA DOCUMENTS REFERENCED.

Under Section 15150 of the CEQA Guidelines, an EIR may incorporate by reference all or portions of another document that are a matter of public record or are generally available to the public. The previously prepared EIRs and environmental analyses listed below were relied upon or consulted in the preparation of the Project's EIR and were incorporated by reference:

- Rialto 2010 General Plan Update and General Plan Update and Related Zoning Ordinance Amendments EIR.
- 2023 City of Rialto Focused General Plan Update.
- City of Rialto Municipal Code, Title 18 – Zoning.

3.0 ENVIRONMENTAL REVIEW/PUBLIC PARTICIPATION.

The City conducted an extensive review of this Project, which included a DEIR and a Final EIR, including related technical reports, which were subject to a public review and comment period. The following is a summary of the City's environmental review of this Project:

- On June 27, 2024, the City circulated a Notice of Preparation ("NOP") identifying the environmental issues to be analyzed in the Project's EIR to the State Clearinghouse, responsible agencies, and other interested parties.
- The NOP public review period ran for 30 days. Written comments on the NOP were received from various agencies. The scope of the issues identified in the comments expressing concern included potential impacts associated with tribal cultural resources and biological resources.
- An EIR Scoping Meeting was held on July 11, 2024, at 6:00 PM at the Rialto City Hall Council Chambers, located at 150 S. Palm Avenue in the City of Rialto. No

agencies or interested parties attended the Scoping Meeting; only City staff and the City's EIR consultant were in attendance.

- The DEIR was circulated for public review for a 45-day review period. The Notice of Availability/Notice of Completion 45-day review period was from September 5, 2025 to October 20, 2025. The State Clearinghouse 45-day review period was from September 8, 2025 to October 22, 2025.
- The City received a total of 8 comment letters on the DEIR. The City prepared specific responses to comments. The responses to comments are in Section 2.0 of the Final EIR.
- On December 17, 2025, the City of Rialto Planning Commission conducted a duly noticed public hearing to consider the Project and voted X-X to recommend approval to the City Council.
- On _____, the City Council conducted a duly noticed public hearing to consider the Project. The City Council, after considering written comments and oral testimony on the EIR, determined that no new information was presented that would require recirculation of the EIR. Following public testimony, submission of additional written comments, and staff recommendations, the City Council decided to certify the EIR, adopt these Findings and to take action to approve the Project as recommended by the Staff Report.

4.0 INDEPENDENT JUDGMENT AND FINDING.

Kimley-Horn and Associates, Inc. ("Kimley-Horn") was retained by the applicant to prepare the EIR. Kimley-Horn prepared the EIR under the supervision, direction and review of the City's planning staff, along with a third-party peer review.

Finding: The EIR for the Project reflects the City's independent judgment. The City has exercised independent judgment in accordance with Public Resources Code Section 21082.1(c)(3) in directing the consultant in the preparation of the EIR, as well as reviewing, analyzing and revising material prepared by the consultant.

4.1 GENERAL FINDING ON MITIGATION MEASURES.

In preparing the discretionary actions and permits for this Project, City staff incorporated the mitigation measures recommended in the EIR as applicable to the Project. In the event that the discretionary actions and permits do not use the exact wording of the mitigation measures recommended in the EIR, in each such instance, the adopted discretionary actions and permits are intended to be identical or substantially similar to the recommended mitigation measure. Any minor revisions were made for the purpose of improving clarity or to better define the intended purpose.

Finding: Unless specifically stated to the contrary in these findings, it is the City's intent to adopt all mitigation measures recommended by the EIR, which are applicable to the Project. If a measure has, through error, been omitted from the discretionary

actions and permits or from these Findings, and that measure is not specifically reflected in these Findings, that measure shall be deemed adopted pursuant to this paragraph. In addition, unless specifically stated to the contrary in these Findings, all discretionary actions and permits repeating or rewording mitigation measures recommended in the EIR are intended to be substantially similar to the mitigation measures recommended in the EIR and are found to be equally effective in avoiding or lessening the identified environmental impact. In each instance, the approvals contain the final wording for the mitigation measures.

5.0 ENVIRONMENTAL IMPACTS AND FINDINGS

As discussed in more detail below, these Findings of Fact are intended to meet the requirements of CEQA Guidelines Sections 15091 and 15093. City staff reports, the EIR, written and oral testimony at public meetings or hearings, these Facts and Findings and other information in the administrative record, serve as the basis for the City's environmental determination.

Detailed analysis of potentially significant environmental impacts and proposed mitigation measures for the Project is presented in Section 4.1 to Section 4.17 of the DEIR, as modified in Section 3.0 of the Final EIR. Responses to comments from the public and from other government agencies on the EIR are provided in Section 2.0 of the Final EIR.

As discussed in Section 5 of the DEIR, the Project was determined to not result in any impacts to the following environmental categories:

- Aesthetics and Visual Resources (would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?);
- Agricultural and Forestry Resources (all issue areas);
- Biological Resources (would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?);
- Geology and Soils (related to rupture of a known earthquake fault, landslides, septic tanks/alternative wastewater disposal systems);
- Hazards and Hazardous Materials (issue areas related to noise and hazards from airport land use plans/proximity to public airport, and wildland fires);
- Land Use and Planning (with regard to the physical division of an established community);
- Noise (excessive noise within airport land use plan or within two miles of public airport)
- Population and Housing (would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?);

- Public Services (with regard to schools, parks, and other public services);
- Recreation (all issue areas); and
- Wildfire (all issue areas).

Therefore, these topics were not discussed in detail within Section 4 of the DEIR. The City Council concurs with the respective conclusions of Section 5 of the DEIR that the Project would not result in any impacts related to these issue areas.

The DEIR evaluated 17 major environmental categories for potential impacts: Aesthetics; Air Quality; Biological Resources; Cultural Resources; Energy; 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, Transportation, Tribal Cultural Resources; and Utilities and Service Systems. Both Project-specific and cumulative impacts were evaluated.

Of these 17 major environmental categories, the City Council concurs with the conclusions in the EIR that the issues and sub issues discussed in Section 5.1 below are less than significant without the need for mitigation; and that the issues and sub issues discussed in Section 5.2 below can be mitigated below a level of significance.

5.1 IMPACTS THAT ARE LESS THAN SIGNIFICANT WITHOUT THE NEED FOR MITIGATION.

The City Council finds that impacts of the Project related to Aesthetics, Energy, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Transportation and Utilities and Service Systems (all issue areas) and their respective cumulative impacts are less than significant without the need for mitigation, in whole or in part due to various features that have been incorporated into the Project, including mandatory compliance with applicable standards under CALGreen, Title 24 and other regulations, Laws, Ordinances, and Regulations (LORs), City Standard Conditions, Project location and setting, and operational characteristics, as discussed in the respective topical subsections within Section 4 of the DEIR.

LORs are existing requirements that are based on local, State, or federal regulations or laws that are frequently required independently of CEQA review. Typical LORs include compliance with the provisions of the California Building Code, local agency, etc. The City may impose additional conditions during the approval process, as appropriate. Because LORs are neither Project-specific nor a result of development of the Project, they are not considered to be either Project Design Features or Mitigation Measures. However, they are included in the Mitigation Program to comprehensively identify Project requirements.

With respect to Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gases, Hazards and Hazardous Materials, Noise and Transportation, the City Council finds that with the exception of those specific sub-issue areas identified in Section 5.2 below as

requiring mitigation, or in Section 5.3 as significant and unavoidable impacts, all other impacts of the Project are less than significant without the need for mitigation.

5.2 POTENTIALLY SIGNIFICANT IMPACTS WHICH CAN BE MITIGATED BELOW A LEVEL OF SIGNIFICANCE WITH MITIGATION MEASURES.

Public Resources Code Section 21081 and CEQA Guidelines Section 15091(a)(1) state that no public agency shall approve or carry out a project for which an EIR has been completed, which identifies one or more significant effects unless the public agency finds that changes or alterations have been required in, or incorporated into, the project, which mitigate or avoid the significant effects on the environment.

The following issues from the environmental categories analyzed in the EIR, including Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gases, Hazards and Hazardous Materials, Noise, and Tribal Cultural Resources were found to be potentially significant, but can be mitigated to a less than significant level with the imposition of mitigation measures. The City Council hereby finds pursuant to Public Resources Code Section 21081 and CEQA Guidelines Section 15091(a)(1) that all potentially significant Project-level and cumulative impacts related to the environmental categories listed below can and will be mitigated to below a level of significance by imposition of the mitigation measures in the EIR; and that these mitigation measures are included as Conditions of Approval and set forth in the MMRP adopted by the City Council. Specific findings for each category of such impacts are set forth in detail below.

Each mitigation measure discussed in this Section of the findings has a letter and number code correlating it with the environmental category used in the DEIR and MMRP.

5.2.1 Air Quality

Potential Significant Impact (Thresholds 4.2-1, 4.2-2, 4.2-3 and 4.2-4): The EIR evaluated and concluded that the Project would potentially conflict with or obstruct implementation of the applicable air quality plan; result in a cumulatively considerable net increase of criteria pollutants for which the Project region is non-attainment under an applicable federal or State ambient air quality standard during operations; expose sensitive receptors to substantial pollutant concentrations; and result in cumulative air quality impacts.

Finding: Based on the entire record, the City Council finds that these impacts are potentially significant but can each be mitigated to a less than significant level through implementation of Mitigation Measures AQ-1, AQ-2, AQ-3, AQ-4 and AQ-5. The Mitigation Measures are adopted and incorporated into the MMRP for the Project and will be implemented as specified therein, thereby reducing these potentially significant impacts to a less than significant level. The impacts related to this issue area are discussed in detail in Section 4.2 of the DEIR. In addition, LORs AQ-1 to AQ-5, although not considered mitigation, are included in the MMRP to comprehensively identify Project requirements. The following Mitigation Measures will mitigate Project-level and cumulative impacts related to air quality

to below a level of significance:

Mitigation Measures

MM AQ-1 Low VOC Paints. The Project shall use "Super-Compliant" low VOC paints which have been reformulated to exceed the regulatory VOC limits (i.e., have a lower VOC content than what is required) put forth by SCAQMD's Rule 1113 for all architectural coatings. Super-Compliant low VOC paints shall be no more than 10 g/L of VOC. Prior to issuance of a building permit, the City shall confirm that plans include the following specifications:

- All architectural coatings will be super-compliant low VOC paints.
- Recycle leftover paint. Take any leftover paint to a household hazardous waste center; do not mix leftover water-based and oil-based paints.
- Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors.
- For water-based paints, clean up with water only. Whenever possible, do not rinse the cleanup water down the drain or pour it directly into the ground or the storm drain. Set aside the can of cleanup water and take it to the hazardous waste center (www.cleanup.org).
- Use compliant low-VOC cleaning solvents to clean paint application equipment.
- Keep all paint- and solvent-laden rags in sealed containers to prevent VOC emissions.
- Contractors shall construct/build with materials that do not require painting and use pre-painted construction materials to the extent practicable.
- Use high-pressure/low-volume paint applicators with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.

MM AQ-2 Require All-Electric Development. Prior to the issuance of building permits, the Building Department shall confirm that building plans require the Project to use all-electric appliances, and end uses instead of natural gas. The Project shall not include natural gas utility lines or connections. The purpose of this mitigation measure is to reduce air quality emissions from natural gas.

MM AQ-3 Electric Landscape Equipment. Prior to the issuance of occupancy permits, the Planning Division shall confirm that the Project's Covenants, Conditions and Restrictions (CC&Rs) and/or tenant lease agreements include contractual language that all handheld landscaping equipment used on site shall be 100 percent electrically powered. The logistics warehouse and parking lots shall be equipped with exterior electrical outlets to accommodate this requirement. This requirement shall be included in the third-party vendor agreements for landscape services for the building owner and tenants, as applicable. This mitigation measure applies only to tenant improvements and not the building shell approvals.

MM AQ-4 Transportation Demand Management. Prior to the issuance of tenant occupancy permits, the tenant/facility operator shall prepare and submit a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The TDM shall include measures such as, but not limited to the following:

- Provide a transportation information center and on-site TDM coordinator to educate residents, employers, employees, and visitors of surrounding transportation options.
- Promote bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the project site.
- Each building shall provide secure bicycle storage space equivalent to two percent of the automobile parking spaces provided.
- Each building shall provide a minimum of two shower and changing facilities as part of the tenant improvements.
- Provide on-site car share amenities for employees who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day.
- Promote and support carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service.
- Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users.
- Provide meal options onsite or shuttles between the facility and nearby meal destinations.
- Each building shall provide preferred parking for electric, low-emitting and fuel efficient vehicles equivalent to at least eight percent of the required number of parking spaces.

This mitigation measure applies only to tenant occupancy and not the building shell approvals.

MM AQ-5 Non-Diesel Cargo Handling Equipment. The warehouse building shall include the necessary charging stations for cargo handling equipment. Prior to the issuance of a tenant occupancy permit, the Planning Division shall confirm that the Project plans and specifications show that all outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) are zero emission or alternatively fueled (i.e., powered by electricity or non-diesel fuels). The building manager or their designee shall be responsible for enforcing these requirements. Note that SCAQMD Rule 2305 (Warehouse Indirect Source Rule) Warehouse Actions and Investments to Reduce Emissions (WAIRE) points may be earned for electric/zero emission yard truck/hostler usage. This mitigation measure applies only to tenant improvements and not the building shell approvals.

Facts in Support of the Finding:

Threshold 4.2-1: Conflict with or obstruct implementation of the applicable air quality plan

The Project site is located within the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is required to reduce emissions of criteria pollutants for which the SCAB is in nonattainment. To reduce such emissions, the SCAQMD drafted the 2016 and 2022 Air Quality Management Plans (AQMPs). The AQMPs establish a program of rules and regulations directed at reducing air pollutant emissions and achieving State (California) and national air quality standards. The pollutant control strategies in the AQMPs are based on the latest scientific and technical information and planning assumptions, including Southern California Association of Government's (SCAG's) 2020 Connect SoCal, updated emission inventory methodologies for

various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project is subject to the SCAQMD's AQMPs. Criteria for determining consistency with the AQMPs are defined by the following indicators:

- Consistency Criterion No. 1: The 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 AQMPs.

- Consistency Criterion No. 2: The Project will not exceed the assumptions in the AQMPs or increments based on the years of the Project build-out phase.

According to the SCAQMD's CEQA Air Quality Handbook, the purpose of the consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus if it would interfere with the region's ability to comply with state and federal ambient air quality standards. As identified in **DEIR Table 4.2-8**: **Construction-Related Emissions**, the proposed Project would not exceed construction emission standards with implementation of Mitigation Measure (MM) AQ-1. Further, the Project would not exceed operational emission standards with implementation of MM AQ-2 through MM AQ-5. (**DEIR Table 4.2-9: Operational Emissions**). Therefore, the Project is consistent with the first criterion.

Concerning Consistency Criterion No. 2, the AQMPs contain air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project would not result in a change of land use designations reflected in the AQMP and is assumed to be consistent with the AQMPs regional emissions inventory for the SCAB. Therefore, the Project is consistent with the second criterion.

The City's population estimate, as of January 2023, is 102,985 persons. While the Project does not involve residential development, the Project is anticipated to generate approximately 558 employees and could indirectly induce population growth if future employees move into the City to work at the proposed Project. However, the Project would consist of a source of employment within a City with substantial housing stock. Therefore, it is likely that the Project would employ current residents of the City. In the event that the operator of the proposed facility draws employees that are not from the local community, the Project would not directly result in the development of new housing.

As the Project would not directly result in the development of new housing, the Project would not cause the Rialto General Plan buildout population forecast to be exceeded. The population and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the City. Additionally, as the SCAQMD has incorporated these same projections into the AQMPs, it can be concluded that the proposed Project would be consistent with the projections. Thus, no impact would occur, as the Project is also consistent with the second criterion.

Future tenant(s) of the Project would also be required to comply with SCAQMD Rule 2305, which would directly reduce NO_X and particulate matter emissions (refer to South Coast Air Quality Management District under Section 4.2.2: Regulatory Setting). The Project would not conflict with or obstruct implementation of the AQMPs or any applicable air quality plan. Impacts would be less than significant with the incorporation of MMs AQ-1 through AQ-5. (**DEIR at 4.2-20 to 4.2-21**).

Threshold 4.2-2: Cumulatively considerable net increase of criteria pollutants

Construction Emissions

Construction associated with the Project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern in the area include O_3-precursor pollutants (i.e., ROG and NO_X) and particulate matter (PM_{10} and $PM_{2.5}$). Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Construction results in the temporary generation of emissions resulting from site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

Construction of the Project is anticipated to begin in 2025 and is estimated to be completed within approximately 15 months. Construction-generated emissions associated with the Project were calculated using the California Air Resources Board (CARB)-approved CalEEMod computer program. Predicted maximum daily construction-generated emissions for the Project are summarized in **DEIR Table 4.2-8: Construction-Related Emissions**. Due to technology improvements for construction equipment, emissions from Project construction activities would likely be lower than those shown in the table if construction were to occur in later years. Fugitive dust emissions may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the area. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. SCAQMD Rules 402 and 403 (prohibition of nuisances, watering of inactive and perimeter areas, track out requirements, etc.), are applicable to the Project and were applied in CalEEMod to minimize fugitive dust emissions. Rule 1113 provides specifications on painting practices and regulates the ROG content of paint. The Project would be required to comply with SCAQMD rules and regulations, including SCAQMD Rules 402, 403, and 1113. **DEIR Table 4.2-8** shows that unmitigated total construction emissions would exceed the SCAQMD threshold for ROG (VOC). Most ROG emissions are generated during the architectural coating phase of construction. Therefore, MM AQ-1 requires the Project to use low VOC paints. With implementation of MM AQ-1, total construction ROG emissions would be below SCAQMD thresholds; impacts would be less than significant. **(DEIR at 4.2-21 to 4.2-22)**.

Operational Emissions

Project-generated emissions would be primarily associated with motor vehicle use and area sources, such as the use of landscape maintenance equipment and architectural coatings. Long-term operational emissions attributable to the Project are summarized in **DEIR Table 4.2-9: Operational Emissions**. The table shows that unmitigated emissions would not exceed SCAQMD thresholds with the exception of NO_X. Therefore, regional unmitigated operational emissions would result in a potentially significant long-term regional air quality impact.

The majority of NO_X emissions are from mobile sources and on-site cargo handling equipment (i.e., forklifts and yard trucks). Mitigation measures would be required to reduce emissions to the maximum extent feasible; however, motor vehicle engine emissions are controlled by State and federal standards and the Project has no control over these standards. Nonetheless, through implementation of MM AQ-2 through MM AQ-5, the Project's operational emissions would be reduced to a less than significant level. MM AQ-2 requires the Project to use all-electric appliances and end uses instead of natural gas, as well as prohibits installation of natural gas utility lines or connections. MM AQ-3 requires landscaping equipment to be 100 percent electric. MM AQ-4 requires the implementation of a Transportation Demand Management (TDM) program to reduce single-occupant vehicle trips and encourage public transit. Mitigated emissions shown in **DEIR Table 4.2-9** do not account for emissions reductions associated with MM AQ-4. MM AQ-5 requires outdoor cargo handling equipment to be zero emissions or alternatively fueled. **DEIR Table 4.2-9** shows that with implementation of MM AQ-2, MM AQ-3, and MM AQ-5, all criteria pollutant emissions would be below SCAQMD thresholds. Therefore, impacts would be less than significant with implementation of MM AQ-2, MM AQ-3, MM AQ-4, and MM AQ-5.

In addition, pursuant to SCAQMD Rule 2305, all warehouses over 100,000 sf are required to implement various emission reduction measures related to warehouse operations and mobile sources. Compliance with SCAQMD Rule 2305 would further reduce criteria pollutants, specifically NO_X and particulate matter emissions. (**DEIR at 4.2-22 to 4.2-23**).

Threshold 4.2-3: Expose sensitive receptors to substantial pollutant concentrations

Localized Construction Impacts

The nearest sensitive receptors are single-family residences located approximately 700 feet (213 meters) to the east of Locust Avenue. Localized significance thresholds (LSTs) are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, LSTs for receptors located at the interpolated distance of 213 meters were used in the DEIR's analysis consistent with SCAQMD methodology. **DEIR Table 4.2-11: Localized Significance of Construction Emissions** presents the results of localized emissions during each construction phase. The table shows that emissions of these pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. (**DEIR at 4.2-25**).

Localized Operational Impacts

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a project only if it includes stationary sources or attracts mobile sources that may spend long periods

queuing and idling at the site (e.g., warehouse or transfer facilities). Since the Project includes a warehouse, the operational phase LST protocol was conservatively applied to both the area source and a portion of the mobile source emissions for operations. LSTs thresholds for receptors located at 213 meters in SRA 34 were used in this analysis because the closest receptors to the Project site are located approximately 700 feet (213 meters) to the east of Locust Avenue. Although the Project site is approximately 40 acres, the 5.0-acre LST threshold was conservatively used for the Project, as the LSTs increase with the size of the site. For a worst-case scenario assessment, the emissions shown in **DEIR Table 4.2-12: Localized Significance of Operational Emissions** conservatively include all on-site Project-related stationary sources and three percent of mobile sources. The table shows that the unmitigated maximum daily emissions of these pollutants for Project operations would not result in significant concentrations of pollutants at nearby sensitive receptors. **(DEIR at 4.2-26)**.

Criteria Pollutant Health Impacts

The SCAQMD has set its CEQA significance thresholds based on the Federal Clean Air Act (FCAA), which defines a major stationary source (in extreme ozone nonattainment areas such as the SCAB) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review Program and SCAQMD Rule 1303 for new or modified sources. The New Source Review Program was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with the attainment of health-based federal ambient air quality standards. The federal ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, Projects that do not exceed the SCAQMD's LSTs and mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts.

As discussed above, localized effects of on-site Project emissions on nearby receptors were found to be less than significant (**DEIR Table 4.2-11 and Table 4.2-12**). The LSTs represent the maximum emissions from a Project that are not expected to cause or contribute to an exceedance of the most stringent applicable State or federal ambient air quality standard. The LSTs were developed by the SCAQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations. Information on health impacts related to exposure to ozone and particulate matter emissions published by the U.S. EPA and CARB have been summarized and discussed in the Regulatory Section (**DEIR Table 4.2-3**). Project-related emissions would not exceed the regional thresholds or the LSTs with implementation of MM AQ-1 through MM AQ-5 and therefore would not exceed the ambient air quality standards or cause an increase in the frequency or severity of existing violations of air quality standards. Therefore, sensitive receptors would not be exposed to criteria pollutant levels in excess of the health-based ambient air quality standards. **(DEIR at 4.2-27)**.

Carbon Monoxide (CO) Hotspots

An analysis of CO "hot spots" is needed to determine whether the change in the level of service of an intersection resulting from the Project would have the potential to result in exceedances of the state or federal ambient air quality standards. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard.

The SCAB was re-designated as attainment for CO in 2007 and is no longer addressed in the SCAQMD's AQMP. The 2003 AQMP is the most recent version that addresses CO concentrations. As part of the SCAQMD CO Hotspot Analysis, the Wilshire Boulevard and Veteran Avenue intersection, one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is well below the 35-ppm federal standard. The Project considered herein would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's CO Hotspot Analysis. As the CO hotspots were not experienced at the Wilshire Boulevard and Veteran Avenue intersection even as it accommodates 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any intersections in the vicinity of the Project site resulting from 1,138 daily vehicle trips attributable to the Project. Therefore, impacts would be less than significant. **(DEIR at 4.2-28)**.

Health Risk Assessment

As the Project site is near existing sensitive receptors (i.e., single-family residential uses located approximately 700 feet to the east and southeast of the Project site), an analysis of diesel particulate matter (DPM) was performed using the U.S. EPA-approved AERMOD model. The SCAQMD conducted an in-depth analysis of toxic air contaminants (TACs) and their resulting health risks for all of Southern California. The Multiple Air Toxics Exposure Study in the SCAB (MATES V) (August 2021) shows that carcinogenic risk from air toxics in the SCAB, based on the average concentrations at the 10 monitoring sites, is approximately 40 percent lower than the monitored average in MATES IV and 84 percent lower than the average in MATES II. MATES V also evaluated the population-weighted cancer risk within Environmental Justice (EJ) communities using the SB 535 definition of disadvantaged communities. Between MATES IV and MATES V, air toxic cancer risk decreased by 57 percent in EJ communities overall compared to a 53 percent reduction in non-EJ communities. MATES V is the most comprehensive dataset documenting the ambient air toxic levels and health risks associated with SCAB emissions. Therefore, the MATES V study represents the baseline health risk for a cumulative analysis. MATES V estimates the average excess cancer risk level from exposure to TACs is 424 in one million basin-wide. In comparison, the MATES IV basin's average risk was 897 per million. This steady downward trend in health risk is due in larger part due to stricter regulatory requirements and cleaner fuels and engines, which have resulted in improved regional air quality. These model estimates were based on monitoring data collected at ten fixed sites within the SCAB. None of the fixed monitoring sites

are near the Project site. However, MATES V has extrapolated the excess cancer risk levels throughout the SCAB by modeling the specific grids. MATES V modeling predicted an excess cancer risk of 455 in one million for the Project site area. (**DEIR at 4.2-28 to 4.2-29**).

With regard to carcinogenic risk, the Project (construction and operations combined scenario) would result in a maximum cancer risk of 1.41 in one million at the nearest residential receptors, 0.05 in one million at the nearest student receptors, and 1.21 in one million at the nearest worker receptors. Therefore, the SCAQMD threshold of 10 in one million would not be exceeded at the nearest receptors and impacts would be less than significant, as shown in **DEIR Table 4.2-13**. **DEIR Table 4.2-14: Chronic Hazard Assessment** shows the chronic non-cancer risk hazard index from Project construction and operational emissions. Chronic non-cancer risk hazard index of 1.0 or greater is considered individually significant. The highest maximum chronic hazard index associated with DPM emissions from Project construction would be 0.0007 at the residential receptors, 0.0002 at the student receptors, and 0.0082 at the worker receptors. Additionally, the highest maximum chronic hazard index associated with DPM emissions from Project operations would be 0.0003 at the residential receptors, 0.0001 at the student receptors, and 0.0039 at the worker receptors. There is no acute REL for DPM and acute health risk cannot be calculated. Therefore, non-carcinogenic hazards are calculated to be within acceptable limits and a less than significant impact would occur.

As concluded above, the Project's cancer and non-cancer risks from construction emissions would be less than significant, as both would be below the SCAQMD's thresholds of significance. This analysis assesses the Project's incremental contribution to health risk impacts, consistent with the SCAQMD guidance and methodology. The SCAQMD has not established separate cumulative thresholds and does not require combining impacts from cumulative projects. The SCAQMD considers projects that do not exceed the project-specific individual incremental thresholds to not be cumulatively significant. Therefore, because the Project's health risks (i.e., cancer and non-cancer) would not exceed the Project-specific incremental thresholds, the Project would not result in a cumulatively significant impact and the Project's contribution would be less than cumulatively considerable. (**DEIR at 4.2-29 to 4.2-30**).

Threshold 4.2-4: Objectionable odors

During construction, emissions from construction equipment, such as diesel exhaust, and VOCs from architectural coatings and paving activities may generate odors. However, these standard construction-related odors would be temporary, are not expected to affect a substantial number of people and would disperse rapidly. Therefore, the Project would comply with SCAQMD Rule 402, and impacts related to odors associated with the Project's construction-related activities would be less than significant and no mitigation is required.

Once operational, the SCAQMD CEQA Air Quality Handbook identifies certain land uses as potentially significant sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project would not include any of the land uses that have been identified by the SCAQMD as odor sources. Therefore, the Project would not create objectionable odors. Therefore, the Project would comply with SCAQMD Rule

402 and operational odor impacts would be less than significant and no mitigation is required. (**DEIR at 4.2-31 to 4.2-32**).

Cumulative Impacts

Cumulative Short-Term Emissions

The SCAB is designated nonattainment for O_3, PM_{10}, and $PM_{2.5}$ for State standards and nonattainment for O_3 and $PM_{2.5}$ for Federal standards. Appendix D of the SCAQMD White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (2003) notes that projects that result in emissions that do not exceed the project-specific SCAQMD regional thresholds of significance should result in a less than significant impact on a cumulative basis unless there is other pertinent information to the contrary. Therefore, if a project is estimated to result in emissions that do not exceed the thresholds, the project's contribution to the cumulative impact on air quality in the SCAB would not be cumulatively considerable. Project construction-related emissions would not exceed the SCAQMD significance thresholds for criteria pollutants with the incorporation of MM AQ-1 (see **DEIR Table 4.2-8**). Likewise, the proposed Project would not generate a cumulatively considerable contribution to air pollutant emissions during construction with the incorporation of MM AQ-1.

The SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the FCAA mandates. The analysis assumed fugitive dust controls would be used during construction, including frequent water applications. SCAQMD rules, mandates, and compliance with adopted AQMP emissions control measures would also be imposed on other construction projects throughout the SCAB, which would include related cumulative projects. As concluded above, the Project's construction-related impacts would be less than significant. Compliance with SCAQMD rules and regulations would further minimize the proposed Project and other projects in the area construction-related emissions. Therefore, Project-related construction emissions, in combination with those from other projects in the area, would not substantially deteriorate the local air quality. The Project's construction-related emissions would not result in a cumulatively considerable contribution to significant cumulative air quality impacts. (**DEIR at 4.2-32**).

Cumulative Long-Term Impacts

The SCAQMD has not established separate significance thresholds for cumulative operational emissions for project specific impacts because the nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, to result in nonattainment of ambient air quality standards. The SCAQMD developed the operational thresholds of significance based on the level above which individual project emissions would result in a cumulatively considerable contribution to the SCAB's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact.

Project operational emissions would not exceed the SCAQMD thresholds with the incorporation of MM AQ-2 through MM AQ-5 (**Draft EIR Table 4.2-9**). As a result, operational emissions

associated with the Project would not represent a cumulatively considerable contribution to significant cumulative air quality impacts. Therefore, operational emissions associated with the Project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts. (**DEIR at 4.2-32 to 4.2-33**).

5.2.2 Biological Resources

Potential Significant Impact (Threshold 4.3-1): The EIR evaluated and concluded that the Project could have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service.

Finding: Based on the entire record, the City Council finds that this impact is potentially significant but can be mitigated to a less than significant level through implementation of Mitigation Measures BIO-1 to BIO-6. The Mitigation Measures are adopted and incorporated into the MMRP for the Project and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than significant level. The impacts related to this issue area are discussed in detail in Section 4.3 of the DEIR. The following Mitigation Measures will mitigate Project-level and cumulative impacts to biological resources to below a level of significance:

Mitigation Measures

MM BIO-1 Rare Plant Mitigation Plan. Parry's spineflower (CRPR 1B.1) is present on site and impacts are unavoidable; therefore, compensatory mitigation shall be provided to offset impacts. A rare plant mitigation plan shall be prepared and implemented by the applicant or its designee prior to the onset of grading activities. The plan will demonstrate the feasibility of conserving, enhancing, or restoring Parry's spineflower habitat in areas to be managed as natural open space without conflicting with other resource management objectives. Habitat conservation, enhancement, or restoration will be at a minimum 1:1 ratio (acres conserved, enhanced, or restored to acres impacted).

If the rare plant mitigation plan proposes conservation of an extant population, the plan shall include, at a minimum: (a) the location of the conserved habitat and an analysis of its suitability as compensatory mitigation; (b) an assessment of the extant Parry's spineflower populations at the proposed conservation site; (c) a long-term management plan which includes objectives, management practices, monitoring protocols, adaptive management strategies, and reporting requirements; and (d) details regarding the establishment of a non-wasting endowment to perpetually fund management of the conserved land, or such other funding mechanism acceptable to CDFW.

If the rare plant mitigation plan proposes enhancement or restoration, the plan shall include at minimum: (a) collection/salvage measures for plants or seed banks, to retain intact soil conditions and maximize success likelihood; (b) details regarding storage of plants or seed banks; (c) location of the proposed recipient site, and detailed site preparation and plant introduction techniques

details for top soil storage, as applicable; (d) time of year that the salvage and replanting or seeding will occur and the methodology of the replanting; (e) a description of the irrigation, if used; (f) success criteria; and (g) detailed monitoring program, commensurate with the plan's goals.

MM BIO-2 Best Management Practices. To avoid impacts to special-status resources and inadvertent disturbance, the following monitoring requirements and Best Management Practices (BMPs) shall be implemented:

a. Construction vehicles shall not exceed 15 miles per hour on unpaved roads adjacent to the project site or the right-of-way accessing the site.

b. The Applicant, or its contractors, shall screen, cover, or elevate at least one foot above ground, all construction pipe, culverts, or similar structures with a diameter of three inches or greater that are stored on site overnight. These pipes, culverts, and similar structures shall be inspected by the Project biologist for wildlife before such material is moved, buried, or capped.

c. Construction activities shall occur during daytime hours to the greatest extent feasible. If construction must occur at nighttime, lights shall be oriented in such a way that they direct light downward and toward the active construction, ensuring that no direct light is emitted towards adjacent lands, and shields or deflectors shall be installed on lights to reduce light spill. Nighttime concrete pouring shall be performed in accordance with the City of Rialto Municipal Code.

d. A biologist shall flush special-status species (i.e., avian or other mobile species), with the exception of burrowing owl, from suitable habitat areas within the Project development footprint to the maximum extent practicable immediately (e.g., within 24 hours) prior to initial vegetation removal activities. The biologist shall flush wildlife by walking through habitats to be imminently removed and towards adjacent open space.

e. At the end of each workday during construction, the applicant, or its contractors, shall cover all excavated, steep-sided holes or trenches more than eight inches deep and that have sidewalls steeper than 1:1 (45 degree) slope with plywood or similar materials, or provide a minimum of one escape ramp per 100 feet of trenching (with slopes no greater than 3:1) constructed of earth fill or wooden planks. The applicant, or its contractors shall thoroughly inspect holes and trenches for trapped animals each workday.

f. Contractors shall not permit pets on the construction site.

g. If trash and debris need to be stored overnight during maintenance activities, fully covered trash receptacles that are animal-proof and weather-proof shall be used by the maintenance contractor to contain all food, food scraps, food wrappers, beverage containers, and other miscellaneous trash. Alternatively, standard trash receptacles may be used during the day but must be removed or emptied each night.

h. To prevent inadvertent disturbance to areas outside the limits of work, the construction limits shall be clearly demarcated (e.g., installation of flagging or temporary visibility construction fence) prior to ground-disturbance activities, and all construction activities, including equipment staging and maintenance, shall be conducted within the marked disturbance limits. The work limit delineation shall be maintained throughout Project

construction.

i. The Applicant, or its contractors, shall avoid the use of invasive plant species in the associated landscaping.

j. Prior to initial ground disturbing activities, a Worker Environmental Awareness Program (WEAP) shall be prepared, which will include a training presentation and key fact sheet. The training will instruct construction crews to be aware of and recognize sensitive biological resources that may be encountered within, or adjacent to, the Project. The training will provide workers with instructions to follow in the event a sensitive species is observed or suspected to be on site. Biologists shall provide WEAP training materials, including but not limited to the key fact sheet, to construction personnel before their commencement of work on the Project. Additionally, all construction staff shall attend the WEAP training presentation prior to beginning work on site. Upon completion of the WEAP training, each member of the construction crew shall sign a form stating that they attended the training, understood the information presented, and agreed to comply with the requirements set out in the WEAP training. Biologists shall provide updates relevant to the training to construction personnel during the safety ("tailgate") meetings, as needed.

MM BIO-3A Burrowing Owl Preconstruction Surveys. No less than 14 days prior to the onset of construction activities, a qualified biologist shall survey the construction limits of the project site and a 500-foot buffer for the presence of burrowing owls and occupied nest burrows. A second survey shall be conducted within 24 hours prior to the onset of construction activities. Time lapses between Project activities greater than one week (7 days) would trigger subsequent 24-hour take avoidance surveys to confirm burrowing owl absence. The surveys shall be conducted in accordance with the most current CDFW survey methods. If burrowing owls are not observed during clearance surveys or biological monitoring, no additional conditions are required to avoid impacts to burrowing owl.

The Project Applicant shall submit at least one burrowing owl pre-construction survey report to the satisfaction of the City to document compliance with this mitigation measure. For the purposes of this measure, "qualified biologist" is a biologist who meets the requirements set forth in the BUOW Guidelines (CDFW 2012).

MM BIO-3B Burrowing Owl Plan or CESA ITP. If burrowing owls, active burrows, or signs thereof are confirmed during any survey or biological monitoring, Project activities with the potential to impact burrowing owl shall be immediately halted. The qualified biologist shall coordinate with CDFW and prepare a Burrowing Owl Plan that shall be submitted to CDFW for review and approval prior to commencing on-site grading with the potential to impact burrowing owl. The Burrowing Owl Plan shall describe proposed avoidance, and monitoring actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites, acres of burrowing owl habitat that will be impacted, details of site monitoring, and details on proposed buffers and other avoidance measures if avoidance is proposed. Project activities with the potential to impact burrowing owl shall not occur within 500 feet of an active burrow until CDFW approves the Burrowing Owl Plan.

If Project activities, including occupied burrow exclusion and closure, could result in take of burrowing owl, the applicant shall coordinate with CDFW for appropriate CESA authorization (i.e., ITP under CFGC section 2081) prior to commencement of on-site grading with the potential

to impact burrowing owl. The ITP shall describe, at a minimum, Project activities and equipment, proposed avoidance/buffers, temporary and permanent impacts, monitoring, relocation and/or translocation, and minimization and compensatory mitigation actions. ITP compensatory mitigation will be fulfilled by one or more of following options: 1) purchase of credits at a CDFW-approved conservation or mitigation bank (if available); 2) execution of a Mitigation Credit Agreement; or 3) Permittee-responsible mitigation land acquisition.

The conditions of the permit or measures outlined in the plan shall be adhered to by the applicant and any required compensatory mitigation of habitat would be provided.

MM BIO-4A Crotch's Bumble Bee Surveys. At a minimum, two pre-construction nesting surveys shall be conducted prior to Project implementation. Surveys shall occur within 1) one week; and 2) within 24-hours prior to any vegetation removal or ground-disturbing activities scheduled to occur during the Crotch's bumble bee flight season (February through October). Surveys shall follow the guidelines provided in the CDFW's *Survey Considerations for CESA Candidate Bumble Bee Species* (2024b) and shall occur within the project site and areas adjacent to the project site where suitable habitat exists. The surveyors shall be qualified biologists familiar with Crotch's bumble bee identification and life history.

MM BIO-4B Crotch's Bumble Bee CESA ITP. Suitable Crotch's bumble bee habitat and Crotch's bumble bee presence has been confirmed on the site; therefore, a CESA ITP shall be applied for and obtained prior to the commencement of on-site grading with the potential to impact Crotch's bumble bee. The ITP shall include, at a minimum, a description of Project activities and equipment, proposed avoidance/buffers, identification of temporary and permanent impacts, monitoring requirements, relocation and/or translocation protocols, and compensatory mitigation measures. Compensatory mitigation will be at a minimum 1:1 ratio (acres conserved, enhanced, or restored to acres impacted). ITP compensatory mitigation shall be satisfied by one or more of the following mechanisms: 1) purchase of credits at a CDFW-approved conservation or mitigation bank (if available); 2) execution of a Mitigation Credit Agreement; or 3) Permittee-responsible mitigation land acquisition.

MM BIO-4C Crotch's Bumble Bee Biological Monitor. A qualified biological monitor shall conduct full-time monitoring during removal of suitable nectar plants that is scheduled to occur during the queen flight period (February through March), colony active period (April through August), and/or gyne flight period (September through October). The monitor shall have authority to temporarily halt or redirect activities as needed to avoid unauthorized impacts.

MM BIO-5A Nesting Bird Surveys. To ensure compliance with California Fish and Game Code Sections 3503, 3503.5, and 3513 and to avoid potential impacts to nesting birds, vegetation clearing and ground-disturbing activities shall be conducted outside of the bird nesting season (generally February 15 through August 31), if feasible. Regardless of the time of year, a qualified biologist shall conduct a nesting bird survey within three (3) days prior to any disturbance of the site, including but not limited to vegetation clearing, disking, demolition activities, staging, or grading.

MM BIO-5B Nesting Bird Surveys. If active nests are identified, the biologist shall establish suitable buffers around the nests depending on the level of activity within the buffer and species

observed. Buffer areas shall be avoided until the nests are no longer occupied, and the juvenile birds can survive independently from the nests. During construction activities, the qualified biologist shall continue biological monitoring activities at a frequency recommended by the qualified biologist using their best professional judgment. If nesting birds are documented, avoidance and minimization measures may be adjusted and construction activities stopped or redirected by the qualified biologist to avoid take of nesting birds.

If nesting birds are not documented during the pre-construction survey, adherence to additional measures may not be necessary to avoid impacts to nesting birds.

MM BIO-6A Special-Status Preconstruction Lizard Surveys. Within 30 days prior to the commencement of any on-site Project activities, a qualified biologist shall conduct pre-construction surveys in suitable special-status lizard habitat throughout the project site. Project-related activities that would result in ground disturbance include any construction, vegetation removal, and equipment and vehicle access, parking, and staging.

The qualified biologist shall have familiarity with special-status lizard species as recognized by CDFW. A minimum of one daytime survey during suitable weather for lizard activity shall be conducted by walking linear transects spaced to provide 100 percent coverage of suitable habitat. The location of any observed special-status lizards shall be documented. If feasible, the locations of any special-status lizards shall be avoided. Avoidance measures shall be monitored by the qualified biologist.

MM BIO-6B Special-Status Preconstruction Lizard Surveys. If pre-construction surveys are positive for coastal whiptail, coast horned lizard, or Southern California legless lizard and avoidance is not feasible, CDFW shall be notified in writing. In addition, relocation of all observed special-status lizard individuals shall be attempted and, if feasible, lizards would be relocated to the nearest available suitable habitat on conserved land in consultation with CDFW.

Facts in Support of the Finding:

Special-Status Plant Species

Parry's spineflower was not detected on the Project site during the general biological survey; however, this species was observed during focused rare plant surveys conducted within the species' typical blooming period (April – June) in 2025. Parry's spineflower was found within the chaparral vegetation community near the center of the Project site. Occurrences were primarily associated with open shallow basins consisting of lower growing perennial species such as California matchweed with larger chaparral species such as chamise and holly-leaved cherry (*Prunus Illicifolia*) on the margins. Approximately 1,200 individuals of Parry's spineflower were documented on site; please refer to Appendix D for the full survey results. Surveys were positive for Parry's spineflower; therefore, this species would be impacted with Project implementation. As set forth in MM BIO-1, compensatory mitigation would be required to conserve, enhance, or restore Parry's spineflower habitat at a minimum ratio of 1:1 and a rare plant mitigation plan would be developed and implemented. Therefore, with mitigation, the removal of Parry's spineflower on site would not result in a substantial adverse effect on the species. Additionally, the Project would

implement MM BIO-2, which would require the avoidance of invasive species in landscaping. This would ensure that competition from invasive species would not negatively impact the proliferation and survivorship of Parry's spineflower. Impacts to Parry's spineflower can be mitigated to a less than significant level. The proposed Project would not impact other special-status plants as no additional special-status species were observed and none have a moderate to high potential to occur within the Project site due to lack of suitable habitat. (**DEIR at 4.3-19**).

Threatened and Endangered Wildlife Species

Despite negative survey results, suitable habitat for burrowing owl (State candidate species for listing under the CESA) is present on site; therefore, this species may be impacted by Project implementation if present on site during construction. Crotch's bumble bee (State candidate for listing under the CESA) was observed on the Project site and may be impacted by Project implementation. The proposed Project will not impact any additional federally and/or state-listed wildlife species, as no additional listed species were observed during general biological surveys and none have moderate to high potential to occur on site based on lack of suitable habitat and the isolated nature of the site. These potential impacts are discussed in detail at **DEIR pages 4.3-19 to 4.3-21**.

To avoid direct impacts on burrowing owls, pre-construction clearance surveys, CDFW consultation, and best management practices as outlined in MM BIO-2, MM BIO-3A, and MM BIO-3B would be implemented. With implementation of the mitigation measures, direct impacts on burrowing owls, if present, would be reduced to less than significant. Additionally, a potentially significant impact could occur if burrowing owl is present adjacent to the Project site during nighttime construction that involves the use of lighting. Such impacts are potentially significant because lights could reduce burrowing owls' hunting success and make burrowing owls easier targets for predators. To avoid potential impacts on burrowing owl from nighttime construction and lighting, construction would occur during the day as outlined specifically in MM BIO-2(c).

Further, a potentially significant impact could occur if burrowing owl is present in the suitable habitat west of the Project site due to elevated noise, vibration, and dust levels generated by construction equipment. However, these disturbances are temporary and relatively short in duration, thus unlikely to affect burrowing owl behavior. In addition, as outlined in MM BIO-3A and MM BIO-3B, burrowing owl pre-construction surveys would include a 500-foot buffer around the Project site; therefore, burrowing owls occurring near to the site would be detected, if present. If burrowing owls are detected within 500 feet of the Project site, CDFW would be consulted for additional guidance. As such, impacts during Project construction are anticipated to be less than significant. Therefore, with adherence to MM BIO-1, MM BIO-3A, and MM BIO-3B, potential impacts to burrowing owl would be reduced to less than significant.

Prior to initial ground disturbing activities, as required by MM BIO-1(j), construction personnel would be provided training with instructions to follow in the event a Crotch's bumble bee nest is observed or suspected to be on site. In accordance with MM BIO-4A, pre-construction surveys would be conducted to locate any active Crotch's bumble bee nests within or adjacent to construction areas, if nests are detected, as required under MM BIO-4B. Avoidance and minimization measures as outlined in project-specific permits (i.e., CESA ITP) would be followed

to ensure unauthorized take does not occur. In addition to nests, impacts could occur to Crotch's bumble bee if a bee enters the Project site during active construction. In compliance with MM BIO-4C, a biological monitor would be present on site during removal of suitable nectar sources and if an individual is identified, would stop construction work to allow Crotch's bumble bee to move out of harm's way. MM BIO-1 would also require compliance with construction BMPs to further avoid or minimize the potential for direct adverse impacts to Crotch's bumble bee during construction activities.

Project implementation could still result in a potentially significant impact on Crotch's bumble bee through destruction or degradation of suitable habitat, including nectar sources and potential nest burrows located on the Project site. As set forth in MM BIO-4B, however, ITP compensatory mitigation shall be provided by one or more of the following mechanisms: 1) purchase of credits at a CDFW-approved conservation or mitigation bank (if available); 2) execution of a Mitigation Credit Agreement; or 3) Permittee-responsible mitigation land acquisition. Therefore, with mitigation, the removal of Crotch's bumble bee habitat on-site would not result in a substantial adverse effect on the species.

Indirect impacts on Crotch's bumble bee, if present adjacent to the Project site, could occur during construction due to elevated noise, vibration, and dust levels generated by equipment. These disturbances are temporary and relatively short in duration and are unlikely to affect Crotch's bumble bee behavior. As such, indirect impacts during Project construction are anticipated to be less than significant in this regard. Adherence with the mitigation measures listed above would ensure impacts to Crotch's bumble bee would be less than significant. It should be noted, if Crotch's bumble bee is no longer a candidate or listed species under CESA at the time of Project construction, then these mitigation measures would not be required. (**DEIR at 4.3-19 to 4.3-21**).

Special-Status Wildlife Species

As identified in **DEIR Table 4.3-1**, it was determined that six additional non-listed special-status wildlife species have a moderate to low-to-moderate potential to occur on the Project site: California horned lark, loggerhead shrike, prairie falcon, merlin, coast horned lizard, and Southern California legless lizard. Additionally, four non-listed special-status species were observed on-site; Cooper's hawk, coastal whiptail, Costa's hummingbird, and Lawrence's goldfinch. None of the special-status wildlife species identified above are federally or State listed as endangered or threatened. The Project's potential to impact species or indirectly impact foraging and movement behavior of species is discussed in detail at **DEIR pages 4.3-21 to 4.3-23**.

Suitable foraging habitat for Costa's hummingbird, Lawrence's goldfinch, California horned lark and loggerhead shrike is present within proximity to the Project site and is abundant throughout the region. In addition, as required by MM BIO-4B, compensatory habitat mitigation lands for Crotch's bumble bee are likely to also be suitable for these four non-listed avian species. As such, removal of suitable foraging habitat would be less than significant. However, Project construction activities could result in potentially significant impacts on nesting Costa's hummingbird, Lawrence's goldfinch, California horned lark and loggerhead shrike, if nests are present. Vegetation trimming or removal of suitable habitat within an active breeding territory could result in harassment, injury, damage or destruction of an active nest, and/or death of adults, eggs, and/or

young during construction activities. The Project would implement MM BIO-2, which would require best management practices including flushing species from the site prior to vegetation removal. Additionally, MM BIO-5A and MM BIO-5B would require compliance with California Fish and Game Code Sections 3503, 3503.5, and 3513, avoidance of nesting season if feasible, nesting bird surveys 3 days prior to site disturbance, and buffers to be established around active nests.

Indirect impacts on Costa's hummingbird, Lawrence's goldfinch, California horned lark, and loggerhead shrike, if present adjacent to the Project site, could occur during construction due to elevated noise, vibration, and dust levels generated by equipment. These disturbances are temporary and relatively short in duration and are unlikely to affect Costa's hummingbird, Lawrence's goldfinch, California horned lark, or loggerhead shrike behavior. As such, indirect impacts during Project construction are anticipated to be less than significant. Overall, with implementation of MM BIO-2, MM BIO-4B, MM BIO-5A, and MM BIO-5B, impacts to Costa's hummingbird, Lawrence's goldfinch, California Horned Lark and Loggerhead Shrike would be less than significant. Cooper's hawk, prairie falcon and merlin are not anticipated to nest on or immediately adjacent to the Project site and impacts on Cooper's hawk, prairie falcon, and merlin would be less than significant. Suitable nesting habitat is not present for any of these raptor species. Prairie falcon primarily nests on ledges and cliffs which are absent from the project site, and merlin is not known to nest in Southern California. The project site also lacks woodlands appropriate for Cooper's hawk nesting. (**DEIR at 4.3-22**).

Vegetation clearing and grading and other construction activities could result in harassment, injury, and/or death of coastal whiptail, coast horned lizard and Southern California legless lizard. Therefore, Project construction activities could result in a potentially significant impact on these special-status species, if present on site. As set forth in MM BIO-2 construction best management practices would be implemented. As outlined in MM BIO-6A and MM BIO-6B, pre-construction surveys for the special-status lizard species would be required, if identified and avoidance is not feasible, species would be relocated. Therefore, Project implementation would not result in potential direct harassment, injury, and/or mortality of coastal whiptail, coast horned lizard, and Southern California legless lizard and impacts would be less than significant with MM BIO-2, BIO-6A, and MM BIO-6B. (**DEIR at 4.3-23**).

Potential Significant Impact (Threshold 4.3-4): The EIR evaluated and concluded that the Project could 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.

Finding: Based on the entire record, the City Council finds that this impact is potentially significant, but can be mitigated to a less than significant level through implementation of Mitigation Measure BIO-5, as provided above. The Mitigation Measures are adopted and incorporated into the MMRP for the Project, and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than significant level. The impacts related to this issue area are discussed in detail in Section 4.3 of the DEIR. The following Mitigation Measures will mitigate Project-specific and cumulative impacts related to the movement of

native resident or migratory fish or wildlife species or established native resident or migratory wildlife corridors, or native wildlife nursery sites.

Mitigation Measures

Implement MM BIO-5.

Facts in Support of the Finding: The Project site does not function as part of a wildlife corridor. However, important connectivity corridors occur less than one mile north of the Project site in association with Lytle Creek Wash, which is identified in the Rialto General Plan as unique and valuable habitat. Due to the site's proximity to an important connectivity area, the Project area could potentially be used by wildlife as a refuge between larger areas of naturally occurring habitat. However, the Project site does not contain large areas of contiguous native vegetation and is surrounded by development. Therefore, only species capable of flight would be able to use the site as a stepping stone between habitats. Implementation of the Project would preclude the use of the site as a stepping-stone refuge. However, other nearby green spaces, such as Alec Fergusson Park, Sierra Lakes, and Roger Birdsall Park, provide suitable refugia for flight-capable species. As such, Project implementation would not substantially interfere with wildlife movement opportunities or a wildlife corridor, and impacts would be less than significant.

The Project has the potential to impact nesting migratory birds that have acclimated to urban life and nest and forage in the local trees and shrubs. The Project site contains habitat with the potential to support avian nests and impacts on nesting birds. The proposed Project has the potential to impact active bird nests if vegetation is removed or ground disturbing activities are initiated during the nesting season. The direct injury or death of a migratory bird due to construction or other disturbance that causes nest abandonment, nestling abandonment, or forced fledging would be considered a significant impact as impacts on nesting birds are prohibited by the MBTA and/or California Fish and Game Code Section 3503. The Project would implement MM BIO-5A, which would require compliance with California Fish and Game Code Sections 3503, 3503.5, and 3513, avoidance of nesting season if feasible, and nesting bird surveys three days prior to site disturbance, and MM BIO-5B, which would require buffers to be established around active nests. Adherence to MM BIO-5A and MM BIO-5B would ensure Project implementation would result in a less than significant impact to migratory birds. Therefore, the Project would not 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. (**DEIR at 4.3-23 to 4.3-24**).

Potential Significant Impact (Threshold 4.3-5): The EIR evaluated and concluded that the Project could conflict with local policies or ordinances protecting biological resources.

Finding: Based on the entire record, the City Council finds that this impact is potentially significant but can be mitigated to a less than significant level through implementation of Mitigation Measure BIO-3A, as discussed below. The Mitigation Measure is adopted and incorporated into the MMRP for the Project, and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than significant level. The impacts related to this issue

area are discussed in detail in Section 4.3 of the DEIR. The following Mitigation Measure will mitigate Project-specific and cumulative impacts relative to this issue area:

Mitigation Measures

Implement MM BIO-3A.

Facts in Support of the Finding: The Project site is within the Burrowing Owl Overlay Zone identified on the San Bernardino County Biotic Resources Map. However, the Project site has been subject to a variety of human disturbances and is bordered by industrial development. These disturbances have heavily impacted the natural plant communities, which reduces potential foraging and nesting/denning opportunities for wildlife species. Pursuant to San Bernardino County requirements, focused surveys and pre-construction surveys for burrowing owl are necessary to determine presence/absence within the Project site. Focused surveys have been conducted, and no burrowing owl individuals or active signs were observed during the general biological survey on October 29, 2024, nor during focused surveys between October 29, 2024, and January 31, 2025. Despite negative survey results, burrowing owl could forage, seek refuge, and/or breed on site in the future due to the presence of suitable habitat and burrows throughout the Project site. As set forth in MM BIO-3A, pre-construction clearance surveys for burrowing owls would be conducted in accordance with CDFW's Staff Report on Burrowing Owl Mitigation. As such, the Project would not conflict with the County of San Bernardino Biotic Resources Overlay Zones.

Rialto General Plan Policy 2-39.3 outlines continued support for the Delhi Sands Flower-loving Fly. It was determined the Project site does not contain suitable soils for Delhi Sands flower-loving fly. As such, protocol surveys are not required, and the Rialto General Plan policy related to this species is not applicable. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources. (**DEIR at 4.3-25**).

Cumulative Impacts

Past, present and reasonably foreseeable future projects are required to implement measures, as set forth in their respective CEQA documents, consistent with federal, State, and local regulations to avoid adverse effects to existing biological resources or to mitigate for significant impacts to these resources. The types of measures required for projects impacting protected habitat, species, and regulated resources can include avoidance, project design features, regulatory approvals, best management practices, and mitigation measures. With implementation of MM BIO-1 through MM BIO-6, the proposed Project would not cause a significant impact to biological resources. Mitigation would include construction BMPs to avoid potential impacts and disturbance to special status species, and Parry's spineflower, burrowing owl, nesting bird, Crotch's bumble bee, Coastal whiptail, Coast horned lizard, and Southern California legless lizard pre-construction surveys and avoidance measures. Project level impacts would be less than significant with the implementation of these measures and therefore would not contribute to a cumulative impact. Additionally, as discussed in this section, the Project site does not contain riparian habitat or any other water resources.

The Project site does not contain waters, including wetland waters, that are subject to federal jurisdiction under Section 404 of the CWA. The Project site is not located within a designated protected area, which may support species and habitats that are sensitive and rare within the region or may function as a migration corridor for wildlife. Lastly, the Project would not conflict with any local policies or ordinances protecting biological resources. Therefore, with the implementation of MM BIO-1 through MM BIO-6, the Project would not contribute to a cumulative effect on biological resources including sensitive species, protected habitat, or wetland resources. Therefore, the Project would not contribute to a cumulatively considerable impact. (**DEIR at 4.3-25 to 4.3-26**).

5.2.3 Cultural Resources

Potential Significant Impact (Threshold 4.4-1): The EIR evaluated and concluded that the Project could cause a substantial adverse change in the significance of an historical resource pursuant to Section 15064.5.

Findings: Potential impacts of the Project on cultural resources are discussed in Section 4.4 of the DEIR. Based on the entire record, the City Council finds there is the potential for impacts to historical resources and that this impact is potentially significant, but can be mitigated to a less than significant level through implementation of Mitigation Measures CUL-1 to CUL-5. These Mitigation Measures are adopted and incorporated into the MMRP for the Project, and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than significant level. The following Mitigation Measures will mitigate Project-level and cumulative impacts related to historical resources to below a level of significance:

Mitigation Measures

MM CUL-1: **Retention of Archaeologist**. Prior to issuance of any permit for ground-disturbing activities, the Project Applicant shall provide evidence to the City of Rialto (City) that a qualified professional archaeologist meeting Secretary of the Interior professional qualifications (Project Archaeologist) has been retained.

MM CUL-2: **Cultural Resources Management Plan**. Prior to any ground-disturbing activities the Project Archaeologist shall develop a Cultural Resource Management Plan (CRMP) to address the details, timing, and responsibilities of all archaeological and cultural resource activities that occur on the Project site. The CRMP shall be written in consultation with the Consulting Tribes and shall include the following: approved Mitigation Measures (MM)/ Conditions of Approval (COA), contact information for all pertinent parties, parties' responsibilities, procedures for each MM or COA, and an overview of the Project schedule.

MM CUL-3: **Cultural Resources Sensitivity Training**. A Cultural Resources Training shall be provided to all construction managers and construction personnel prior to commencing any ground disturbance work within the Project area. The training shall be prepared and conducted or overseen by the Project Archaeologist. The training content shall include, but is not limited to, information about any known cultural resources in Project area and vicinity and the process for inadvertent

discovery. The training may be discontinued when ground disturbance is completed. Construction personnel shall not be permitted to operate equipment within the construction area unless they have attended the training. The Qualified Archeologist or designated Archaeological Monitor and Monitoring Tribes' designated representatives shall attend the pre-grade meeting with the grading contractors to conduct the initial training and explain and coordinate the requirements of the Cultural Resource Management Plan.

MM CUL-4: **Archaeological Monitoring**. The Project Archaeologist shall monitor or supervise archaeological monitors (Monitors) for initial ground disturbing activities. After initial grading, should no cultural resources be present and/or subsurface soils indicate a low likelihood for significant intact resources, the Project Archaeologist shall have the ability to recommend archaeological monitoring be decreased or eliminated after initial ground-disturbing activities are complete, which shall be approved in writing by the City. Any such recommendation shall be specific to archaeological monitoring and not impact the implementation of Mitigation Measures TCR-1 and/or TCR-2.

MM CUL-5: **Inadvertent Discovery of Cultural Resources**. In the event that cultural resources are discovered during Project implementation, all earthwork and ground-disturbing activities shall halt within a buffer of the discovery established by the Project Archaeologist and the Project Archaeologist shall assess the nature and significance of the find. The Project Archaeologist shall coordinate with the City and identify whether the resource is potentially significant and if it requires further evaluation. Work on the other portions of the Project site outside of the buffered area may continue during this assessment period. If the cultural resources are Native American in origin, the Consulting Tribes must be immediately contacted and consulted regarding potential significance and treatment of the resource. Specifically, the Consulting Tribes shall be contacted, as detailed within Tribal Cultural Resources (TCR) Mitigation Measure 3, regarding any pre-contact finds and shall be provided information after the Project Archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regard to significance and treatment. For any potential significant cultural resources, the Project Archaeologist shall make recommendations to the City to avoid or mitigate impacts to the resource. If significant pre-contact cultural resources, as defined by CEQA, are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to the Consulting Tribes for review and comment, as detailed within TCR-1. The Project Archaeologist shall monitor the remainder of the Project and implement the Monitoring and Treatment Plan accordingly. Preservation in place (i.e. avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery to excavate the resource along with subsequent laboratory processing and analysis.

Disposition of significant Native American archaeological materials, such as reburial or curation by a qualified repository within San Bernardino County, shall be agreed upon by the City and Consulting Tribes. Any significant non-Native American archaeological material shall be curated at a public, non-profit institution with a research interest in the materials within San Bernardino County, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes. All identified cultural resources shall be recorded on appropriate California

Department of Parks and Recreation (CA DPR 523) series forms and evaluated for significance. All findings shall be included within a Monitoring Report drafted by the Project Archaeologist and submitted to the City and Consulting Tribes for review. Final copies of the Monitoring Report shall be submitted to the City, Consulting Tribes, and South Central Coastal Information Center (SCCIC).

Facts in Support of the Finding: The results of the record search at the South Central Coastal Information Center indicated that three cultural resources have been previously recorded within the Project area, with one historic age resource, CA-SBR-8696H (the Rialto Military Munitions Bunker Complex), partially located within the southwestern portion of the Project site. The record search results also identified 12 cultural resource studies that had been completed within the search area, four of which include a portion of the Project site. Three of the studies overlap with the Project site and focus on cultural resource CA-SBR-8696H; no other resources were identified. The fourth study was conducted in 2007 and analyzed the same area as the Project site. Again, the only resource identified was CA-SBR-8969H.

Resource CA-SBR-8696H is a historic-age resource originally recorded in 1996 and encompasses 2,822 acres including a World War II-era complex with 20 earth-covered bunkers, one of which is located within the boundaries of the Project site and was given the resource name Rialto Military Munitions Bunker Complex. Upon review of previous reports and site records, it was noted that different portions of the historic site were re-visited in 1997, 1998, 2006, and 2010, with the 1998 visitation resulting in a large-scale evaluation effort for the entirety of the site (**DEIR, Appendix E**). As a result of the 1998 evaluation, CA-SBR-8969H was not recommended eligible for listing in the National Register of Historic Places (NRHP) under any criteria. During the 2006 site visit, it was noted that much of the site had been destroyed by development and it was recommended that the site was not eligible for listing in the NRHP or the California Register of Historical Resources (CRHR). The site visit in 2010 noted additional destruction to the historic site and overall lack of integrity. None of the previous cultural resource studies conducted found resource CA-SBR-8969H eligible for listing in the NRHP or the CRHR.

The intensive-level pedestrian survey conducted of the Project site on April 9, 2024 for the DEIR, found the entire site highly disturbed due to prior grading and development with various instances of modern dumping and squatting observed (**DEIR at 4.4-7**). The field survey also confirmed the presence of resource CA-SBR-8696H at the Project site and noted the collapsing entry structure to the bunker and historic debris. As such, Kimley-Horn cultural staff concurred with the prior recommendations that CA-SBR-8696H is not eligible for listing in the NRHP or CRHR and further noted that the site does not meet the definition of a "Historical Resource" or "Unique Archaeological Resource" under CEQA. No new or other resources were identified at the Project site as a result of the survey.

In addition to the walkover survey, research within the National Register, California Register, National Historic Landmarks list, and other cultural databases revealed no other cultural resources. Historical aerial imagery was also reviewed for the presence of a potential resource. The imagery revealed development associated with the Rialto Military Munitions Bunker Complex and grading activities occurring in the northern and southern portions of the Project site from the 1980s through the 2000s. No other potential cultural resources were revealed.

Although the Project site was noted as highly disturbed due to prior grading and development, and no known NRHP or CRHR eligible historical resources were identified, there is the potential for Project implementation to unearth and impact unknown, subsurface cultural resources. Therefore, Mitigation Measure (MM) CUL-1 requires the retention of an archaeologist, MM CUL-2 requires the preparation of a Cultural Resource Management Plan for the Project, MM CUL-3 requires cultural sensitivity training, MM CUL-4 requires archaeological monitoring, and MM CUL-5 outlines appropriate protocol and treatment in the event a cultural resource is discovered. MM CUL-1 through MM CUL-5 would ensure that if an unknown cultural resource is unearthed during Project construction it would not result in a substantial adverse change in the significance of the resource. Therefore, potential impacts to historical resources pursuant to Section 15064.5 would be reduced to a less than significant level with mitigation. (**DEIR at 4.4-7 to 4.4-8**).

Potential Significant Impact (Threshold 4.4-2): The EIR evaluated and concluded that the Project could cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.

Finding: Based on the entire record, the City Council finds that this impact is potentially significant but can be mitigated to a less than significant level through implementation of Mitigation Measures CUL-1 to CUL-5. These Mitigation Measures are adopted and incorporated into the MMRP for the Project, and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than significant level. In addition, the City's Standard Condition SC CUL-1 is applicable to the Project. The impacts related to this issue area are discussed in detail in Section 4.4 of the DEIR. The following Mitigation Measures will mitigate Project-level and cumulative impacts related to archaeological resources to below a level of significance:

Mitigation Measure

CUL-1 to CUL-5 are applicable, as provided above.

Facts in Support of the Finding: As noted above, one cultural resource, the World War II-era complex CA-SBR-8696H, was identified as partially located within the southwestern portion of the Project site. In concurrence with prior recommendations, CA-SBR-8696H was found not eligible for listing in the NRHP or CRHR, and the site does not meet the definition of a "Historical Resource" or "Unique Archaeological Resource" under CEQA.

As discussed above, the April 9, 2024, intensive-level pedestrian survey conducted for the Project site found the entire site highly disturbed due to prior grading and development. The field survey confirmed the presence of CA-SBR-8696H at the Project site and noted the collapsing entry structure to the bunker and historic debris. No new or other cultural resources (including other architectural historical resources, prehistoric archaeological resources, or historic archaeological resources) were identified on the Project site as a result of the survey. Further, the extent of prior disturbance indicates there is low potential for intact buried cultural resources at the Project site.

Although low, there is the potential for Project implementation to unearth and impact an unknown, subsurface archaeological resource that could be determined a "Unique Archaeological Resource." Despite the low likelihood of discovery, if a "Unique Archaeological Resource" is discovered during the Project's ground-disturbing activities, a substantial adverse change in the significance of such a resource could occur. The Project would comply with MM CUL-1 through MM CUL-5, which would ensure the discovery of unrecorded cultural resources during construction activities would not result in potential impacts to archaeological resources pursuant to Section 15064.5 and impacts would be less than significant. (**DEIR at 4.4-8**).

Cumulative Impacts

For purposes of cumulative impact analysis to cultural resources, the geographic context for cumulative analysis of the Project is regional and considers both direct and indirect impacts over a wide area. This geographic scope of analysis is appropriate because the archaeological and historical resources within this area are expected to be similar to those that occur on the Project site due to their similar environment, geology, and hydrology. This discussion is focused on the Project's potential for resulting in site-specific impacts that could contribute to a cumulative loss. However, cultural resources impacts are site-specific and not generally subject to cumulative impacts unless multiple projects impact a common resource, or a significant affected resource extends off the site, such as a historic townsite or district. With this consideration, the cumulative analyses for historical and archaeological resources considers whether the Project, in combination with the past, present, and reasonably foreseeable projects, could cumulatively affect any common cultural resources.

The Project could result in potential site-specific impacts to unknown cultural resources discovered during Project construction, especially ground-disturbing activities. However, implementation of MM CUL-1 through MM CUL-5 would reduce the Project's incremental potential impacts to historical and archaeological resources to less than significant and ensure site-specific impacts to cultural resources would not be cumulatively considerable. Other projects within the cumulative study area also have the potential to result in damage and/or loss to unknown cultural resources. Similar to the proposed Project, past, present, and reasonably foreseeable projects in the City would be required to comply with all applicable State, federal, and local regulations concerning preservation, salvage, or handling of cultural resources. Therefore, the Project's contribution to cumulative impacts would be less than significant. Project construction has the potential to disturb unknown human remains.

Compliance with Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, as outlined in SC CUL-1, would require proper treatment in accordance with applicable laws for human remains and reduce potential site-specific impacts to less than significant. Similar to the proposed Project, past, present, and reasonably foreseeable projects in the City would also be required to comply with Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 which would reduce potential adverse impacts to human remains in the cumulative study area. Therefore, the Project's incremental effect is not cumulatively considerable when viewed in connection with the effects of other closely related past projects, the effects of other current projects, and the effects of probable future projects. Thus, cumulative impacts to cultural resources would be less than significant. (**DEIR at 4.4-9 to 4.4-10**).

5.2.4 Geology and Soils

Potential Significant Impact (Threshold 4.6-6): The EIR evaluated and concluded that the Project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Finding: Based on the entire record, the City Council finds that this impact is potentially significant but can be mitigated to a less than significant level through implementation of Mitigation Measure GEO-1. This Mitigation Measure is adopted and incorporated into the MMRP for the Project, and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than significant level. In addition, the City's Standard Condition SC GEO-1 is applicable to the Project. The impacts related to this issue area are discussed in detail in Section 4.6 of the DEIR. The following Mitigation Measure will mitigate Project level and cumulative impacts related to inadvertent destruction of a unique paleontological resource or site or unique geologic feature to below a level of significance:

Mitigation Measure

MM GEO-1 Paleontological Monitoring. Prior to the issuance of any grading permits, or any permit authorizing ground disturbance, the Project Applicant shall, to the satisfaction of the City of Rialto Community Development Director, demonstrate that a qualified paleontologist has been retained to respond on an as-needed basis to address unanticipated paleontological discoveries. A paleontologist is defined as an individual with an M.S./M.A. or Ph.D. in paleontology or geology who is familiar with paleontological procedures and techniques, and who is knowledgeable in the geology and paleontology of the area.

In the event that fossils or fossil-bearing deposits are inadvertently unearthed during excavation and grading activities, all earth disturbing activities within a 100-foot radius of the area of discovery shall be temporarily halted or diverted. The qualified paleontologist shall be contacted to evaluate the significance of the finding and determine an appropriate course of action in accordance with Society of Vertebrate Paleontology standards and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If in consultation with the paleontologist, City staff and the Project Applicant determine that avoidance is not feasible, the paleontologist shall prepare an excavation plan for reducing the effect of the Project on the qualities that make the resource important. The plan shall be submitted to the City for review and approval and the Project Applicant shall implement the approval plan.

Facts in Support of the Finding: The Project site's geologic setting is described in detail at **DEIR page 4.6-5 to 4.6-9**. A paleontological records search conducted by Western Science Center was prepared for the Project on May 13, 2024, which indicates that no known fossil localities have been recorded at the Project site (**DEIR, Appendix F3**). The Project site contains surface artificial

fill underlain by Holocene-aged younger alluvium. These Holocene alluvial deposits are considered too young to potentially yield paleontological resources. Therefore, the Project site's underlying soils have low paleontological sensitivity. As such, it is considered unlikely that unknown paleontological resources would be unearthed during Project implementation. However, if development requires any substantial depth of disturbance, the likelihood of reaching Pleistocene alluvial sediments would increase. (**DEIR at 4.6-13**).

In the event previously unknown paleontological resources are unearthed during Project construction, significant impacts could occur. MM GEO-1 requires the retention of a qualified paleontologist to monitor the site on an as-needed basis. With the implementation of MM GEO-1, potential impacts to paleontological resources would be reduced to a less than significant level.

Cumulative impacts related to paleontological resources are typically site-specific. The analysis herein determined that the proposed Project could result in potentially significant impacts related to the destruction of a previously unknown unique paleontological resource given that the Project site may contain soils conducive for such resources. MM GEO-1 would address this potential as it requires the retention of a qualified paleontologist for monitoring and therefore would reduce impacts to less than significant. Therefore, the Project would not result in incremental effects to paleontology that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. Therefore, with inclusion of MM GEO-1, the Project would not result in a cumulatively considerable impact. (**DEIR at 4.6-14 to 4.6-15**).

5.2.5 Greenhouse Gas Emissions

Potential significant impact (Threshold 4.7-2): The EIR evaluated and concluded that the Project could conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases (GHGs).

Finding: Based on the entire record, the City Council finds that this impact is potentially significant but can be mitigated to a less than significant level through implementation of Mitigation Measures AQ-2 through AQ-5 and GHG-1 through GHG-4. These Mitigation Measures are adopted and incorporated into the MMRP for the Project and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than significant level. In addition, LORs GHG-1 to GHG-7 are applicable to the Project. The impacts related to this issue area are discussed in detail in Section 4.7 of the DEIR. The following Mitigation Measures will mitigate impacts related to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases to below a level of significance:

Mitigation Measure

Implement MM AQ-2 to AQ-5 and:

MM GHG-1 On-Site Renewable Electricity Generation. Prior to the issuance of the final Certificate of Occupancy for the building tenant, documentation shall be provided to the City demonstrating that the Project has either: 1) installed solar photovoltaic (PV) panels or other source of renewable energy generation on the site, or 2) otherwise acquired energy from the local utility that has been generated by renewable sources, such that either option will provide 100 percent of the expected building load which is anticipated to be approximately 1.42 kilowatt hours per year [kWh/year] per square foot). Alternatively, the Project may achieve 100 percent of the building's expected energy load through a combination of on-site renewable energy generation and renewable energy purchase.

The final PV generation facility size requires approval by Southern California Edison (SCE). Should SCE limit the facility size, the amounts above shall be limited to the amount of SCE's approval. This mitigation measure applies only to tenant improvements and not the building shell approvals.

MM GHG-2 CALGreen Tier 2. Prior to the issuance of a building permit, the Project Applicant or successor in interest shall provide documentation to the City of Rialto Community Development Department, Building and Safety Division demonstrating that the Project is designed to meet or exceed 2022 CALGreen Tier 2 standards in effect at the time of building permit application.

MM GHG-3 Solid Waste Diversion. Prior to issuance of tenant occupancy permits, the Project operator shall designate a solid waste management coordinator and implement a waste management plan to recycle and/or salvage nonhazardous debris to achieve a minimum 75 percent diversion from landfills. The City of Rialto Community Development Department, Planning Division shall confirm that sales or lease agreements includes contractual language that obligates tenants, operators, or future owners to comply with the solid waste management plan. This mitigation measure applies only to tenant permits and not the building shell approvals.

MM GHG-4 Water Use Efficiency and Conservation Plan. The Project Applicant or designee shall implement a Water Use Efficiency and Conservation Plan that includes the following minimum requirements:

Indoor Conservation Features and Operations:

- Install low-flow Fixtures: Install low-flow toilets at 1.28 gallons per flush, faucets at 1.2 gallons per minute, showerheads at 1.8 gallons per minute, kitchen faucets at 1.8 gallons per minute. In common areas, install faucets at 0.5 gallon per minute and urinals at max of 0.25 gallon per minute/flush. (These fixtures use less water while maintaining efficient performance.)
- Install dual-flush toilets: These toilets offer two flush options: one for liquid waste less than 1 gallon per minute and another for solid waste at 1.28 gallons per minute. (This allows the appropriate use of water for flushing needs.)
- Use water-efficient appliances: The Project Applicant or designee shall install energy-efficient and water-saving appliances with the ENERGY STAR label only.

- Good housekeeping and regular maintenance: The Project Applicant or designee shall regularly check and maintain plumbing fixtures, irrigation systems, and appliances to ensure they are functioning efficiently and not wasting water.

Outdoor Conservation Features and Operations:

- Install only "Smart Irrigation Systems" for community landscaping: The Project Applicant or designee shall use smart sprinkler systems that adjust watering schedules based on weather conditions, soil moisture, and plant needs to avoid over or wasteful watering. The Project Applicant or designee shall also incorporate seasonal specific controls to ensure watering occurs during the most efficient times of day.
- Adjustable Water Pressure Regulator: The Project Applicant or designee shall install pressure regulators to maintain optimal water pressure, preventing overuse and leaks.
- Drought-tolerant landscaping: The Project Applicant or designee shall include native and drought-tolerant vegetation that requires less water to thrive and is known to survive in the City of Rialto. The Project Applicant or designee shall replace drought-tolerant landscaping if it dies through enforceable Project CC&Rs and/or tenant lease agreements.

Facts in Support of the Finding:

City of Rialto Climate Adaptation Plan Consistency

The Rialto Climate Adaptation Plan outlines goals to reduce energy consumption and GHG emissions to become a more sustainable community. The proposed Project would be required to comply with all building codes in effect at the time of construction, which include energy conservation measures mandated by Title 24 of the California Building Standards Code – Energy Efficiency Standards and the California Green Building Standards. Because Title 24 standards require energy conservation features in new construction (e.g., high-efficiency lighting, high-efficiency heating, ventilating, and air-conditioning [HVAC] systems, thermal insulation, double-glazed windows, water-conserving plumbing fixtures), these standards indirectly regulate and reduce GHG emissions. California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The most recent 2022 standards went into effect January 1, 2023. Further, the Project would comply with the Rialto General Plan policies and State Building Code provisions designed to reduce GHG emissions. The proposed Project would also comply with all SCAQMD applicable rules and regulations during construction and operation and would not interfere with the State's AB 32 goals. (**DEIR at 4.7-21**)

Consistency with SCAG RTP/SCS (Connect SoCal)

On April 4, 2024, SCAG's Regional Council adopted the 2024 - 2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) or Connect SoCal. The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. Under SB 375, SCAG's

RTP/SCS establishes GHG emissions goals to reduce GHG emissions in the region by eight percent from 2005 levels by 2020 and 19 percent by 2035.17

Implementation of the RTP/SCS would add 181,200 new miles of transit revenue service, 4,000 new miles of bike lanes and 869 new miles to the Regional Express Lane Network. Strategic investments in infrastructure and transportation would improve access to employment centers and stimulate regional economic growth and opportunity in historically underserved areas. Connect SoCal is an important planning document for the region, allowing public agencies to implement transportation projects in a coordinated manner while qualifying for federal and State funding. Connect SoCal also supports local jurisdictions in making informed land use planning and housing development decisions.

The RTP/SCS plans account for operations and maintenance costs to ensure reliability, longevity, and cost effectiveness. The RTP/SCS are also supported by a combination of transportation and land use strategies that help the region achieve State GHG emissions reduction goals and FCAA requirements, increased housing production, improved equity and resilience, the preservation of natural lands, improvement of public health, increased transportation safety, support for the region's vital goods movement industries and more efficient use of resources. GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore Project comparison to the RTP/SCS is an appropriate indicator of whether the Project would inhibit the post-2020 GHG reduction goals promulgated by the State. The Project's consistency with the Connect SoCal goals is provided in **DEIR Table 4.7-4: Connect SoCal Consistency**.

Compliance with applicable State standards would ensure consistency with State and regional GHG reduction planning efforts. The goals stated in the RTP/SCS were used to determine consistency with the planning efforts previously stated. As shown in **DEIR Table 4.7-4**, the Project would be consistent with the stated goals of the RTP/SCS. Therefore, the Project would not result in any significant impacts or interfere with SCAG's ability to achieve the region's GHG emission reduction target of 19 percent by the year 2035 or the post-2020 mobile source GHG reduction targets. (**DEIR at 4.7-21 to 4.7-22**).

Consistency with the 2022 CARB Scoping Plan

The 2022 Scoping Plan sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. The transportation, electricity, and industrial sectors are the largest GHG contributors in the State. The 2022 Scoping Plan plans to achieve the AB 1279 targets primarily through zero-emission transportation (e.g., electrifying cars, buses, trains, and trucks). Additional GHG reductions are achieved through decarbonizing the electricity and industrial sectors.

Statewide strategies to reduce GHG emissions in the latest 2022 Scoping Plan include implementing SB 100, which would achieve 100 percent clean electricity by 2045; achieving 100 percent zero emission vehicle sales in 2035 through Advanced Clean Cars II; and implementing the Advanced Clean Fleets regulation to deploy zero-electric (ZEV) vehicle buses and trucks. Additional transportation policies include the Off-Road Zero-Emission Targeted Manufacturer

rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, and Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation. The 2022 Scoping Plan would continue to implement SB 375. GHGs would be further reduced through the Cap-and-Trade Program carbon pricing and SB 905. SB 905 requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate carbon dioxide removal projects and technology.

As indicated in **DEIR Table 4.7-3**, approximately 93 percent of the Project's mitigated GHG emissions are from mobile sources that would be further reduced by the 2022 Scoping Plan measures. The City has no control over vehicle emission standards. However, these emissions would decline in the future due to Statewide measures discussed above, as well as cleaner technology and fleet turnover. Several of the State's plans and policies would contribute to a reduction in mobile source emissions from the Project. These include the following:

CARB's Advanced Clean Truck Regulation: Adopted in June 2020, CARB's Advanced Clean Truck Regulation requires truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8.

- **Executive Order N-79-20**: Executive Order N-79-20 establishes the goal for all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035 and all medium and heavy-duty vehicles will be zero-emission by 2045. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment "requiring increasing volumes" of new ZEVs "towards the target of 100 percent."
- **CARB's Mobile Source Strategy**: CARB's Mobile Source Strategy takes an integrated planning approach to identify the level of transition to cleaner mobile source technologies needed to achieve all of California's targets by increasing the adoption of ZEV buses and trucks.
- **CARB's Sustainable Freight Action Plan**: The Sustainable Freight Action Plan which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks. This Plan applies to all trucks accessing the Project site and may include existing trucks or new trucks that are part of the statewide goods movement sector.
- **CARB's Emissions Reduction Plan for Ports and Goods Movement**: CARB's Emissions Reduction Plan for Ports and Goods Movement identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories.

While these measures are not directly applicable to the Project, any commercial activity associated with goods movement would be required to comply with these measures as adopted. The Project would not obstruct or interfere with efforts to increase ZEVs or State efforts to improve system efficiency, nor conflict with the State's progress towards carbon neutrality under the 2022 Scoping

Plan. The Project would also not convert any Natural and Working Lands and/or decrease the urban forest carbon stock in the State, which are areas of emphasis in the 2022 Scoping Plan. In conclusion, the Project does not conflict with the applicable plans that are discussed above. Therefore, impacts would be less than significant with implementation of MM GHG-1 through MM GHG-4 and MM AQ-2 through MM AQ-5. (**DEIR at 4.7-24 to 4.7-25**).

5.2.6 Hazards and Hazardous Materials

Potential Significant Impact (Threshold 4.8-1): The EIR evaluated and concluded that the Project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Finding: Based on the entire record, the City Council finds that this impact is potentially significant, but can be mitigated to a less than significant level through implementation of Mitigation Measure HAZ-1. This Mitigation Measure is adopted and incorporated into the MMRP for the Project and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than significant level. The impacts related to this issue area are discussed in detail in Section 4.8 of the DEIR. The following Mitigation Measure will mitigate impacts related to hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials to below a level of significance:

Mitigation Measure

MM HAZ-1 Asbestos Survey and Lead-Based Paint Survey. Prior to approval of a demolition permit by the City of Rialto, an asbestos survey and a lead-based paint survey shall be conducted pursuant to applicable local, State, and federal laws. All asbestos-containing building materials shall be removed prior to structure demolition. Abatement or paint stabilization techniques shall be applied prior to demolition. Such measures shall include removal and stabilization of loose, flaking or peeling paint. Measures shall be taken to ensure that paint chips are not generated in the demolition process. All work shall be performed by an abatement contractor who is certified by the California OSHA Division of Occupational Safety and Health (Cal/OSHA) with properly trained and registered workers. All abatement techniques shall be in accordance with Cal-OSHA and U.S. Environmental Protection Agency (U.S. EPA) protocol and also in conformance with South Coast Air Quality Management District (SCAQMD) rules. All removed asbestos-containing building materials and lead-based paint shall be properly disposed of at a landfill certified to accept said materials, and waste shall be transported under the waste manifest by a certified waste transportation company. Once all of these materials have been removed, structure demolition may commence.

Facts in Support of the Finding:

Construction

The proposed Project would include the demolition of the ammunitions bunker and brick and mortar structure, which were constructed in the 1940s. Given the age of these structures, asbestos-

containing materials (ACMs) and lead-based paint (LBP) could be present. Demolition of structures could expose construction personnel to such materials unless proper precautions are taken to minimize exposure. The potential for release of ACMs and LBP during demolition would be considered a significant impact. Because exposure to such materials can result in adverse health effects in uncontrolled situations, regulations and guidelines pertaining to abatement of and protection from exposure to asbestos have been developed for demolition activities. Consistent with SCAQMD Rule 1403, MM HAZ-1 requires a pre-demolition survey to be conducted, and, if identified, ACMs and LBP would be removed and disposed of by qualified contractors in accordance with State regulations.

Project construction activities would involve the transport, use, and disposal of hazardous materials on and off of the Project site that include fuels, paints, mechanical fluids, and solvents. However, hazardous materials would not be present in such a quantity or used in a manner that would pose a significant hazard to the public. Use and storage of these potentially hazardous materials would be temporary and would cease upon completion of Project construction. Further, should a spill or other hazardous materials incident occur, construction staff would stop work and contact a qualified contractor that is well-versed in handling such a situation. All construction activities would be performed in compliance with the California OSHA Division of Occupational Safety and Health (Cal/OSHA) regulations. Therefore, due to the temporary nature of construction activities, with the implementation of MM HAZ-1 and compliance with applicable State and federal regulations, potential Project construction activities would be mitigated to a less than significant level. (**DEIR at 4.8-18**).

Operations

The proposed Project would include a speculative warehouse. While the future tenants of the building are not currently known, the Project is not anticipated to involve the routine transportation, use, or disposal of hazardous material. The proposed Project would be expected to use limited hazardous materials and substances, which would include cleaners, paints, solvents, and fertilizers and pesticides for site landscaping. Project operations would not create a significant impact through the transport, use, or disposal of hazardous materials since the facilities are required to comply with all applicable federal, State, and regional regulations which are intended to avoid impacts to the public and environment. These regulations of the U.S. EPA, the State Department of Health Services, and the SCAQMD ensure that hazardous materials/waste users, generators and transporters provide operational safety and measures to reduce threats to public health and safety. Therefore, given the insignificant amount of regularly transported hazardous materials and compliance with applicable State and federal regulations, Project operations would not create a significant impact through the transport, use, or disposal of hazardous materials. Impacts would be less than significant, and no mitigation would be required for operational impacts. (**DEIR at 4.8-18**).

The routine transport, use, and disposal of hazardous materials can result in hazards to people and the environment, due to the potential for accidental release. Such hazards are typically associated with certain types of land uses, such as chemical manufacturing facilities, industrial processes, waste disposal, and hazardous material storage and distribution facilities. At full buildout, the Project would include one warehouse building and associated infrastructure improvements. This

land use is not expected to use significant quantities of hazardous materials or to generate significant quantities of hazardous materials requiring transport. The routine transport, use, and disposal of these materials must adhere to federal, State, and local regulations for transport, handling, storage, and disposal of hazardous substances; such as the Hazardous Materials Transportation Act and Hazardous Materials Release Response Plans and Inventory Act, which address safe handling procedures and emergency response procedures in the event of an accidental release. Therefore, following compliance with applicable federal, State, and local regulations, Project operations would not result in a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant, and no mitigation would be required. (**DEIR at 4.8-19**).

Potential Significant Impact (Threshold 4.8-2): The EIR evaluated and concluded that the Project could 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.

Finding: Based on the entire record, the City Council finds that this impact is potentially significant but can be mitigated to a less than significant level through implementation of Mitigation Measures HAZ-2 through HAZ-4. These Mitigation Measures are adopted and incorporated into the MMRP for the Project and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than significant level. The impacts related to this issue area are discussed in detail in Section 4.8 of the DEIR. The following Mitigation Measures will mitigate impacts related to hazards to the public or the environment due to upset and accident conditions involving the release of hazardous materials into the environment to below a level of significance:

Mitigation Measures

MM HAZ-2 Munitions Monitor. Prior to issuance of grading permits, the Applicant shall submit proof to the City of Rialto Director of Community Development of the retainment of a munitions expert. A munitions expert must be an individual that is qualified to perform appropriate tasks per Department of Defense Explosives Safety Board Technical Paper-18 (DDESBP TP-18) standards. The munitions expert shall be onsite to monitor grading activities for unexploded ordinances (UXOs) and discarded military munitions (DMMs) and provide daily safety briefings before the start of construction. If UXOs are encountered during this process, the munitions expert shall have the authority to halt all or a portion of construction activities and contact the City of Rialto Police department at (909) 820-2550 to report and determine proper UXO handling and disposal. The munitions expert shall have the authority to halt all or a portion of construction activities at their discretion until such time that an encountered UXO is deemed properly disposed of.

MM HAZ-3 Soil Management Plan. Prior to the issuance of a grading permit, the Applicant shall submit a Soil Management Plan (or equivalent document) to be implemented for construction of the Proposed Project. The objective of the Soil Management Plan is to provide guidance for the proper handling, onsite management, and disposal of impacted soil that might be encountered during construction activities. The plan would include practices that are consistent with the

California Title 8, Occupational Safety and Health Administration (Cal-OSHA) regulations, as well as appropriate remediation standards that are protective of the planned use. Appropriately trained professionals would be on site during preparation, grading, and related earthwork activities to monitor soil conditions encountered. The Soil Management Plan would provide guidelines for the following:

- Identifying impacted soil
- Assessing impacted soil
- Soil excavation
- Impacted soil storage
- Verification sampling
- Impacted soil characterization and disposal

The plan shall outline how Project construction crews would identify, handle, and dispose of potentially contaminated soil; identify the qualifications of the appropriately trained professionals that would monitor soil conditions and conduct soil sampling during construction; coordinate laboratory testing; and oversee disposal. The Soil Management Plan shall also include requirements for documenting and reporting incidents of encountered contaminants, such as documenting locations of occurrence, sampling results, and reporting actions taken to dispose of contaminated materials. In the event that potentially contaminated soils were encountered within the footprint of construction, soils would be tested and stockpiled. The appropriate Certified Unified Program Agency (CUPA) would determine whether further assessment is warranted. The Soil Management Plan shall be submitted to the city and CUPA 45 days prior to the start of construction for review and approval.

MM HAZ-4 Contaminated Soil Treatment. If previously unidentified soil contamination is observed by sight or odor or indicated by testing by a qualified professional using a portable volatile organic compound analyzer during excavation and grading activities, excavation and grading within such an area shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up measures are implemented, as contained in the South Coast Air Quality Management District's Rule 1166, to make the area suitable for grading activities to resume. In the event contamination is found, the Applicant shall notify the San Bernardino County Fire Department and the South Coast Air Quality Management District, as applicable. The contaminated soil shall be evaluated and excavated/disposed of, treated in-situ (in-place), or otherwise managed and disposed of in accordance with all applicable federal, State, and local laws and regulations.

Facts in Support of the Finding:

Construction

The Phase I ESA (**Draft EIR, Appendix G1**) identified three RECs at the Project site: the Project site's location within the "160 Acre Area" and "Former Bunker Area" and off-site releases resulting in the Fireworks, Rockets, and Flares Superfund; the historical use of the site for munitions storage; and the unknown suspected use of the site by historic adjacent pyrotechnic facilities. The Phase II ESA (**Draft EIR, Appendix G2**) included a UXO review, geophysical survey, soil sampling and soil vapor sampling and evaluated whether significant releases of hazardous substances have occurred at the Project site including VOCs, organochlorine pesticides, and percolate.

A subsurface evaluation as part of the Phase II ESA included a focused survey, which did not identify the presence of UXOs or DMMs. However, because the survey could not evaluate the entire Project site due to physical limitations, there is still a potential of on-site UXOs and DMMs. Therefore, the proposed Project would implement MM HAZ-2, which would involve a munitions monitor during grading to properly handle and dispose of any encountered UXOs and DMMs.

Further, MM HAZ-3 would require the preparation of and compliance with a soil management plan. With implementation of MM HAZ-2 and MM HAZ-3, accident conditions involving the release of hazardous materials from Project construction would be reduced to a less than significant level.
Soil sampling and soil vapor sampling indicated that benzene was detected at generally low levels at 33 micrograms/m^3 and indicated that a residual benzene source likely does not exist at the Project site. Further, the levels of benzene observed in the soil vapor are commonly observed at commercial and industrial properties. Therefore, benzene in soil vapor does not pose a significant human health risk to indoor air via the vapor intrusion pathway.

The Phase II ESA concluded that the soil and soil vapor results do not suggest that the release of hazardous substances has occurred at the Project site that would result in contamination to the underlying groundwater. Although benzene was identified at low levels, to ensure impacts would be less than significant the Project would implement MM HAZ-4, which outlines compliance with Rule 1166 for previously unidentified soil contamination protocol during Project construction. With the implementation of MM HAZ-4, accident conditions involving the release of hazardous materials from Project construction would be reduced to a less than significant level.

The Project site was not determined to be a contributor to the plume that is the basis for the RFF Superfund site designation. Based on these results, the items previously identified as RECs have been revised to "de minimis" (of minimal environmental concern) conditions because they do not present a threat to human health or the environment. Therefore, with the implementation of MM HAZ-2 through MM HAZ-4, Project construction impacts concerning accidental release of hazardous materials would be less than significant with mitigation. (**DEIR at 4.8-19 to 4.8-20**).

Operations

The proposed Project would involve typical hazardous materials/chemicals associated with warehouse uses such as fuels, paints, mechanical fluids, cleaners, solvents, and fertilizers and pesticides for landscaping. However, the types and quantities of materials used and stored on site would not be of a significant quantity to create a reasonably foreseeable upset or accident. Additionally, any routine use, storage, and transport of hazardous materials during Project operations must adhere to federal, State, and local regulations for transport, handling, storage, and disposal of hazardous substances. Hazardous materials/chemicals such as fuels, cleaners, paints, solvents and fertilizers in low quantities do not pose a significant threat related to the release of hazardous materials into the environment. Therefore, Project operations would not result in the accidental release of hazardous materials. Operational impacts would be less than significant, and no mitigation is required. (**DEIR at 4.8-20**).

Potential Significant Impact (Threshold 4.8-4): The EIR evaluated and concluded that the Project is located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, could create a significant hazard to the public or the environment.

Finding: Based on the entire record, the City Council finds that this impact is potentially significant but can be mitigated to a less than significant level through implementation of Mitigation Measures HAZ-2 through HAZ-4. These Mitigation Measures are adopted and incorporated into the MMRP for the Project and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than significant level. The impacts related to this issue area are discussed in detail in Section 4.8 of the DEIR. The following Mitigation Measures will mitigate impacts related to hazards to the public or the environment due to upset and accident conditions involving the inclusion within a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 to below a level of significance:

Mitigation Measures

Implement MMs HAZ-2 to HAZ-4.

Facts in Support of the Finding: California Government Code Section 65962.5 requires DTSC to compile a list of hazardous waste facilities that are subject to corrective action. As previously addressed, the Project site is located in the southern portion of the "160-Acre Area" and the "Former Bunker Area" of the RFF Superfund site, which was identified as a REC in the Phase I ESA prepared for the Project. Therefore, a Phase II ESA was conducted which included an unexploded ordnance (UXO) review, geophysical survey, soil sampling and soil vapor sampling and evaluated whether significant releases of hazardous substances have occurred at the Project site including VOCs, organochlorine pesticides, and percolate. As previously discussed under Threshold 4.8-2, the Phase II ESA identified the potential presence of on-site UXOs and DMMs. Therefore, the proposed Project would implement MM HAZ-2 which would require a munitions monitor and MM HAZ-3 which would require a soil management plan.

Additionally, the Phase II ESA concluded that the soil and soil vapor results do not suggest that release of hazardous substances has occurred at the Project site that would result in contamination to the underlying groundwater. Although benzene was identified at low levels and would not pose a human health risk, the Project would implement MM HAZ-4, which outlines compliance with Rule 1166 for previously unidentified soil contamination protocol during Project construction. Overall, the Phase II ESA determined that the Project site would not be a contributor to the plume that is the basis for the RFF Superfund site designation. Therefore, although the Project site is located within the RFF Superfund site, based on the Phase II ESA findings and compliance with MM HAZ-2 through MM HAZ-4, implementation of the Project would not create a significant hazard to the public or the environment and impacts would be reduced to a less than significant level. (**DEIR at 4.8-21**).

Cumulative Impacts

Impacts associated with hazardous materials are often site-specific and localized. The EIR evaluates potential environmental concerns in connection with the Project site and surrounding area. The Environmental Data Resources, Inc. database reviews the findings of various governmental database searches regarding properties with known or suspected releases of hazardous materials or petroleum hydrocarbons within a search radius of up to one mile from the site and serves as the basis for defining the cumulative impacts study area. Although some of the cumulative projects and other future projects associated with community buildout also have potential impacts associated with hazardous materials, the environmental concerns associated with hazardous materials are typically site-specific, excluding the RFF Superfund, and would not be cumulatively significant. Concerning the RFF Superfund, the Project would not disturb the underlying affected groundwater plume as the Project is not anticipated to excavate to a depth of 400 feet below ground surface and, therefore, would not modify or expose the existing Eastern Plume below the Project site (**DEIR at 4.8-22**).

Each project is required to address any issues related to hazardous materials or wastes. Cumulative development projects would be required to assess potential hazardous materials impacts on the development site prior to grading. The Project and other cumulative projects would be required to comply with laws and regulations governing hazardous materials and hazardous wastes used and generated as described previously. Projects must adhere to applicable regulations for the use, transport, and disposal of hazardous materials and implement mitigation in compliance with federal, State, and local regulations to protect against site contamination by hazardous materials. Compliance with all applicable federal, State, and local regulations related to hazardous materials would ensure that the routine transport, use, or disposal of hazardous materials would not result in adverse impacts. Additionally, site-specific investigations would be conducted at sites where contaminated soils or groundwater could occur to minimize the exposure of workers and the public to hazardous substances.

Upon compliance with applicable federal, State, and local regulations governing hazardous materials, and implementation of MM HAZ-1, MM HAZ-2, MM HAZ-3, and MM HAZ-4, the potential risks associated with hazardous wastes would be reduced to a level of less than significant. The incremental effects of the proposed Project related to hazards and hazardous materials are anticipated to be minimal, and any effects would be site-specific. Therefore, the

Project would not result in incremental effects to hazards with respect to hazardous materials that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. Therefore, with inclusion of the above referenced Mitigation Measures, the Project would not result in cumulatively considerable impact to or from hazards or hazardous materials. (**DEIR at 4.8-22**).

5.2.7 Noise

Potential Significant Impact (Threshold 4.12-1): The EIR evaluated and concluded that the Project could generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Finding: Based on the entire record, the City Council finds that this impact is potentially significant but can be mitigated to a less than significant level through implementation of Mitigation Measure NOI-1. This Mitigation Measure is adopted and incorporated into the MMRP for the Project and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than significant level. The impacts related to this issue area are discussed in detail in Section 4.12 of the DEIR. The following Mitigation Measure will mitigate impacts related to noise increases to below a level of significance:

Mitigation Measure

MM NOI-1: Noise Shielding and Muffling. Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and muffling devices consistent with manufacturers' standards or the Best Available Control Technology, which achieve a noise reduction of 10 dBA or greater. All equipment shall be properly maintained, and the Applicant or Owner shall require any construction contractor to keep documentation on-site during any earthwork or construction activities demonstrating that the equipment has been maintained in accordance with manufacturer's specifications.

Facts in Support of the Finding:

Construction

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earthmovers, material handlers, and portable generators, can reach high levels. The nearest sensitive receptors are approximately 700 feet to the east and southeast of the Project site. Construction activities would include demolition, site preparation, grading, building construction, paving, and architectural coating, and infrastructure improvement. Such activities would require dozers, excavators, and concrete saws during demolition; graders, dozers, excavators, scrapers and tractors during site preparation and grading; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, and paving equipment during paving; air compressors during architectural coating; and excavators, pavers, dozers, and rollers during infrastructure improvements. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Noise generated by construction equipment, including earthmovers, material handlers, and portable generators, can reach high levels. (**DEIR at 4.12-16**).

Typical noise levels associated with individual construction equipment are listed in **DEIR Table 4.12-9: Typical Construction Equipment Noise Levels**. The Rialto Municipal Code (Municipal Code) does not establish quantitative construction noise standards. Therefore, this analysis uses the Federal Transportation Authority's (FTA's) threshold of 80 dBA (8-hour L_{eq}) for residential uses and 90 dBA (8-hour L_{eq}) for non-residential uses to evaluate construction noise impacts, as well as a review of any increase in ambient noise at nearby sensitive uses (i.e., residential use) by applying an ambient noise level increase threshold of 5 dBA. The noise levels identified in **DEIR Table 4.12-10: Project Construction Noise Levels**, show estimated unmitigated and mitigated exterior construction noise without accounting for attenuation from existing physical barriers. The nearest noise-sensitive receptors are the residential uses located 700 feet to the east and 700 feet to the southeast of the Project site. Additionally, the nearest non-noise sensitive use (i.e., industrial use) is located adjacent to the Project site. As shown in the table, unmitigated exterior construction noise levels could reach 87.5 dBA at the nearest non-noise sensitive use (i.e., industrial use) to the Project site. Therefore, unmitigated exterior construction noise levels at the nearest non-noise sensitive use would not exceed the FTA's 90 dBA L_{eq} threshold. (**DEIR at 4.12-16 to 4.12-17**).

Additionally, unmitigated exterior construction noise levels would range from 50.8 dBA to 64.6 dBA at the nearest noise sensitive uses (i.e., residential uses) to the Project site and the FTA's 80 dBA L_{eq} threshold would not be exceeded (**Table 4.12-10**). Unmitigated construction noise levels at the nearest sensitive uses, however, would exceed the ambient noise threshold during all phases of construction, with the exception of the architectural coating phase. Therefore, the Project would implement Mitigation Measure (MM) NOI-1 to reduce construction noise levels to levels that would not exceed the ambient noise thresholds. MM NOI-1 would require the proper maintenance of construction equipment and the installation of noise shielding/muffling devices. (**DEIR at 4.12-19**).

The Federal Highway Administration states that muffler systems can reduce noise levels by 10 dBA or more. As identified in **Table 4.12-10**, mitigated exterior construction noise levels at noise sensitive uses would not exceed the ambient noise thresholds. Construction equipment would operate throughout the Project site and the associated noise levels would not occur at a fixed location for extended periods of time. Although some sensitive uses may be exposed to elevated noise levels during Project construction, heavy construction equipment would be in motion and construction noise would be acoustically dispersed throughout the Project site (i.e., not concentrated in one area near sensitive uses). The City has set restrictions on construction hours to control noise impacts from construction activities. Municipal Code Section 9.50.070 states that construction activities may only take place between the hours of 7:00 AM and 5:30 PM on weekdays and between the hours of 8:00 AM and 5:00 PM on Saturdays from October 1 through April 30 and shall only occur between 6:00 AM and 7:00 PM on weekdays and between the hours of 8:00 AM and 5:00 PM on Saturdays from May 1 through September 30. The Project would be required to comply with the allowable hours of construction set in the Municipal Code. Project construction noise levels would not exceed the FTA or ambient noise thresholds with implementation of MM NOI-1 and impacts would therefore be less than significant. (**DEIR at 4.12-19**).

Operations

Implementation of the proposed Project would create new sources of noise. The major noise sources associated with the Project that would potentially impact existing and future sensitive receptors include the following: mechanical equipment, truck and loading dock noise, back-up alarms, parking areas, and off-site traffic noise. Municipal Code Section 9.50.050 identifies activities that are unlawful to engage in between the hours of 8:00 PM and 7:00 AM. This includes the loading or unloading any vehicle, or operate or permit the use of dollies, carts, forklifts, or other wheeled equipment that causes any impulsive sound, raucous or unnecessary noise within one thousand feet of a residence. However, Municipal Code Section 9.50.060 notes that sounds generated in commercial and industrial zones that are necessary and incidental to the uses permitted therein are exempt from the provisions of the Municipal Code Chapter 9.50 (Noise Control) including Section 9.5.050 (Controlled Hours of Operation). Additionally, all loading and unloading activities, including the operation of dollies, carts, and forklifts, would occur within the warehouse buildings while trucks are docked. Loading dock doors would also be surrounded with protective aprons, gaskets, or similar improvements that, when a trailer is docked, would serve as a noise barrier between the interior warehouse activities and the exterior loading area. This would attenuate noise emanating from interior activities, and as such, interior loading and associated activities would be permissible during all hours of the day. (**DEIR at 4.12-19 to 4.12-20**).

Mechanical Equipment. Potential stationary noise sources related to long-term operations would include mechanical equipment. Mechanical equipment (e.g., heating ventilation and air conditioning [HVAC] equipment) typically generates noise levels of approximately 52 dBA at 50 feet. HVAC units would be installed on the roof of the proposed warehouse building. The nearest residential sensitive receptors (residential uses to the east/southeast) would be located as close as 2,125 feet from the HVAC equipment at the Project site. At this distance mechanical equipment noise would attenuate to approximately 19.4 dBA, which is well below the City's normally

acceptable residential exterior noise standard (60 dBA). Operation of mechanical equipment would not increase ambient noise levels at sensitive receptors .

Additionally, industrial uses would be located approximately 115 feet southeast from the warehouse building and the mechanical equipment. At this distance, mechanical equipment noise levels would be approximately 44.8 dBA, which is well below the City's normally acceptable exterior noise standard (75 dBA) for general industrial land uses. Further, intervening structures are located between the proposed warehouse structure and the receptors to the east, which would further attenuate HVAC noise levels. Therefore, noise levels associated with mechanical equipment would not exceed the City's noise standards and noise impacts would be less than significant. (**DEIR at 4.12-20**).

Truck and Loading Dock Noise. During loading and unloading activities, noise would be generated by the trucks' diesel engines, exhaust systems, and brakes during low gear shifting braking activities; backing up toward the docks; dropping down the dock ramps; and maneuvering away from the docks. Loading or unloading activities would occur on the eastern side of the Project site next to the warehouse building. Typically, heavy truck operations generate a noise level of 70 dBA at a distance of 50 feet. The closest sensitive receptors would be the single-family residences located approximately 1,880 feet east of the nearest proposed loading areas. At this distance, heavy truck and loading dock noise levels would be 38.5 dBA, which would not exceed the City's normally acceptable residential exterior noise standard (60 dBA). Heavy truck operations would not increase ambient noise levels at sensitive receptors. Additionally, industrial uses would be located approximately 200 feet southeast from the proposed loading areas. At this distance, heavy truck and loading dock noise levels would be approximately 58.0 dBA, which is well below the City's normally acceptable exterior noise standard (75 dBA) for general industrial land uses. Heavy truck and loading dock noise levels at the nearest sensitive receptors would be further attenuated by intervening structures. Finally, loading dock doors would also be surrounded with protective aprons, gaskets, or similar improvements that, when a trailer is docked, would serve as a noise barrier between the interior warehouse activities and the exterior loading area. This would attenuate noise emanating from interior activities, and as such, interior loading and associated activities would be permissible during all hours of the day. Therefore, noise levels associated with trucks and loading or unloading activities would not exceed the City's noise standards and noise impacts would be less than significant. (**DEIR at 4.12-20 to 4.12-21**).

Back-Up Alarms. Medium and heady-duty trucks reversing into loading docks would produce noise from back-up alarms (also known as back-up beepers). Back-up alarms produce a typical volume of 97 dBA at one meter (3.28 feet) from the source. The closest sensitive receptors would be the single-family residences located approximately 1,880 feet east of the loading dock areas where trucks could be reversing and maneuvering. At this distance, exterior noise levels from back-up alarms would be approximately 41.8 dBA, which is below the City's normally acceptable residential exterior noise standard (60 dBA). Back-up alarms would not increase ambient noise levels at sensitive receptors. Additionally, industrial uses would be located approximately 200 feet southeast from the proposed loading areas where trucks could be reversing and maneuvering. At this distance, back-up alarm noise levels would be approximately 61.3 dBA, which is well below the City's normally acceptable exterior noise standard (75 dBA) for general industrial land

uses. Therefore, noise levels associated with back-up alarms would not exceed the City's noise standards and noise impacts would be less than significant. (**DEIR at 4.12-21**).

Parking Noise. The proposed Project would provide 365 passenger vehicle surface parking spaces and 398 truck trailer parking stalls. The Project would generate up to 200 trips during the peak hour. For the purpose of providing a conservative, quantitative estimate of the noise levels that would be generated from the vehicles entering and exiting the parking lots, the methodology recommended by FTA for the general assessment of stationary transit noise sources is used. Using FTA's reference noise level of 92 dBA SEL at 50 feet from the noise source, the Project's highest peak hour vehicle trips would generate noise levels of approximately 49.4 dBA L_{eq} at 50 feet from the parking lot. Parking lot noise would occur within the surface parking lots on the Project site. Parking lot noise occurs at the surrounding industrial uses under existing conditions. Parking lot noise would be consistent with the existing noise in the vicinity and would be partially masked by background noise from traffic along surrounding roadways. The closest sensitive receptors would be the single-family residences located approximately 710 feet east of the nearest parking area and east of Locust Avenue. At this distance, parking lot noise levels would be approximately 26.4 dBA, which is below the City's normally acceptable residential exterior noise standard (60 dBA). Parking lot activities would not increase ambient noise levels at sensitive receptors. Additionally, industrial uses would be located approximately 30 feet southeast from the parking areas. At this distance, parking lot noise levels would be approximately 53.8 dBA, which is well below the City's normally acceptable exterior noise standard (75 dBA) for general industrial land uses. Noise associated with parking lot activities is not anticipated to exceed the City's noise standards during operation. Therefore, noise impacts from parking lots would not exceed the City's noise standards and noise impacts would be less than significant. (**DEIR at 4.12-21 to 4.12-22**).

Off-Site Traffic Noise. Implementation of the Project would generate increased traffic volumes along nearby roadway segments. The Project would result in approximately 1,138 daily vehicle trips. In general, traffic noise level increases of less than 3-dBA is barely perceptible to people, while a 5-dBA increase is readily noticeable. Generally, traffic volumes on area roadways would have to approximately double for the resulting traffic noise levels to increase by 3 dBA. Therefore, permanent increases in ambient noise levels of less than 3 dBA are considered to be less than significant. The Opening Year "Opening Year With Project" and "Opening Year Without Project" scenarios are compared in **DEIR Table 4.12-11: Opening Year Traffic Noise Levels**. As shown in the table, roadway noise levels would range from 68.5 dBA CNEL to 70.7 dBA CNEL without the Project and between 69.1 dBA CNEL and 71.5 dBA CNEL with the Project. The "With Project" noise levels would result in a maximum increase of 1.2 dBA CNEL along North Locust Avenue (between Lowell Street to Persimmon Avenue). No significant impacts would occur and no mitigation is required for off-site traffic noise. (**DEIR at 4.12-22**).

5.2.8 Tribal Cultural Resources

Potential Significant Impact (Threshold 4.16-1): The EIR evaluated and concluded that the Project could cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: (a) listed or eligible

for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or (b) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency will consider the significance of the resource to a California Native American tribe.

Finding: Based on the entire record, the City Council finds that these impacts are potentially significant but can be mitigated to a less than significant level through implementation of Mitigation Measures MM CUL-2, MM CUL-3, MM CUL-5, and MM TCR-1 through MM TCR-3. These Mitigation Measures are adopted and incorporated into the MMRP for the Project, and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than significant level. The impacts related to this issue area are discussed in detail in Section 4.16 of the DEIR. The following Mitigation Measures will mitigate Project-level and cumulative impacts related to tribal cultural resources to below a level of significance:

Mitigation Measures

Implement MMs CUL-2, CUL-3 and CUL-5; and the following:

MM TCR-1 Native American Monitoring for Gabrieleño Band of Mission Indians – Kizh Nation. The Project Applicant shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of the first permit that would result in a "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

A copy of the executed monitoring agreement shall be submitted to the City of Rialto prior to the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. The agreement would also address the consideration of rotating monitoring with the Morongo Band of Mission Indians.

The monitor shall complete monitoring logs that provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs shall identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs shall be provided to the Project Applicant/City of Rialto upon written request to the Tribe. On-site tribal monitoring shall conclude upon one of the following (1) written confirmation to the Kizh

from a designated point of contact for the Project Applicant or City of Rialto that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the Project are complete; or (2) a determination and written notification by the Kizh to the Project Applicant or City of Rialto that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

MM TCR-2 Native American Monitoring for Morongo Band of Mission Indians. Prior to the issuance of the first permit that would result in a "ground-disturbing activity," the Applicant shall enter into a Tribal Monitoring Services Agreement with the Morongo Band of Mission Indians for the Project. The agreement would also address the consideration of rotating monitoring with the Gabrieleño Band of Mission Indians – Kizh Nation. The Tribal Monitor shall be on-site during all (or as deemed necessary) ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind). The Tribal Monitor shall have the authority to temporarily divert, redirect, or halt the ground-disturbing activities to allow identification, evaluation, and potential recovery of cultural resources. The Tribal Monitor can establish a buffer around the discovery.

MM TCR-3 Inadvertent Discovery of a Tribal Cultural Resource. The Consulting Tribes shall be contacted and informed of any pre-contact cultural resources discovered during Project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment (pursuant to Mitigation Measure [MM] CUL-5). Should the find be deemed significant, as defined by CEQA, the find shall be addressed to the protocols outlined in the Cultural Resources Management Plan from MM CUL-2. Any and all archaeological/cultural documents created as a part of the Project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the Project Applicant and the City of Rialto for dissemination to the Consulting Tribes.

Facts in Support of the Finding: In compliance with Public Resources Code Section 21080.3.1(b), the City provided formal notification to California Native American tribal representatives identified by the California Native American Heritage Commission. Native American groups may have knowledge about cultural resources in the area and may have concerns about the adverse effects of development on tribal cultural resources as defined in Public Resources Code Section 21074. It is unlikely that tribal cultural resources are present on the Project site, given the pedestrian survey results, record search results, Native American tribal consultations, review of archival and environmental data, and existing site disturbance. While low, there is the potential for tribal cultural resources to be inadvertently unearthed during excavation and grading activities. Therefore, Project construction activities could result in potential impacts to previously unidentified tribal cultural resources or human remains.

The Project would be subject to compliance with MM CUL-2, MM CUL-3, and MM CUL-5, which requires the preparation of a Cultural Resources Management plan to be approved by the Consulting Tribes, a cultural resource sensitivity training, and in the event a cultural resource is discovered, work shall cease within a 60 foot buffer and if the resource is Native American in origin, the Consulting Tribes shall be contacted regarding potential significance and treatment of the resource outlined in MM TCR-3. The Project would also be subject to compliance with MM

TCR-1, which requires the retention of a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation, MM TCR-2 which requires a Tribal Monitoring Services Agreement with the Morongo Band of Mission Indians, and MM TCR-3, which outlines protocol in the event of discovery of a tribal cultural resource, including compliance with the Cultural Resource Management plan outlined in MM CUL-2 and coordination with the Consulting Tribes. Additionally, the Project would comply with California State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, as outlined in SC CUL-1, which outlines procedures and treatment in the event human remains are discovered during excavation and disturbance activities. Therefore, compliance with the established regulatory framework and the mitigation measures outlined above would reduce potential impacts to tribal cultural resources to a less than significant level. (**DEIR at 4.16-7 to 4.16-8**).

Cumulative Impacts

For purposes of cumulative impact analysis to cultural and tribal resources, the geographic context for cumulative analysis is regional and considers both direct and indirect impacts over a wide area. However, the discussion is focused on a project's potential for resulting in site-specific impact that could contribute to a cumulative loss. Accordingly, impacts are site-specific and not generally subject to cumulative impacts unless multiple projects impact a common resource, or an affected resource extends off the site. With this consideration, the cumulative analyses for tribal cultural resources considers whether the Project, in combination with the past, present, and reasonably foreseeable projects, could cumulatively affect any common resource. The Project site does not contain any known tribal cultural resources. However, the potential exists for undiscovered tribal cultural resources to be adversely impacted during groundbreaking activities. In the event that a potential tribal cultural resource is found, the Project would implement measures to mitigate further damage to the found tribal resource. Therefore, Project impacts would be reduced to a less than significant level. In addition, future cumulative development projects have the potential to encounter/adversely affect tribal cultural resources. Potential tribal cultural resource impacts associated with other project development would be site-specific and would undergo environmental and development plan review in order to evaluate potential impacts. The combination of the proposed Project as well as past, present, and reasonably foreseeable projects would be required to comply with all applicable State, federal, and local regulations concerning preservation, salvage, or handling of cultural and tribal cultural resources, including compliance with required mitigation. This also includes project-by-project consultation with the appropriate tribal representatives to discuss mitigation measures that would be included to mitigate impacts to tribal cultural resources. Therefore, the Project's contribution to cumulative impacts would be less than cumulatively considerable. (**DEIR at 4.16-8**).

5.3 SIGNIFICANT AND UNAVOIDABLE IMPACTS OF THE PROJECT.

The City Council finds that additional feasible mitigation is not available to further reduce the following Project-level and cumulative impacts related to Greenhouse Gas Emissions to a less than significant level. Therefore, the following Project impacts are significant and unavoidable.

5.3.1 Greenhouse Gases

Significant and Unavoidable Impact (Threshold 4.7-1): The EIR evaluated and concluded that although changes or alterations have been required in, or incorporated into the Project which avoid or substantially lessen the Project's GHG emissions, the Project would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

Finding: Based on the entire record, the City Council finds that despite implementation of all feasible mitigation, the Project's GHG emissions are not capable of being mitigated to below a level of significance.

Mitigation Measures

Implement MM AQ-2 through MM AQ-5 and MM GHG-1 through MM GHG-4.

Facts in Support of the Finding:

Short-Term Construction Greenhouse Gas Emissions

The Project would result in direct emissions of CO_2, N_2O, and CH_4 from construction equipment and the transport of materials and construction workers to and from the Project site. The GHG emissions only occur during temporary construction activities and would cease once construction is complete. The total GHG emissions generated during the construction of the Project are shown in **DEIR Table 4.7-2: Construction-Related Greenhouse Gas Emissions**. The Project would result in the generation of approximately 1,315 $MTCO_2e$ throughout the course of construction. Construction GHG emissions are typically summed and amortized over a 30-year period and then added to the operational emissions. The Project's amortized construction emissions would be 44 $MTCO_2e$ per year. Once construction is complete, the generation of these GHG emissions would cease.

In response to the increase in warehouse development in California, the State of California Department of Justice issued a memorandum in March 2021, entitled *Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act* (Memorandum). The Memorandum encourages warehouse projects to implement certain best practices, one of which is that construction equipment not in use for more than three minutes be turned off. This Project will follow this best management practice. (**DEIR at 4.7-18**).

Long-Term Operational Greenhouse Gas Emissions

Operational or long-term emissions occur over the life of the Project. GHG emissions would result from direct emissions such as Project-generated vehicular traffic including passenger automobiles and trucks, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to, and wastewater from the Project, the emissions associated with solid waste generated from the Project, and any fugitive refrigerants from air conditioning or refrigerators. GHG emissions associated with the Project are summarized in **DEIR Table 4.7-3: Project Greenhouse Gas Emissions**. **Table 4.7-3** shows that the Project's unmitigated emissions would be approximately 11,596 $MTCO_2e$ annually from operations with amortized construction.

Therefore, Project-related GHG emissions would exceed the 3,000 $MTCO_2e$ per year threshold. The majority of the unmitigated GHG emissions (82%) are associated with non-construction related mobile sources. Emissions of motor vehicles are controlled by State and federal standards, and neither the Project Applicant nor the City has control over these standards. (**DEIR at 4.7-18**).

DEIR Section 4.2: Air Quality discusses numerous mitigation measures (MM) that would also reduce GHG emissions. For example, MM AQ-2 through MM AQ-5 have been identified to reduce operational emissions. MM AQ-2 requires the Project to use all-electric appliances, and end uses instead of natural gas appliance, as well as prohibits installation of natural gas utility lines or connections. MM AQ-3 requires landscape equipment to be 100 percent electric. MM AQ-4 requires the implementation of a Transportation Demand Management (TDM) program to reduce single-occupant vehicle trips and encourage public transit. MM AQ-5 requires outdoor cargo handling equipment to be zero emissions or alternatively fueled. Further, the Project would implement MMs GHG-1 through GHG-4. MM GHG-1 requires renewable energy to offset energy emissions. MM GHG-2 requires the Project to meet or exceed CALGreen Tier 2 standards to further improve energy efficiency. MM GHG-3 requires the Project to divert 75 percent of waste from landfills. MM GHG-4 requires the Project to implement a Water Use Efficiency and Conservation Plan. **DEIR Table 4.7-3** shows that implementation of these mitigation measures would reduce GHG emissions to 10,172 $MTCO_2e$. As previously noted, the majority of the Project's GHG emissions are generated by mobile emissions. The TDM program required by MM AQ-4 would reduce GHG emissions from commuting. (**DEIR at 4.7-19**).

Additional mitigation to reduce the Project's mobile emissions is not feasible due to the limited ability of the City to address emissions resulting from mobile sources and/or emissions generated by cars and trucks outside of the City's jurisdictional limits. As with all land use projects, the Project's mobile and transportation related GHG emissions are a function of two parameters: emissions control technology and vehicle miles traveled (VMT).

CARB is directly responsible for regulating mobile and transportation source emissions in the State. Regarding the first parameter, California addresses emissions control technology through a variety of legislation and regulatory schemes, including the State's Low Carbon Fuel Standard (Executive Order S-01-07) (LCFS), a regulatory program designed to encourage the use of cleaner low-carbon transportation fuels in California, encourage the production of those fuels, and therefore, reduce GHG emissions and decrease petroleum dependence in the transportation sector. The regulatory standards are expressed in terms of the "carbon intensity" of gasoline and diesel fuel and their substitutes. Different types of fuels are evaluated to determine their "life cycle emissions" which include the emissions associated with producing, transporting, and using the fuels. Each fuel is then given a carbon intensity score and compared against a declining carbon intensity benchmark for each year. Providers of transportation fuels must demonstrate that the mix of fuels they supply for use in California meets these declining benchmarks for each annual compliance period.

In 2018, CARB approved amendments to the LCFS, which strengthened the carbon intensity benchmarks through 2030 to ensure they are in-line with California's 2030 GHG emission reduction target enacted through SB 32. CARB is also implementing additional transportation sector regulations such as Advanced Clean Cars II, Advanced Clean Trucks, and Advanced Clean

Fleets. This ensures that the transportation sector is meeting its obligations to achieve California's GHG reduction targets. The Project would be required to comply with these regulations through vehicle manufacturer compliance. The State is also implementing legislation and regulations to address the second parameter affecting transportation related GHG emissions by controlling for VMT. Examples of this include SB 375, which links land use and transportation funding and provides one incentive for regions to achieve reductions in VMT, and SB 743, which discourages VMT increases for passenger car trips above a region-specific benchmark. Additional mitigation to further reduce the Project's non-mobile emissions would be speculative. The Project's mitigation measures address non-mobile emissions to the extent possible, by designing the warehouse building to provide environmental design features, incorporating energy and water conservation measures, and providing electrical, heating, ventilation, lighting, and power systems that meet or exceed CALGreen Standards. The State is addressing the remaining energy-related GHG emissions through SB 100 and SB 1020, which require 100 percent clean electricity retail sales by 2045.

Additionally, SB 905 requires the State to use carbon removal, carbon capture, utilization, and sequestration technologies and AB 1757 requires nature-based sequestration in natural working lands. (**DEIR at 4.7-20**). The Project would be required to comply with SCAQMD Rule 2305 which would directly reduce emissions or to otherwise facilitate emissions reductions. Alternatively, warehouse operators can choose to pay a mitigation fee. Funds from the mitigation fee will be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby. Although Rule 2305 focuses on air quality pollutant emissions, the rule would facilitate cleaner vehicles and supporting infrastructure that would also result in GHG reduction benefits. (**DEIR at 4.7-20 to 4.7-21**).

Warehouse owners and operators are required to earn WAIRE Points each year. WAIRE points are a menu-based system earned by emission reduction measures. Warehouse operators are required to submit an annual WAIRE Report, which includes truck trip data and emission reduction measures. WAIRE points can be earned by completing actions from a menu that can include acquiring and using natural gas, Near-Zero Emissions and/or Zero-Emissions on-road trucks, zero-emission cargo handling equipment, solar panels or zero-emission charging and fueling infrastructure, or other options. Conservatively, this analysis and the GHG emissions results presented in **DEIR Table 4.7-3** do not take credit for these potential reductions. Compliance with Rule 2305 would likely reduce emissions below what is currently analyzed. As shown in **DEIR Table 4.7-3**, mitigated GHG emissions would exceed the 3,000 $MTCO_2e$ per year threshold despite implementation of all feasible mitigation. Therefore, Project-related GHG emissions would be significant and unavoidable. (**DEIR at 4.7-21**).

Cumulative Impacts

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and TACs, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have much longer atmospheric lifetimes of one year to several thousand years that allow them to be dispersed around the globe. It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution

to the global GHG inventory. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. As discussed above, the Project-related GHG emissions would exceed the 3,000 $MTCO_2e$ threshold of significance despite implementation of MM GHG-1 through MM GHG-4 and MM AQ-2 through MM AQ-5 (refer to Section 4.2: Air Quality). As such, the Project would cumulatively contribute to a significant and unavoidable GHG impact. (**DEIR at 4.7-26**).

5.4 ALTERNATIVES TO THE PROPOSED PROJECT

The EIR analyzed four alternatives to the Project as proposed, and evaluated these alternatives for their ability to meet the Project's objectives. CEQA requires evaluation of alternatives that can reduce the significance of identified impacts and "feasibly attain most of the basic objectives of the Project." Thus, the Project objectives must be considered when the City Council is evaluating alternatives.

The DEIR evaluated a No Development Alternative (Alternative 1); Truck Trailer Parking Alternative (Alternative 2); Business Park Alternative (Alternative 3); and Reduced Warehouse Alternative (Alternative 4).

5.4.1 Alternative 1: No Development Alternative

Pursuant to CEQA Guidelines Section 15126.6(e)(3)(B), the "no project alternative" for a development project on identifiable property is the circumstance under which the proposed project does not proceed, and the discussion of the no project alternative must compare the environmental effects from the Project site remaining in its existing state, versus the environmental effects that would occur if the proposed Project is approved. Accordingly, under the No Development Alternative, the Project site would remain in its existing condition and no development would occur.

Because no construction or development would occur and the Project site would remain vacant under the No Development Alternative, no impacts would occur relative to most of the environmental issue areas evaluated within the DEIR. **(DEIR at 6-6 to 6-9)**. The No Development Alternative would not meet any of the Project objectives. **(DEIR at 6-9)**. Alternative 1 would fail to develop and operate a warehouse that maximizes efficient use of a vacant and underutilized site that is near available infrastructure, major freeways, and other industrial developments. Additionally, this alternative would not provide infrastructure improvements including street and sidewalk improvements, undergrounding existing utilities, and drainage and water quality treatment improvements on Lowell Street and Locust Avenue. Finally, Alternative 1 would also fail to provide expanded economic activity to the City and would also not provide additional employment opportunities. Finally, Alternative 1 would not generate any income to cover the carrying costs necessary to cover the taxes and related expenses. This would conflict with the City's goals of expanding its economic base and providing greater economic opportunity to the City's residents. **(DEIR at 6-9)**.

Finding: Based on the entire record, the City finds that the No Development Alternative would reduce the environmental impacts associated with the Project. However, the

No Development Alternative would not realize any of the Project objectives by maintaining the site in its existing condition without development as an attractive warehouse building and without providing local employment.

5.4.2 Alternative 2: Truck Trailer Parking Alternative

Under the Truck Trailer Parking Alternative, the Project site would be developed as an approximately 40-acre trailer truck and truck-mounted container storage parking facility. The Project site has a Rialto Airport Specific Plan land use designation of General Manufacturing (I-GM), which permits land uses including wholesale and warehousing operations. Under this alternative scenario, no warehouse uses are assumed. Trucks and trailers would be parked while waiting to be moved to and from off-site locations such as nearby warehouse facilities in instances where there are scheduled delays related to trailer drop off or pick up. The Truck Trailer Parking Alternative would include a one-story, 1,500 sf ancillary free-standing small security office building, 15 passenger vehicle parking stalls for employees, and 960 truck trailer parking spaces. Alternative 2 would represent a reduction of 663,359 sf of building area compared to the proposed Project. (**DEIR at 6-10**).

Like the Project, this alternative assumes that the entire Project site would be graded. Therefore, for environmental issues tied to Project site disturbance, they would be the same for the Project and Alternative 2, and therefore, there would be no change in the significance of the potential impacts. This would be the case for the topics of biological resources, cultural resources, geology and soils, hazards and hazardous materials, and tribal cultural resources, which would be mitigated to a less than significant level. Similarly, this would also be the case for hydrology and water quality and mineral resources, which would be less than significant. Neither Alternative 2 nor the Project would result in significant aesthetic impacts. Although the building square footage associated with Alternative 2 would decrease, the remaining Project site area would be developed with truck trailer parking and site landscaping. With respect to traffic, Alternative 2 is expected to result in an increase in average daily trips compared to the Project. Alternative 2 would likely result in greater VMT impacts than the proposed Project. Alternative 2 assumes the construction of a facility that is 663,359 sf smaller than the proposed Project. Therefore, a shorter construction schedule, a less intensive site preparation and grading phase of construction, and the use of less construction materials and equipment is anticipated. Accordingly, construction air quality emissions, GHG emissions, energy usage and noise levels would be lower than the proposed Project. However, the increase in average daily trips associated with Alternative 2 would likely result in greater operational air quality emissions, energy usage, GHG emissions, and noise impacts. As with the proposed Project, energy usage impacts would be less than significant, air quality emissions and noise impacts would still be less than significant with mitigation incorporated, and GHG emission impacts would be significant and unavoidable despite implementation of mitigation.

Alternative 2 would fail to develop and operate a warehouse that maximizes efficient use of a vacant and underutilized site that is near available infrastructure, major freeways, and other industrial developments as set forth in Project Objectives 1 through 5. Alternative 2 would provide infrastructure improvements and would provide expanded economic activity to the City and would also provide additional employment opportunities. This alternative would still contribute to the City's goal of positively contributing to the economy through new capital investment, expansion

of the tax base, and creation of new employment opportunities but to a lesser degree than the proposed Project. (**DEIR at 6-14 to 6-15**).

Finding: This alternative would meet some of the Project objectives. However, it would not reduce or avoid any of the significant and unavoidable impacts that would occur under the Project, and may in fact result in worsened transportation impacts due to increased trip generation, as well as corresponding increases in operational air quality emissions, energy usage, GHG emissions, and noise impacts. Therefore, the Truck Trailer Parking Alternative is rejected as infeasible.

5.4.3 Alternative 3: Business Park Alternative

Under the Business Park Alternative, the Project site would be developed as a 667,000-sf business park consisting of multi-tenant, free-standing small buildings with office/commercial-related uses. The Business Park Alternative would accommodate a variety of uses including commercial, flexible office space, meeting rooms, or event space. The buildings would be one story and building height would be consistent with development standards included in the Rialto Airport Specific Plan. Under the Business Park Alternative scenario, no warehouse uses are assumed. Therefore, no truck trailer parking would be provided, and individual buildings would not have dock doors for large trucks. All employee and visitor parking would be provided on the Project site, with 2,224 passenger vehicle parking stalls assumed to be provided for employees. The parking requirements for the Rialto Airport Specific Plan are based on the Municipal Code and would be calculated for administrative/office uses. Alternative 3 would result in an increase of 1,859 passenger vehicle parking spaces and a reduction of 398 truck trailer parking spaces when compared to the proposed Project. (**DEIR at 6-15**).

The Project site has a General Plan land use designation of General Industrial and has a Rialto Airport Specific Plan land use designation of I-GM. Under this alternative scenario, a General Plan Amendment to Business Park would be required. Table 8 of the Rialto Airport Specific Plan identifies permitted uses within the I-GM land use designation, including manufacturing and processing, warehousing and distribution, chemical or petroleum products processing and refining, heavy equipment operations, and similar uses. A business park is not a permitted use or a conditionally permitted use in the I-GM land use designation. Business and commercial uses are permitted under several Specific Plan land use designations including Office/Freeway Commercial (O/FC), Airport-Related Planned Industrial Development (I-AR). Therefore, Alternative 3 would require additional discretionary permits/approvals including a Specific Plan Amendment to allow for the development of a business park on the Project site. (**DEIR at 6-16**).

As with the proposed Project, energy usage impacts would be less than significant, air quality emissions and noise impacts would still be less than significant with mitigation incorporated, and GHG emission impacts would be significant and unavoidable despite implementation of mitigation. (**DEIR at 6-21**). This is because Alternative 3 would result in an increase in average daily trips compared to the proposed Project. Alternative 3 would generate 8,297 daily trips when compared to the 1,138 daily trips, including 455 truck trips (1,908 daily PCE trips) for the proposed Project. As such, Alternative 3 would result in greater GHG emissions compared to the Project during operations. (**DEIR at 6-17**).

Alternative 3 would fail to develop and operate a warehouse that maximizes efficient use of a vacant and underutilized site that is zoned for industrial uses and that is near available infrastructure, major freeways, and other industrial developments. Alternative 3 fails to meet most of the Project's basic objectives because Alternative 3 does not propose a warehouse, which is the Applicant's proposed use for the Project site and in conformance with existing zoning. Development of the site as a business park would require a General Plan Amendment and Specific Plan Amendment. However, Alternative 3 would provide expanded economic activity to the City and would also provide additional employment opportunities. This alternative would also provide infrastructure improvements including street and sidewalk improvements, undergrounding of existing utilities, and drainage and water quality treatment improvements on Lowell Street and Locust Avenue similar to the Project. Alternative 3 would also not conflict with the City's goals of expanding its economic base and providing greater economic opportunity to the City's residents. This alternative would still contribute to the City's goal of positively contributing to the economy through new capital investment, expansion of the tax base and creation of new employment opportunities.(**DEIR at 6-20 to 6-21**).

Finding: This alternative would meet some of the Project objectives. This alternative would result in similar impacts compared to the Project, although it would not avoid the significant and unavoidable GHG emissions impact; in fact, GHG emissions under Alternative 3 would be proportionally greater than the proposed Project due to the increased average daily trips. Because this alternative would not meet the Project objectives and would exacerbate the significant and unavoidable GHG impact that would occur under the proposed Project, the Business Park Alternative is rejected as infeasible.

5.4.4 Alternative 4: Reduced Warehouse Alternative

The proposed Project would result in significant unavoidable GHG emissions. To reduce GHG impacts to a less than significant level, Alternative 4 would reduce the proposed warehouse size by approximately 71 percent, which is equivalent to a 193,220-sf warehouse with 4 dock doors and 137 passenger vehicle parking spaces. Like the proposed Project, Alternative 4 would have 398 truck trailer parking spaces. Alternative 4 would result in a reduction of 471,639 sf of building area when compared to the proposed Project. The implementation of Alternative 4 would not use the entire 40-acre Project site. This alternative assumes the truck trailer parking in the same location as assumed for the proposed Project. When compared to the proposed Project site plan, approximately one-half or more of the warehouse site (the southern portion of the site) would not be developed and would remain vacant. (**DEIR at 6-21**).

For environmental issues where Project site disturbance would be the same for the proposed Project and Alternative 4, there would be no change in the significance of potential impacts. This would be the case for the topics of biological resources, cultural resources, geology and soils, hazards and hazardous materials, and tribal cultural resources which would be mitigated to a less than significant level. Similarly, this would also be the case for hydrology and water quality and mineral resources, which would be less than significant. Neither Alternative 4 nor the Project would result in significant aesthetic impacts. Although the building square footage associated with

Alternative 4 would decrease and parking and landscaping would be provided, the southern portion of the Project site would not be developed and would remain vacant. With respect to traffic, Alternative 4 would result in a decrease in average daily trips and would result in lower VMT impacts than the proposed Project. Therefore, like the proposed Project, transportation impacts from Alternative 4 would be less than significant. The reduction in square footage and average daily trips of Alternative 4 would likely result in lower air quality emissions, energy usage, GHG emissions, and noise impacts. A shorter construction schedule, a less intensive site preparation and grading phase of construction, and the use of less construction materials and equipment is anticipated. Accordingly, construction air quality emissions, GHG emissions, energy usage and noise levels would be lower than the proposed Project. Further, the reduction in average daily trips associated with Alternative 4 would reduce operational air quality emissions, energy usage, GHG emissions, and noise impacts. As with the proposed Project, energy usage impacts would be less than significant and air quality emissions and noise impacts would still be less than significant with mitigation incorporated. Under Alternative 4, GHG emissions would be reduced to a less than significant level, while the proposed Project would result in a significant and unavoidable impact. (**DEIR at 6-26**).

Among the factors that may be taken into account when addressing the feasibility of alternatives are attaining project objectives, site suitability and economic viability. Alternative 4 would not meet Project Objective 2 because the construction of a 193,200-sf warehouse, which is more than 71 percent smaller than the proposed Project on less than half of the 40-acre site, does not maximize "the efficient use of a vacant and underutilized and environmentally constrained site." Further, Alternative 4 would not meet Project Objective 5 because a substantially smaller warehouse would have a different tenant base than would be associated with the size of the proposed Project; it may not be "an attractive development" that would "attract quality tenants" and "be competitive with other similar facilities in the region." The significant reduction in total square footage presented in Alternative 4 is of a magnitude that is sufficiently severe as to render this alternative impractical. Furthermore, Alternative 4 would not generate adequate income to cover the carrying costs necessary to cover the taxes and related expenses. Finally, Alternative 4 would not qualify for the necessary financing to develop because of the low returns on investment based on the limited size of the facility and the high costs of remediating and developing on an environmentally contaminated site. Based on the significantly reduced scope, Alternative 4 only partially meets the remaining Project Objectives. Alternative 4 would provide infrastructure improvements including street and sidewalk improvements, undergrounding of existing utilities, and drainage and water quality treatment improvements on Lowell Street and Locust Avenue, but potentially reduced in scale due to the smaller warehouse and development footprint. Additionally, the Reduced Warehouse Alternative would provide expanded economic activity to the City and provide additional employment opportunities, but to a substantially lesser degree than the proposed Project because it would be approximately 71 percent smaller. Alternative 4 would not conflict with the City's goals of expanding its economic base and providing greater economic opportunity to the City's residents, but it would do so to a lesser degree than the proposed Project due to the reduced scale of the warehouse. (**DEIR at 6-25 to 6-26**).

Finding: This alternative would partially meet some of the Project objectives and would avoid the significant and unavoidable GHG emissions impact. However, because the reduced size of this alternative would not meet all of the project objectives,

maximize the productivity of the site and have limited economic viability, the Reduced Warehouse Alternative is rejected as infeasible.

5.4.5 Environmentally Superior Alternative

Based on the summary of information presented in **Draft EIR Table 6-4, Summary of Proposed Project and Alternatives Impacts,** the environmentally superior alternative is Alternative 1: No Development Alternative. Because Alternative 1 would leave the Project site unchanged and would not have the construction or operational impacts that would be associated with the Project, Alternative 1 would avoid all impacts as compared to the Project or any of the other alternatives.

CEQA Guidelines Section 15126.6(e)(2) states that if a "no project" alternative is found to be environmentally superior, "the EIR shall also identify an environmentally superior alternative among the other alternatives." Aside from the No Development Alternative, Alternative 4: Reduced Warehouse Alternative would have the least environmental impacts because it would incrementally reduce all impacts and avoid the significant and unavoidable GHG impact that would occur under the proposed Project.

However, while the Reduced Warehouse Alternative is the environmentally superior alternative, it would fail to meet two Project objectives and only partially meets the remaining Project objectives. (**DEIR at 6-29 to 6-30**).

6.0 STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA and the CEQA Guidelines Section 15093 provide, in part, the following:

(a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

(b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

(c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the Notice of

Determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

The City of Rialto, having reviewed and considered the information contained in the Final EIR for the Project, Responses to Comments and the public record, adopts the following Statement of Overriding Considerations that have been balanced against the unavoidable adverse impacts in reaching a decision on this Project.

To the extent that the significant effects of the Project are not avoided or substantially lessened to below a level of significance, the City of Rialto, having reviewed and considered the information contained in the EIR and the public record, and having balanced the benefits of the Project against the unavoidable effects which remain, finds that such unmitigated effects to be acceptable in view of the following overriding considerations. The City finds that any one of these Project benefits standing alone would be sufficient to sustain the Statement of Overriding Considerations:

1. All feasible mitigation measures have been imposed to lessen Project impacts to less than significant levels; and furthermore, alternatives to the Project are infeasible because while they have similar or less environmental impacts, they do not provide the benefits of the Project, or are otherwise socially or economically infeasible when compared to the Project, as described in this Findings of Fact.

2. The Project will provide electric passenger car charging infrastructure.

3. The Project has committed, by way of binding enforceable mitigation, to provide 100 percent of the expected building's energy load from a combination of on-site renewable energy generation such as solar photovoltaic panels and/or renewable energy purchase.

4. The Project will develop a currently vacant and underutilized site that is environmentally constrained due to its location within the former bunker area of the larger Rockets, Fireworks, and Flares Superfund site, and will ensure the careful and thorough removal of any unexploded ordinances and discarded military munitions that may be present on the site prior to development, thus resulting in reduced hazards and increased safety for the surrounding community.

5. The Project will provide infrastructure improvements including street and sidewalk improvements to Lowell Street and Locust Avenue, undergrounding of existing utilities, and drainage and water quality treatment improvements.

6. Construction spending will create a one-time stimulus to the local and regional economies.

7. The Project will enhance the City's fiscal health through increased property taxes, sales taxes, and other local revenue streams. These revenues will support essential public services such as public safety, parks, and infrastructure maintenance.

8. Approval of the Project will create local and regional employment-generating opportunities for citizens of the City and surrounding communities. Specifically, approval of the Project is expected to create approximately 557 new jobs, in addition to temporary construction jobs.

9. The Project would meet the needs of the growing logistics sector and will attract similar business that can expedite the delivery of essential goods to consumers and businesses in the City and region, thereby fostering long-term economic growth.

10. Approval of the project will contribute towards maximizing employment opportunities within the City to improve the jobs-housing balance, typically viewed as housing rich and job poor, which would help to reduce systemic unemployment within the City.

11. The Project is strategically located in close proximity to three major freeways (State Route 210, Interstate 215 and Interstate 15) and the ports of Los Angeles and Long Beach, thereby improving the efficiency of movement of goods and a reduction in vehicle miles traveled.

12. By optimizing goods movement, the Project will indirectly reduce inefficiencies in the transportation system, which benefits local communities through improved access to goods and services.

13. The Project is consistent with, and will contribute to achieving the goals and objectives established by the General Plan. Implementing the City's General Plan as a policy is a legal and social prerogative of the City.

Although only one significant impact remains, the City will mitigate the significant adverse impacts to greenhouse gas emissions to the maximum extent practicable. In its decision to approve the Project, the City has considered the Project benefits to outweigh the one significant and unavoidable environmental impact.

7.0 CERTIFICATION OF FINAL EIR

The City declares that no new significant information as defined by the CEQA Guidelines Section 15088.5, has been received by the City after circulation of the EIR that would require recirculation. The City certifies that the Final EIR was prepared in compliance with CEQA and the CEQA Guidelines and that the City has complied with CEQA's procedural and substantive requirements. The City further certifies that it has reviewed and considered the EIR in evaluation the Project and that the EIR reflects the independent judgment and analysis of the City.

As the decision-making body for approval, the City has reviewed and considered the information contained in the Findings and supporting documentation. The City determines that the Findings contain a complete and accurate reporting of the unavoidable impacts and benefits of the Project as detailed in the Statement of Overriding Considerations.

Accordingly, the City certifies the Final EIR for Project based on the findings and conclusions discussed below.

8.0 FINDINGS

Per Guidelines Section 15091, the Project would have the potential for creating significant adverse impacts. These significant adverse environmental impacts have been identified in the EIR and will require mitigation as set forth in the Findings. However, the Project will have significant adverse impacts even following adoption of all feasible mitigation measures that are required by the City. The following significant environmental impact has been identified in the Final EIR and will require mitigation but cannot be mitigated to a level of insignificance:

Greenhouse Gas Significant Unavoidable Impact

After mitigation, the Project would still exceed the applied threshold of 3,000 MT CO_2e per year, at approximately 10,172 $MTCO_2e$. No feasible mitigation measures exist beyond those already identified that would reduce these emissions to levels that are less than significant. Therefore, even with the incorporation of mitigation, long-term impacts associated with a cumulatively considerable increase in GHG emissions would be significant and unavoidable.

Conclusions

1. Except as to GHG emissions, all other potentially significant Project-level and cumulative environmental impacts from the implementation of the proposed Project have been identified in the EIR and, with implementation of the mitigation measures identified, will be mitigated to less than significant.

2. The No Development, Truck Trailer Parking, Business Park and Reduced Warehouse Alternatives have been considered and rejected in favor of the proposed Project.

3. Environmental, economic, social, and other considerations and benefits derived from the development of the Project override and make infeasible any alternatives to the Project or further mitigation measures beyond those incorporated into the Project.

9.0 ADOPTION OF MITIGATION MONITORING AND REPORTING PROGRAM

Pursuant to Public Resources Code Section 21081.6, the City hereby adopts, as conditions of approval of the Project, the Mitigation Monitoring and Reporting Plan (MMRP) provided as Exhibit B within this Resolution. In the event of any inconsistencies between the mitigation measures set forth herein and the attached MMRP, the MMRP shall control, except to the extent that a mitigation measure contained herein is inadvertently omitted from the MMRP, in which case such mitigation measure shall be deemed as if it were included in the MMRP.

END OF EXHIBIT A

EXHIBIT B

MITIGATION MONITORING & REPORTING PROGRAM

[See Following Pages]

4.0 MITIGATION MONITORING AND REPORTING PROGRAM

4.1 PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

The California Environmental Quality Act (CEQA) requires that all public agencies establish monitoring and/or reporting procedures for mitigation adopted as conditions of approval in order to mitigate or avoid significant environmental impacts. This Mitigation Monitoring and Reporting Program (MMRP) has been developed to provide a vehicle by which to monitor the Mitigation Program outlined in the Locust Gateway Development Project Final Environmental Impact Report (EIR), State Clearinghouse No. 2024061274. The MMRP has been prepared in conformance with Section 21081.6 of the Public Resources Code. Specifically, Section 21081.6 states:

> (a) When making findings required by paragraph (1) of subdivision (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:
>
> (1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead or responsible agency, prepare and submit a proposed reporting or monitoring program.
>
> (2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.

CEQA Guidelines Section 15097 provides clarification of mitigation monitoring and reporting requirements and guidance to local lead agencies on implementing strategies. The reporting or monitoring program must be designed to ensure compliance during project implementation. The City of Rialto is the Lead Agency for the Project and is therefore responsible for ensuring the implementation of the MMRP. The MMRP has been drafted to meet the requirements of Public Resources Code Section 21081.6 as a fully enforceable monitoring program.

4.2 ORGANIZATION

The Mitigation Program identified in the EIR outlines the standard conditions of approval and mitigation measures for which implementation of the Project would be consistent with.

The MMRP defines the following for each Mitigation Program element:

- **Definition.** The Mitigation Program element contains the criteria for mitigation, either in the form of adherence to certain adopted regulations or identification of the steps to be taken in mitigation.

- **Time Frame.** In each case, a time frame is provided for performance of the mitigation or the review of evidence that mitigation has taken place. The performance points selected are designed to ensure that impact-related components of Project implementation do not proceed without establishing that the mitigation is implemented or ensured. All activities are subject to the approval of all required permits from agencies with permitting authority over the specific activity.
- **Monitoring/Reporting Method.** The actions required to ensure the measure is implemented are noted.
- **Responsible Party or Designated Representative.** Unless otherwise indicated, an applicant would be the party responsible for implementing the mitigation, and the City of Rialto or designated representative would be responsible for monitoring the performance and implementation of the mitigation measure. To guarantee that the mitigation will not be inadvertently overlooked, a supervising public official acting as the Designated Representative is the official who grants the permit or authorization called for in the performance. Where more than one official is identified, permits or authorization from all officials shall be required.

The last column of the MMRP table will be used by the parties responsible for documenting when implementation of the measure has been completed. The ongoing documentation and monitoring of mitigation compliance will be completed by the City of Rialto. The completed MMRP and supplemental documents will be kept on file at the City of Rialto Community Development Department.

Locust Gateway Development Project Mitigation Monitoring and Reporting Program					
Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Implementation Timing**	**Monitoring/Reporting Method**	**Responsible Party for Implementation/ Approval**	**Verification**	
				Date	**Initials**
Air Quality					
Laws, Ordinances, and Regulations (LORs) are existing requirements that are based on local, State, or federal regulations or laws that are frequently required independently of CEQA review. **LOR AQ-1.** Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to comply with South Coast Air Quality Management District's (SCAQMD) Rules 402 and 403 to minimize construction emissions of dust and particulates. The measures include, but are not limited to, the following: ▪ Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized. ▪ All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized. ▪ All material transported off site will be either sufficiently watered or securely covered to prevent excessive amounts of dust. ▪ The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times. ▪ Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.	Prior to the issuance of grading permits	On-site inspections	City of Rialto Public Works Department, Engineering Services		
LOR AQ-2. Require diesel powered construction equipment to turn off when not in use per Title 13 of the California Code of Regulations, Section 2449.	Ongoing during construction	On-site inspections	City of Rialto Public Works Department, Engineering Services		
LOR AQ-3. Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the City's Water Efficient Landscape requirements (Chapter 12.50 of the City's Municipal Code).	Prior to Issuance of Occupancy Permit	Documentation of Low Water Use Landscaping	City of Rialto Community Development Department, Planning Division		
LOR AQ-4. In accordance with California Title 24 Standards, buildings will be designed to have 15 percent of the roof area "solar ready" that will structurally accommodate later installation of rooftop solar panels. If future building operators pursue providing rooftop solar panels, they will submit plans for solar panels prior to occupancy.	Condition of issuance of Building Permit	On-site inspections	City of Rialto Community Development Department, Building and Safety Division		

Locust Gateway Development Project Mitigation Monitoring and Reporting Program					
Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Implementation Timing**	**Monitoring/Reporting Method**	**Responsible Party for Implementation/ Approval**	**Verification**	
				Date	**Initials**
LOR AQ-5. The Project shall be designed in accordance with the applicable California Green Building Standards (CALGreen) Code (24 CCR, Part 11). The Building Official, or designee shall ensure compliance prior to the issuance of each building permit. These requirements include, but are not limited to: ▪ Design buildings to be water efficient. Install water-efficient fixtures in accordance with Section 5.303 of the California Green Building Standards Code Part 11. ▪ Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1 of the California Green Building Standards Code Part 11. ▪ Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 5.410 of the California Green Building Standards Code Part 11. ▪ To facilitate future installation of electric vehicle supply equipment (EVSE), nonresidential construction shall comply with Section 5.106.5.3 (nonresidential electric vehicle charging) of the California Green Building Standards Code Part 11.	Condition of issuance of Building Permit Prior to issuance of Occupancy Permit	On-site inspections	City of Rialto Community Development Department, Building and Safety Division		
MM AQ-1: Low VOC Paints. The Project shall use "Super-Compliant" low VOC paints which have been reformulated to exceed the regulatory VOC limits (i.e., have a lower VOC content than what is required) put forth by SCAQMD's Rule 1113 for all architectural coatings. Super-Compliant low VOC paints shall be no more than 10 g/L of VOC. Prior to issuance of a building permit, the City shall confirm that plans include the following specifications: ▪ All architectural coatings will be super-compliant low VOC paints. ▪ Recycle leftover paint. Take any leftover paint to a household hazardous waste center; do not mix leftover water-based and oil-based paints. ▪ Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors. ▪ For water-based paints, clean up with water only. Whenever possible, do not rinse the cleanup water down the drain or pour it directly into the ground or the storm drain. Set aside the can of cleanup water and take it to the hazardous waste center (www.cleanup.org). ▪ Use compliant low-VOC cleaning solvents to clean paint application equipment.	Prior to issuance of a Building Permit	Confirm compliance during on-site inspections	City of Rialto Community Development Department, Building and Safety Division		

Locust Gateway Development Project Mitigation Monitoring and Reporting Program					
Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Implementation Timing**	**Monitoring/Reporting Method**	**Responsible Party for Implementation/ Approval**	**Verification**	
				Date	**Initials**
▪ Keep all paint- and solvent-laden rags in sealed containers to prevent VOC emissions. ▪ Contractors shall construct/build with materials that do not require painting and use pre-painted construction materials to the extent practicable. ▪ Use high-pressure/low-volume paint applicators with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.					
MM AQ-2: Require All-Electric Development. Prior to the issuance of building permits, the Building Department shall confirm that building plans require the Project to use all-electric appliances, and end uses instead of natural gas. The Project shall not include natural gas utility lines or connections. The purpose of this mitigation measure is to reduce air quality emissions from natural gas.	Prior to the issuance of Building Permits	Approval of Plans and Specifications	City of Rialto Community Development Department, Building and Safety Division		
MM AQ-3: Electric Landscape Equipment. Prior to the issuance of occupancy permits, the Planning Division shall confirm that the Project's Covenants, Conditions and Restrictions (CC&Rs) and/or tenant lease agreements include contractual language that all handheld landscaping equipment used on site shall be 100 percent electrically powered. The logistics warehouse and parking lots shall be equipped with exterior electrical outlets to accommodate this requirement. This requirement shall be included in the third-party vendor agreements for landscape services for the building owner and tenants, as applicable. This mitigation measure applies only to tenant improvements and not the building shell approvals.	Prior to the issuance of Occupancy Permits	Approval of Plans and Specifications	City of Rialto Community Development Department, Planning Division		
MM AQ-4: Transportation Demand Management: Prior to issuance of tenant occupancy permits, the tenant/facility operator shall prepare and submit a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The TDM shall include measures such as, but not limited to the following: ▪ Provide a transportation information center and on-site TDM coordinator to educate residents, employers, employees, and visitors of surrounding transportation options.	Prior to the issuance of tenant occupancy permits.	Approval of Plans and Specifications	Tenant/Facility Operator		

Locust Gateway Development Project Mitigation Monitoring and Reporting Program					
Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Implementation Timing**	**Monitoring/Reporting Method**	**Responsible Party for Implementation/ Approval**	**Verification**	
				Date	**Initials**
▪ Promote bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the Project site. ▪ Each building shall provide secure bicycle storage space equivalent to two percent of the automobile parking spaces provided. ▪ Each building shall provide a minimum of two shower and changing facilities as part of the tenant improvements. ▪ Provide on-site car share amenities for employees who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day. ▪ Promote and support carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service. ▪ Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users. ▪ Provide meal options on site or shuttles between the facility and nearby meal destinations. ▪ Each building shall provide preferred parking for electric, low-emitting and fuel-efficient vehicles equivalent to at least eight percent of the required number of parking spaces. ▪ This mitigation measure applies only to tenant occupancy and not the building shell approvals.					
MM AQ-5: Non-Diesel Cargo Handling Equipment. The warehouse building shall include the necessary charging stations for cargo handling equipment. Prior to the issuance of a tenant occupancy permit, the Planning Division shall confirm that the Project plans and specifications show that all outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) are zero emission or alternatively fueled (i.e., powered by electricity or non-diesel fuels). The building manager or their designee shall be responsible for enforcing these requirements. Note that SCAQMD Rule 2305 (Warehouse Indirect Source Rule) Warehouse Actions and Investments to Reduce Emissions (WAIRE) points may be earned for electric/zero emission yard truck/hostler usage. This mitigation measure applies only to tenant improvements and not the building shell approvals.	Prior to the issuance of tenant occupancy permits.	Approval of Plans and Specifications	City of Rialto Community Development Department, Planning Division		

Locust Gateway Development Project Mitigation Monitoring and Reporting Program					
Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Implementation Timing**	**Monitoring/Reporting Method**	**Responsible Party for Implementation/ Approval**	**Verification**	
				Date	**Initials**
Biological Resources					
MM BIO-1: Rare Plant Mitigation Plan. Parry's spineflower (CRPR 1B.1) is present on site and impacts are unavoidable; therefore, compensatory mitigation shall be provided to offset impacts. A rare plant mitigation plan shall be prepared and implemented by the applicant or its designee prior to the onset of grading activities. The plan will demonstrate the feasibility of conserving, enhancing, or restoring Parry's spineflower habitat in areas to be managed as natural open space without conflicting with other resource management objectives. Habitat conservation, enhancement, or restoration will be at a minimum 1:1 ratio (acres conserved, enhanced, or restored to acres impacted). If the rare plant mitigation plan proposes conservation of an extant population, the plan shall include at a minimum: (a) the location of the conserved habitat and an analysis of its suitability as compensatory mitigation; (b) an assessment of the extant Parry's spineflower populations at the proposed conservation site; (c) a long-term management plan which includes objectives, management practices, monitoring protocols, adaptive management strategies, and reporting requirements; and (d) details regarding the establishment of a non-wasting endowment to perpetually fund management of the conserved land, or such other funding mechanism acceptable to CDFW. If the rare plant mitigation plan proposes enhancement or restoration, the plan shall include at minimum: (a) collection/salvage measures for plants or seed banks, to retain intact soil conditions and maximize success likelihood; (b) details regarding storage of plants or seed banks; (c) location of the proposed recipient site, and detailed site preparation and plant introduction techniques details for top soil storage, as applicable; (d) time of year that the salvage and replanting or seeding will occur and the methodology of the replanting; (e) a description of the irrigation, if used; (f) success criteria; and (g) a detailed monitoring program, commensurate with the plan's goals.	Prior to the onset of grading activities.	Verify Pre-Construction Surveys Conducted. Field Inspection signoff, and compliance report by Qualified Biologist.	Qualified Biologist City of Rialto Community Development Department, Planning Division		
MM BIO-2: Best Management Practices. To avoid impacts to special-status resources and inadvertent disturbance, the following monitoring requirements and Best Management Practices (BMPs) shall be implemented:	Prior to initial ground disturbing activities. Ongoing during grading and construction	Verify Pre-Construction Surveys Conducted. Field Inspection signoff, and	Qualified Biologist		

Locust Gateway Development Project Mitigation Monitoring and Reporting Program					
Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Implementation Timing**	**Monitoring/Reporting Method**	**Responsible Party for Implementation/ Approval**	**Verification**	
				Date	**Initials**
a. Construction vehicles shall not exceed 15 miles per hour on unpaved roads adjacent to the project site or the right-of-way accessing the site. b. The Applicant, or its contractors, shall screen, cover, or elevate at least one foot above ground, all construction pipe, culverts, or similar structures with a diameter of three inches or greater that are stored on site overnight. These pipes, culverts, and similar structures shall be inspected by the Project biologist for wildlife before such material is moved, buried, or capped. c. Construction activities shall occur during daytime hours to the greatest extent feasible. If construction must occur at nighttime, lights shall be oriented in such a way that they direct light downward and toward the active construction, ensuring that no direct light is emitted towards adjacent lands, and shields or deflectors shall be installed on lights to reduce light spill. Nighttime concrete pouring shall be performed in accordance with the City of Rialto Municipal Code. d. A biologist shall flush special-status species (i.e., avian or other mobile species), with the exception of burrowing owls, from suitable habitat areas within the Project development footprint to the maximum extent practicable immediately (e.g., within 24 hours) prior to initial vegetation removal activities. The biologist shall flush wildlife by walking through habitats to be imminently removed and towards adjacent open space. e. At the end of each workday during construction, the applicant, or its contractors, shall cover all excavated, steep-sided holes or trenches more than eight inches deep and that have sidewalls steeper than 1:1 (45 degree) slope with plywood or similar materials, or provide a minimum of one escape ramp per 100 feet of trenching (with slopes no greater than 3:1) constructed of earth fill or wooden planks. The applicant, or its contractors shall thoroughly inspect holes and trenches for trapped animals each workday. f. Contractors shall not permit pets on the construction site. g. If trash and debris need to be stored overnight during maintenance activities, fully covered trash receptacles that are animal-proof and weather-proof shall be used by the maintenance contractor to contain all food, food scraps, food wrappers, beverage containers, and other miscellaneous trash. Alternatively, standard trash		compliance report by Qualified Biologist.	City of Rialto Community Development Department, Planning Division		

Locust Gateway Development Project Mitigation Monitoring and Reporting Program					
Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Implementation Timing**	**Monitoring/Reporting Method**	**Responsible Party for Implementation/ Approval**	**Verification**	
				Date	**Initials**
receptacles may be used during the day but must be removed or emptied each night. h. To prevent inadvertent disturbance to areas outside the limits of work, the construction limits shall be clearly demarcated (e.g., installation of flagging or temporary visibility construction fence) prior to ground-disturbance activities, and all construction activities, including equipment staging and maintenance, shall be conducted within the marked disturbance limits. The work limit delineation shall be maintained throughout Project construction. i. The Applicant, or its contractors, shall avoid the use of invasive plant species in the associated landscaping. j. Prior to initial ground disturbing activities, a Worker Environmental Awareness Program (WEAP) shall be prepared, which will include a training presentation and key fact sheet. The training will instruct construction crews to be aware of and recognize sensitive biological resources that may be encountered within, or adjacent to, the project site. The training will provide workers with instructions to follow in the event a sensitive species is observed or suspected to be on site. Biologists shall provide WEAP training materials, including but not limited to the key fact sheet, to construction personnel before their commencement of work on the Project. Additionally, all construction staff shall attend the WEAP training presentation prior to beginning work on site. Upon completion of the WEAP training, each member of the construction crew shall sign a form stating that they attended the training, understood the information presented, and agreed to comply with the requirements set out in the WEAP training. Biologists shall provide updates relevant to the training to construction personnel during the safety ("tailgate") meetings, as needed.					
MM BIO-3A: Burrowing Owl Preconstruction Surveys. No less than 14 days prior to the onset of construction activities, a qualified biologist shall survey the construction limits of the project site and a 500-foot buffer for the presence of burrowing owls and occupied nest burrows. A second survey shall be conducted within 24 hours prior to the onset of construction activities. Time lapses between Project activities greater than one week (7 days) would trigger subsequent 24-hour take avoidance surveys to confirm burrowing owl absence. The surveys shall be conducted in accordance with	Preconstruction survey conducted no less than 14 days prior to the onset of construction activities Second survey conducted within 24 hours prior to the onset of construction activities.	Verify Pre-Construction Surveys Conducted. Field Inspection signoff, and compliance report by Qualified Biologist.	Qualified Biologist City of Rialto Community Development Department, Planning Division		

Locust Gateway Development Project Mitigation Monitoring and Reporting Program					
Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Implementation Timing**	**Monitoring/Reporting Method**	**Responsible Party for Implementation/ Approval**	**Verification**	
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the most current CDFW survey methods. If burrowing owls are not observed during clearance surveys or biological monitoring, no additional conditions are required to avoid impacts to burrowing owls. The Project Applicant shall submit at least one burrowing owl pre-construction survey report to the satisfaction of the City to document compliance with this mitigation measure. For the purposes of this measure, 'qualified biologist' is a biologist who meets the requirements set forth in the BUOW Guidelines (CDFW 2012).					
MM BIO-3B: Burrowing Owl Plan or CESA ITP. If burrowing owls, active burrows, or signs thereof are confirmed during any survey or biological monitoring, Project activities with the potential to impact burrowing owls shall be immediately halted. The qualified biologist shall coordinate with CDFW and prepare a Burrowing Owl Plan that shall be submitted to CDFW for review and approval prior to commencing on-site grading with the potential to impact burrowing owl. The Burrowing Owl Plan shall describe proposed avoidance, and monitoring actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites, acres of burrowing owl habitat that will be impacted, details of site monitoring, and details on proposed buffers and other avoidance measures if avoidance is proposed. Project activities with the potential to impact burrowing owls shall not occur within 500 feet of an active burrow until CDFW approves the Burrowing Owl Plan. If Project activities, including occupied burrow exclusion and closure, could result in take of burrowing owl, the applicant shall coordinate with CDFW for appropriate CESA authorization (i.e., ITP under CFGC section 2081) prior to commencement of on-site grading with the potential to impact burrowing owl. The ITP shall describe, at a minimum, Project activities and equipment, proposed avoidance/buffers, temporary and permanent impacts, monitoring, relocation and/or translocation, and minimization and compensatory mitigation actions. ITP compensatory mitigation will be fulfilled by one or more of following options: 1) purchase of credits at a CDFW-approved conservation or mitigation bank (if available); 2) execution of a Mitigation Credit Agreement; or 3) Permittee-responsible mitigation land acquisition. The conditions of the permit or measures outlined in the plan shall be adhered to by the applicant and any required compensatory mitigation of habitat would be provided.	If burrowing owls are detected during preconstruction surveys	Preparation of Burrowing Owl Plan, if burrowing owls are detected	City of Rialto Community Development Department, Planning Division California Department of Fish and Wildlife (CDFW) Qualified Biologist		

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MM BIO-4A: Crotch's Bumble Bee Surveys. At a minimum, two pre-construction nesting surveys shall be conducted prior to Project implementation. Surveys shall occur within 1) one week; and 2) within 24-hours prior to any vegetation removal or ground-disturbing activities scheduled to occur during the Crotch's bumble bee flight season (February through October). Surveys shall follow the guidelines provided in the CDFW's *Survey Considerations for CESA Candidate Bumble Bee Species* (2024b) and shall occur within the project site and areas adjacent to the project site where suitable habitat exists. The surveyors shall be qualified biologists familiar with Crotch's bumble bee identification and life history.	Two pre-construction nesting surveys shall be conducted prior to Project implementation. 1) one week; and 2) within 24-hours prior to any vegetation removal or ground-disturbing activities scheduled to occur during the Crotch's bumble bee flight season (February through October)	Verify Pre-Construction Surveys Conducted. Field Inspection signoff, and compliance report by Qualified Biologist	Qualified Biologist City of Rialto Community Development Department, Planning Division		
MM BIO-4B: Crotch's Bumble Bee CESA ITP. Suitable Crotch's bumble bee habitat and Crotch's bumble bee presence has been confirmed on the site; therefore, a CESA ITP shall be applied for and obtained prior to the commencement of on-site grading with the potential to impact Crotch's bumble bee. The ITP shall include, at a minimum, a description of Project activities and equipment, proposed avoidance/buffers, identification of temporary and permanent impacts, monitoring requirements, relocation and/or translocation protocols, and compensatory mitigation measures. Compensatory mitigation will be at a minimum 1:1 ratio (acres conserved, enhanced, or restored to acres impacted). ITP compensatory mitigation shall be satisfied by one or more of the following mechanisms: 1) purchase of credits at a CDFW-approved conservation or mitigation bank (if available); 2) execution of a Mitigation Credit Agreement; or 3) Permittee-responsible mitigation land acquisition.	CESA ITP shall be applied for and obtained prior to the commencement of on-site grading.	Verify Pre-Construction Surveys Conducted. Field Inspection signoff, and compliance report by Qualified Biologist	City of Rialto Community Development Department, Planning Division California Department of Fish and Wildlife (CDFW) Qualified Biologist		
MM BIO-4C: Crotch's Bumble Bee Biological Monitor. A qualified biological monitor shall conduct full-time monitoring during removal of suitable nectar plants that is scheduled to occur during the queen flight period (February through March), colony active period (April through August), and/or gyne flight period (September through October). The monitor shall have authority to temporarily halt or redirect activities as needed to avoid unauthorized impacts.	Ongoing during removal of suitable nectar plants if conducted February through March, April through August, and/or September through October.	Verify Pre-Construction Surveys Conducted. Field Inspection signoff, and compliance report by Qualified Biologist	Qualified Biologist City of Rialto Community Development Department, Planning Division		
MM BIO-5A: Nesting Bird Surveys. To ensure compliance with California Fish and Game Code Sections 3503, 3503.5, and 3513 and to avoid potential impacts to nesting birds, vegetation clearing and ground-disturbing activities shall be conducted outside of the bird nesting season (generally February 15 through August 31), if feasible.	Prior to vegetation clearing and ground-disturbing activities Nesting bird survey within three (3) days prior to any disturbance of the site.	Verify Pre-Construction Surveys Conducted. Field Inspection signoff, and	Qualified Biologist City of Rialto Community Development Department, Planning Division		

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Regardless of the time of year, a qualified biologist shall conduct a nesting bird survey within three (3) days prior to any disturbance of the site, including but not limited to vegetation clearing, disking, demolition activities, staging, or grading.		compliance report by Qualified Biologist			
MM BIO-5B: Nesting Bird Surveys. If active nests are identified, the biologist shall establish suitable buffers around the nests depending on the level of activity within the buffer and species observed. Buffer areas shall be avoided until the nests are no longer occupied, and the juvenile birds can survive independently from the nests. During construction activities, the qualified biologist shall continue biological monitoring activities at a frequency recommended by the qualified biologist using their best professional judgment. If nesting birds are documented, avoidance and minimization measures may be adjusted and construction activities stopped or redirected by the qualified biologist to avoid take of nesting birds. If nesting birds are not documented during the pre-construction survey, adherence to additional measures may not be necessary to avoid impacts to nesting birds.	Pre-construction nesting bird survey. Biological monitoring ongoing during construction.	Verify Pre-Construction Surveys Conducted. Field Inspection signoff, and compliance report by Qualified Biologist	Qualified Biologist City of Rialto Community Development Department, Planning Division		
MM BIO-6A: Special-Status Preconstruction Lizard Surveys. Within 30 days prior to the commencement of any on-site Project activities, a qualified biologist shall conduct pre-construction surveys in suitable special-status lizard habitat throughout the project site. Project-related activities that would result in ground disturbance include any construction, vegetation removal, equipment and vehicle access, parking, and staging. The qualified biologist shall have familiarity with special-status lizard species as recognized by CDFW. A minimum of one daytime survey during suitable weather for lizard activity shall be conducted by walking linear transects spaced to provide 100 percent coverage of suitable habitat. The location of any observed special-status lizards shall be documented. If feasible, the locations of any special-status lizards shall be avoided. Avoidance measures shall be monitored by the qualified biologist.	Preconstruction surveys within 30 days prior to the commencement of any on-site Project activities.	Verify Pre-Construction Surveys Conducted. Field Inspection signoff, and compliance report by Qualified Biologist	Qualified Biologist City of Rialto Community Development Department, Planning Division		
MM BIO-6B: Special-Status Preconstruction Lizard Surveys. If pre-construction surveys are positive for coastal whiptail, coast horned lizard, or Southern California legless lizard and avoidance is not feasible, CDFW shall be notified in writing. In addition, relocation of all observed special-status lizard individuals shall be attempted and, if feasible, lizards would be relocated to the nearest available suitable habitat on conserved land in consultation with CDFW.	During pre-construction surveys.	Verify Pre-Construction Surveys Conducted. Field Inspection signoff, and compliance report by Qualified Biologist	City of Rialto Community Development Department, Planning Division California Department of Fish and Wildlife (CDFW)		

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			Qualified Biologist		
Cultural Resources					
MM CUL-1 Retention of Archaeologist. Prior to issuance of any permit for ground-disturbing activities, the Project Applicant shall provide evidence to the City of Rialto (City) that a qualified professional archaeologist meeting Secretary of the Interior professional qualifications (Project Archaeologist) has been retained.	Prior to issuance of any permit for ground-disturbing activities.	Verify Pre-Construction Surveys Conducted. Field Inspection signoff, and compliance report by Qualified Archaeologist.	Project Archeologist City of Rialto Community Development Department, Planning Division		
MM CUL-2: Cultural Resource Management Plan. Prior to any ground-disturbing activities the Project Archaeologist shall develop a Cultural Resource Management Plan (CRMP) to address the details, timing, and responsibilities of all archaeological and cultural resource activities that occur on the project site. The CRMP shall be written in consultation with the Consulting Tribes and shall include the following: approved Mitigation Measures (MM)/Conditions of Approval (COA), contact information for all pertinent parties, parties' responsibilities, procedures for each MM or COA, and an overview of the Project schedule.	Prior to issuance of any permit for ground-disturbing activities.	Approval of Cultural Resources Management Plan	Project Archeologist City of Rialto Community Development Department, Planning Division Consulting Tribes		
MM CUL-3: Cultural Resources Sensitivity Training. A Cultural Resources Training shall be provided to all construction managers and construction personnel prior to commencing any ground disturbance work within the project area. The training shall be prepared and conducted or overseen by the Project Archaeologist. The training content shall include, but is not limited to, information about any known cultural resources in Project area and vicinity and the process for inadvertent discovery. The training may be discontinued when ground disturbance is completed. Construction personnel shall not be permitted to operate equipment within the construction area unless they have attended the training. The Qualified Archeologist or designated Archaeological Monitor and Monitoring Tribes' designated representatives shall attend the pre-grade meeting with the grading contractors to conduct the initial training and explain and coordinate the requirements of the Cultural Resource Management Plan.	Prior to commencing any ground disturbance work.	Verify Pre-Construction Surveys Conducted. Field Inspection signoff, and compliance report by Qualified Archaeologist	Construction Managers and Construction Personnel, Project Archaeologist or designated Archaeological Monitor City of Rialto Community Development Department, Planning Division Monitoring Tribes		
MM CUL-4: Archaeological Monitoring. The Project Archaeologist shall monitor or supervise archaeological monitors (Monitors) for initial ground disturbing activities. After initial grading, should no cultural resources be present and/or subsurface soils indicate a low likelihood for significant intact resources, the Project Archaeologist shall	Archeological monitoring during initial ground disturbing activities.	Verify Pre-Construction Surveys Conducted. Field Inspection signoff, and	Project Archaeologist City of Rialto Community Development Department, Planning Division		

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have the ability to recommend archaeological monitoring be decreased or eliminated after initial ground-disturbing activities are complete, which shall be approved in writing by the City. Any such recommendation shall be specific to archaeological monitoring and not impact the implementation of Mitigation Measures TCR-1 and/or TCR-2.		compliance report by Qualified Archaeologist			
MM CUL-5: Inadvertent Discovery of Cultural Resources. In the event that cultural resources are discovered during Project implementation, all earthwork and ground-disturbing activities shall halt within a buffer of the discovery established by the Project Archaeologist and the Project Archaeologist shall assess the nature and significance of the find. The Project Archaeologist shall coordinate with the City and identify whether the resource is potentially significant and if it requires further evaluation. Work on the other portions of the project site outside of the buffered area may continue during this assessment period. If the cultural resources are Native American in origin, the Consulting Tribes must be immediately contacted and consulted regarding potential significance and treatment of the resource. Specifically, the Consulting Tribes shall be contacted, as detailed within Tribal Cultural Resources (TCR) Mitigation Measure 3, regarding any pre-contact finds and shall be provided information after the Project Archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regard to significance and treatment. For any potential significant cultural resources, the Project Archaeologist shall make recommendations to the City to avoid or mitigate impacts to the resource. If significant pre-contact cultural resources, as defined by CEQA, are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to the Consulting Tribes for review and comment, as detailed within TCR-1. The Project Archaeologist shall monitor the remainder of the Project and implement the Monitoring and Treatment Plan accordingly. Preservation in place (i.e. avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery to excavate the resource along with subsequent laboratory processing and analysis. Disposition of significant Native American archaeological materials, such as reburial or curation by a qualified repository within San Bernardino County, shall be agreed upon	During Project implementation	Verify Pre-Construction Surveys Conducted. Field Inspection signoff, and compliance report by Qualified Archaeologist	Project Archaeologist Consulting Tribes City of Rialto Community Development Department, Planning Division South Central Coastal Information Center (SCCIC)		

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by the City and Consulting Tribes. Any significant non-Native American archaeological material shall be curated at a public, non-profit institution with a research interest in the materials within San Bernardino County, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes. All identified cultural resources shall be recorded on appropriate California Department of Parks and Recreation (CA DPR 523) series forms and evaluated for significance. All findings shall be included within a Monitoring Report drafted by the Project Archaeologist and submitted to the City and Consulting Tribes for review. Final copies of the Monitoring Report shall be submitted to the City, Consulting Tribes, and South Central Coastal Information Center (SCCIC).					
SC CUL-1. If human remains are encountered during the undertaking, California State Health and Safety Code Section 7050.5 states that excavation shall stop and no further disturbance shall occur within 100 feet of the discovery until the County Coroner has made a determination of origin and disposition of the remains pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery within 48 hours of notification. If the NAHC is unable to identify an MLD, the MLD fails to make a recommendation, or the landowner or his/her authorized representative rejects the recommendation, the human remains and associated items will be interred on the property with appropriate dignity in a location that will not be subject to future disturbance.	During excavation (if applicable)	Verify Pre-Construction Surveys Conducted. Field Inspection signoff, and compliance report by Qualified Archaeologist	City of Rialto Community Development Department, Planning Division County Coroner Native American Heritage Commission (NAHC) Most Likely Descendant (MLD)		
Geology and Soils					
SC GEO-1. The Applicant shall submit to the City of Rialto Community Development Department and Public Works Department for review and approval, a site-specific design-level geotechnical investigation prepared for the project site by a registered geotechnical engineer. The investigation shall comply with all applicable State and local code requirements and:	Prior to the issuance of the first grading permit for ground-disturbing activities.	Verify Pre-Construction Surveys Conducted. Field Inspection signoff, and compliance report by Qualified Geologist	Project Applicant City of Rialto Community Development Department		

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a) Include an analysis of the expected ground motions at the site from known active faults using accepted methodologies; b) Determine structural design requirements as prescribed by the most current version of the California Building Code, including applicable City amendments, to ensure that structures can withstand ground accelerations expected from known active faults; and c) Determine the final design parameters for walls, foundations, foundation slabs, utilities, roadways, parking lots, sidewalks, and other surrounding related improvements. Project plans for foundation design, earthwork, and site preparation shall incorporate all of the mitigation in the site-specific investigations. The structural engineer shall review the site-specific investigations, provide any additional necessary measures to meet Building Code requirements, and incorporate all applicable recommendations from the investigation in the structural design plans and shall ensure that all structural plans for the Project meet current Building Code requirements. The City's registered geotechnical engineer or third-party registered engineer retained to review the geotechnical reports shall review each site-specific geotechnical investigation, approve the final report, and require compliance with all geotechnical requirements contained in the investigation in the plans submitted for the grading, foundation, structural, infrastructure and all other relevant construction permits. The City shall review all Project plans for grading, foundations, structural, infrastructure and all other relevant construction permits to ensure compliance with the applicable geotechnical investigation and other applicable Code requirements.			City of Rialto Public Works Department City of Rialto's registered geotechnical engineer or third-party registered engineer		
MM GEO-1: Paleontological Monitoring. Prior to the issuance of any grading permits, or any permit authorizing ground disturbance, the Project Applicant shall, to the satisfaction of the City of Rialto Community Development Director, demonstrate that a qualified paleontologist has been retained to respond on an as-needed basis to address unanticipated paleontological discoveries. A paleontologist is defined as an individual with an M.S./M.A. or Ph.D. in paleontology or geology who is familiar with paleontological procedures and techniques, and who is knowledgeable in the geology and paleontology of the area.	Prior to the issuance of any grading permits for ground-disturbing activities.	Verify Pre-Construction Surveys Conducted. Field Inspection signoff, and compliance report by Qualified Paleontologist	Project Applicant City of Rialto Community Development Director Qualified Paleontologist		

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In the event that fossils or fossil-bearing deposits are inadvertently unearthed during excavation and grading activities, all earth disturbing activities within a 100-foot radius of the area of discovery shall be temporarily halted or diverted. The qualified paleontologist shall be contacted to evaluate the significance of the finding and determine an appropriate course of action in accordance with Society of Vertebrate Paleontology standards and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If in consultation with the paleontologist, City staff and the Project Applicant determine that avoidance is not feasible, the paleontologist shall prepare an excavation plan for reducing the effect of the Project on the qualities that make the resource important. The plan shall be submitted to the City for review and approval and the Project Applicant shall implement the approval plan.					
Greenhouse Gas Emissions					
LOR GHG-1. Limit idling time for commercial vehicles to no more than five minutes per Title 13 of the California Code of Regulations, Section 2485.	Ongoing during construction	On-site inspections	City of Rialto Public Works Department, Engineering Services		
LOR GHG-2. In accordance with California Title 24 Standards, buildings will be designed to have 15 percent of the roof area "solar ready" that will structurally accommodate later installation of rooftop solar panels. If future building operators pursue providing rooftop solar panels, they will submit plans for solar panels prior to occupancy.	Condition of issuance of Building Permit	On-site inspections	City of Rialto Community Development Department, Building and Safety Division		
LOR GHG-3. Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping, according to the City's Water Efficient Landscape requirements (Chapter 12.50 of the City's Municipal Code).	Prior to Issuance of Occupancy Permit	Documentation of Low Water Use Landscaping	City of Rialto Community Development Department, Planning Division		
LOR GHG-4. Design buildings to be water efficient. Install water-efficient fixtures in accordance with Section 5.303 of the California Green Building Standards Code Part 11.	Condition of issuance of Building Permit Prior to issuance of Occupancy Permit	On-site inspections	City of Rialto Community Development Department, Building and Safety Division		

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LOR GHG-5. Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1 of the California Green Building Standards Code Part 11.	Ongoing during demolition and construction	On-site inspections	City of Rialto Community Development Department, Building and Safety Division		
LOR GHG-6. Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 5.410 of the California Green Building Standards Code Part 11.	Condition of issuance of Building Permit Prior to issuance of Occupancy Permit	On-site inspections	City of Rialto Community Development Department, Building and Safety Division		
LOR GHG-7. To facilitate future installation of electric vehicle supply equipment (EVSE), construction shall comply with Section 5.106.5.3 (nonresidential electric vehicle charging) of the California Green Building Standards Code Part 11.	Condition of issuance of Building Permit Prior to issuance of Occupancy Permit	On-site inspections	City of Rialto Community Development Department, Building and Safety Division		
MM GHG-1: On-Site Renewable Electricity Generation. Prior to the issuance of the final Certificate of Occupancy for the building tenant, documentation shall be provided to the City demonstrating that the Project has either: 1) installed solar photovoltaic (PV) panels or other source of renewable energy generation on the site, or 2) otherwise acquired energy from the local utility that has been generated by renewable sources, such that either option will provide 100 percent of the expected building load which is anticipated to be approximately 1.42 kilowatt hours per year [kWh/year] per square foot). Alternatively, the Project may achieve 100 percent of the building's expected energy load through a combination of on-site renewable energy generation and renewable energy purchase. The final PV generation facility size requires approval by Southern California Edison (SCE). Should SCE limit the facility size, the amounts above shall be limited to the amount of SCE's approval. This mitigation measure applies only to tenant improvements and not the building shell approvals.	Prior to the issuance of the final Certificate of Occupancy for the building tenant.		Project Applicant City of Rialto Community Development Department, Building and Safety Division Southern California Edison (SCE)		
MM GHG-2: CALGreen Tier 2. Prior to the issuance of a building permit, the Project Applicant or successor in interest shall provide documentation to the City of Rialto Community Development Department, Building and Safety Division demonstrating that the Project is designed to meet or exceed 2022 CALGreen Tier 2 standards in effect at the time of building permit application.	Prior to the issuance of a building permit.	Field inspection signoff	Project Applicant City of Rialto Community Development Department, Building and Safety Division		
MM GHG-3: Solid Waste Diversion. Prior to issuance of tenant occupancy permits, the Project operator shall designate a solid waste management coordinator and	Prior to issuance of tenant occupancy permits	Field inspection signoff	Project Applicant		

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implement a waste management plan to recycle and/or salvage nonhazardous debris to achieve a minimum 75 percent diversion from landfills. The City of Rialto Community Development Department, Planning Division shall confirm that sales or lease agreements includes contractual language that obligates tenants, operators, or future owners to comply with the solid waste management plan. This mitigation measure applies only to tenant permits and not the building shell approvals.			City of Rialto Community Development Department, Planning Division		
MM GHG-4: Water Use Efficiency and Conservation Plan. The Project Applicant or designee shall implement a Water Use Efficiency and Conservation Plan that includes the following minimum requirements: **Indoor Conservation Features and Operations:** ▪ Install low-flow Fixtures: Install low-flow toilets at 1.28 gallons per flush, faucets at 1.2 gallons per minute, showerheads at 1.8 gallons per minute, kitchen faucets at 1.8 gallons per minute. In common areas, install faucets at 0.5 gallon per minute and urinals at max of 0.25 gallon per minute/flush. (These fixtures use less water while maintaining efficient performance.) ▪ Install dual-flush toilets: These toilets offer two flush options: one for liquid waste less than 1 gallons per minute and another for solid waste at 1.28 gallons per minute. (This allows the appropriate use of water for flushing needs.) ▪ Use water-efficient appliances: The Project Applicant or designee shall install energy-efficient and water-saving appliances with the ENERGY STAR label only. ▪ Good housekeeping and regular maintenance: The Project Applicant or designee shall regularly check and maintain plumbing fixtures, irrigation systems, and appliances to ensure they are functioning efficiently and not wasting water. **Outdoor Conservation Features and Operations:** ▪ Install only "Smart Irrigation Systems" for community landscaping: The Project Applicant or designee shall use smart sprinkler systems that adjust watering schedules based on weather conditions, soil moisture, and plant needs to avoid over or wasteful watering. The Project Applicant or designee shall also incorporate seasonal specific controls to ensure watering occurs during the most efficient times of day.	Condition of issuance of Building Permit Confirmation prior to Certificate of Occupancy	On-site inspection	Project Applicant City of Rialto Community Development Department, Building and Safety Division		

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▪ Adjustable Water Pressure Regulator: The Project Applicant or designee shall install pressure regulators to maintain optimal water pressure, preventing overuse and leaks. ▪ Drought-tolerant landscaping: The Project Applicant or designee shall include native and drought-tolerant vegetation that requires less water to thrive and is known to survive in the City of Rialto. The Project Applicant or designee shall replace drought-tolerant landscaping if it dies through enforceable Project CC&Rs and/or tenant lease agreements.					
Hazards and Hazardous Materials					
MM HAZ-1: Asbestos Survey and Lead-Based Paint Survey. Prior to approval of a demolition permit by the City of Rialto, an asbestos survey and a lead-based paint survey shall be conducted pursuant to applicable local, State, and federal laws. All asbestos-containing building materials shall be removed prior to structure demolition. Abatement or paint stabilization techniques shall be applied prior to demolition. Such measures shall include removal and stabilization of loose, flaking or peeling paint. Measures shall be taken to ensure that paint chips are not generated in the demolition process. All work shall be performed by an abatement contractor who is certified by the California OSHA Division of Occupational Safety and Health (Cal/OSHA) with properly trained and registered workers. All abatement techniques shall be in accordance with Cal/OSHA and U.S. Environmental Protection Agency (U.S. EPA) protocol and also in conformance with South Coast Air Quality Management District (SCAQMD) rules. All removed asbestos-containing building materials and lead-based paint shall be properly disposed of at a landfill certified to accept said materials, and waste shall be transported under the waste manifest by a certified waste transportation company. Once all of these materials have been removed, structure demolition may commence.	Prior to approval of a demolition permit.	Field inspection signoff	City of Rialto Community Development Department, Building and Safety Division Abatement Contractor		
MM HAZ-2: Munitions Monitor. Prior to issuance of grading permits, the Applicant shall submit proof to the City of Rialto Director of Community Development of the retainment of a munitions expert. A munitions expert must be an individual that is qualified to perform appropriate tasks per Department of Defense Explosives Safety	Prior to the issuance of the first grading permit Daily monitoring during grading activities	Field inspection signoff	Project Applicant City of Rialto Director of Community Development		

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Board Technical Paper-18 (DESB TP-18) standards. The munitions expert shall be onsite to monitor grading activities for unexploded ordinances (UXOs) and discarded military munitions (DMMs) and provide daily safety briefings before the start of construction. If UXOs are encountered during this process, the munitions expert shall have the authority to halt all or a portion of construction activities and contact the City of Rialto Police department at (909) 820-2550 to report and determine proper UXO handling and disposal. The munitions expert shall have the authority to halt all or a portion of construction activities at their discretion until such time that an encountered UXO is deemed properly disposed of.			Munitions Expert		
MM HAZ-3: Soil Management Plan. Prior to the issuance of a grading permit, the Applicant shall submit a Soil Management Plan (or equivalent document) to be implemented for construction of the Proposed Project. The objective of the Soil Management Plan is to provide guidance for the proper handling, onsite management, and disposal of impacted soil that might be encountered during construction activities. The plan would include practices that are consistent with the California Title 8, Occupational Safety and Health Administration (Cal-OSHA) regulations, as well as appropriate remediation standards that are protective of the planned use. Appropriately trained professionals would be on site during preparation, grading, and related earthwork activities to monitor soil conditions encountered. The Soil Management Plan would provide guidelines for the following: ▪ Identifying impacted soil ▪ Assessing impacted soil ▪ Soil excavation ▪ Impacted soil storage ▪ Verification sampling ▪ Impacted soil characterization and disposal The plan shall outline how Project construction crews would identify, handle, and dispose of potentially contaminated soil; identify the qualifications of the appropriately trained professionals that would monitor soil conditions and conduct soil sampling during construction; coordinate laboratory testing; and oversee disposal. The Soil Management Plan shall also include requirements for documenting and reporting incidents of encountered contaminants, such as documenting locations of occurrence,	Prior to the issuance of a grading permit. Soil Management Plan shall be submitted to the city and CUPA 45 days prior to the start of construction for review and approval.	Field inspection signoff	Project Applicant City of Rialto Community Development Department, Building and Safety Division CUPA		

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				Date	**Initials**
sampling results, and reporting actions taken to dispose of contaminated materials. In the event that potentially contaminated soils were encountered within the footprint of construction, soils would be tested and stockpiled. The appropriate Certified Unified Program Agency (CUPA) would determine whether further assessment is warranted. The Soil Management Plan shall be submitted to the city and CUPA 45 days prior to the start of construction for review and approval.					
MM-HAZ 4: Contaminated Soil Treatment. If previously unidentified soil contamination is observed by sight or odor or indicated by testing by a qualified professional using a portable volatile organic compound analyzer during excavation and grading activities, excavation and grading within such an area shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up measures are implemented, as contained in the South Coast Air Quality Management District's Rule 1166, to make the area suitable for grading activities to resume. In the event contamination is found, the Applicant shall notify the San Bernardino County Fire Department and the South Coast Air Quality Management District, as applicable. The contaminated soil shall be evaluated and excavated/disposed of, treated in-situ (in-place), or otherwise managed and disposed of in accordance with all applicable federal, State, and local laws and regulations.	During excavation and grading activities.	Field inspection signoff	Project Applicant San Bernardino County Fire Department South Coast Air Quality Management District City of Rialto Community Development Department, Building and Safety Division		
Hydrology and Water Quality					
SC HYD-1. The Applicant or his/her designees shall obtain a General Permit for Stormwater Discharge Associated with Construction Activity (Construction Activity General Permit). The Applicant or his/her designees shall provide a copy of this permit to the City Public Works Department prior to the issuance of the first grading permit.	Prior to the issuance of the first grading permit	Verify permit	Project Applicant City of Rialto Public Works Department		
SC HYD-2. Prior to issuance of the first grading permit, the Applicant shall submit to the City Engineer for approval, a Storm Water Quality Management Plan (SWQMP) specifically identifying Best Management Practices (BMPs) that will be incorporated into the Project to control stormwater and non-stormwater pollutants during and after construction. To ensure compliance, a legal and fiduciary enforcement mechanism in the form of a Storm Water Quality Management Plan Agreement shall be executed with the City of Rialto. This agreement shall additionally be recorded in the office of the County Recorder for the County of San Bernardino. The SWQMP shall	Prior to the issuance of the first grading permit	Verify plans	Project Applicant City of Rialto Engineer County Recorder for the County of San Bernardino		

Locust Gateway Development Project Mitigation Monitoring and Reporting Program					
Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Implementation Timing**	**Monitoring/Reporting Method**	**Responsible Party for Implementation/ Approval**	**Verification**	
				Date	**Initials**
specify BMPs specific to the project site, which shall be integrated into the stormwater conveyance plan. The plan shall identify specific strategies, including the following. ▪ Site design features, including maximizing open space, preservation of natural drainages, and minimization of impervious surfaces. ▪ Source control features, including leveraging public outreach and education, use of appropriate landscaping, and covering trash storage areas. ▪ Treatment controls, including the use of underground chambers.					
SC HYD-3. An Erosion Control Plan shall be prepared, and included with the Project's grading plan, and implemented for the Project that identifies specific measures to control on-site and off-site erosion from the time ground disturbing activities are initiated through completion of grading. The Erosion Control Plan shall include the following measures at a minimum: ▪ Specify the timing of grading and construction to minimize soil exposure to rainy periods experienced in Southern California; and ▪ An inspection and maintenance program shall be included to ensure that any erosion which does occur either on-site or off-site as a result of this Project will be corrected through a remediation or restoration program within a specified timeframe.	Prior to issuance of the first grading permit.	Verify plans	City of Rialto Community Development Department, Building and Safety Division		
Noise					
MM NOI-1: Noise Shielding and Muffling. Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and muffling devices consistent with manufacturers' standards or the Best Available Control Technology, which achieve a noise reduction of 10 dBA or greater. All equipment shall be properly maintained, and the Applicant or Owner shall require any construction contractor to keep documentation on-site during any earthwork or construction activities demonstrating that the equipment has been maintained in accordance with manufacturer's specifications.	Ongoing during any earthwork or construction activities	Verify incorporation of applicable noise measures. Field inspection sign-offs. Submittal of compliance report from qualified noise consultant.	Project Applicant or Owner City of Rialto Community Development Department, Building and Safety Division		
SC PS-1. Prior to the issuance of the first grading permit and/or action that would permit site disturbance, the Applicant shall provide evidence to the City of Rialto Police Department that a construction security service or equivalent service shall be established at the construction site along with other measures, as identified by the	Prior to the issuance of the first grading permit and/or action that would permit site disturbance.	Verify Required Public Safety Information on Development Plans	Project Applicant City of Rialto Police Department		

Locust Gateway Development Project Mitigation Monitoring and Reporting Program					
Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Implementation Timing**	**Monitoring/Reporting Method**	**Responsible Party for Implementation/ Approval**	**Verification**	
				Date	**Initials**
Police Department and the Public Works Department, to be instituted during the grading and construction phase of the Project.			City of Rialto Public Works Department		
SC PS-2. Prior to issuance of building permits, the City of Rialto Police Department shall review development plans for the incorporation of defensible space concepts to reduce demands on police services. Public safety planning recommendations shall be incorporated into the Project plans. The Applicant shall prepare a list of Project features and design components that demonstrate responsiveness to defensible space design concepts. The Police Department shall review and approve all defensible space design features incorporated into the Project prior to initiating the building plan check process.	Prior to issuance of building permits	Verify Required Public Safety Information on Development Plans	Project Applicant City of Rialto Police Department		
Transportation					
SC TRAN-1. Prior to issuance of any grading or building permit, the Applicant shall submit for City of Rialto Community Development Director and Traffic Engineer review and approval a Construction Management Plan for the Project. The Plan shall identify construction phasing and address traffic control for any temporary street closures, detours, or other disruptions to traffic circulation and public transit routes. The Plan shall identify the routes that construction vehicles shall use to access the site, the hours of construction traffic, traffic controls and detours, construction materials and vehicle staging areas, and temporary parking arrangements for the construction workers.	Prior to issuance of any Grading or Building Permit	Approved Construction Management Plan	Project Applicant City of Rialto Community Development Director City of Rialto's Traffic Engineer		
Tribal Cultural Resources					
MM TCR-1: Native American Monitoring for Gabrieleño Band of Mission Indians – Kizh Nation. The Project Applicant shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of the first permit that would result in a "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the Project description/definition and/or required in connection with the Project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement	Monitor shall be retained prior to the commencement of any ground-disturbing activity. Monitor shall complete daily monitoring logs.	Submittal of executed monitoring agreement to the City of Rialto	Project Applicant City of Rialto Community Development Department, Planning Division Gabrieleño Band of Mission Indians – Kizh Nation, Morongo Band of Mission Indians		

Locust Gateway Development Project Mitigation Monitoring and Reporting Program					
Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	**Implementation Timing**	**Monitoring/Reporting Method**	**Responsible Party for Implementation/ Approval**	**Verification**	
				Date	**Initials**
removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. A copy of the executed monitoring agreement shall be submitted to the City of Rialto prior to the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. The agreement would also address the consideration of rotating monitoring with the Morongo Band of Mission Indians. The monitor shall complete monitoring logs that provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs shall identify and describe any discovered Tribal Cultural Resources, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs shall be provided to the Project Applicant/City of Rialto upon written request to the Tribe. On-site tribal monitoring shall conclude upon one of the following (1) written confirmation to the Kizh from a designated point of contact for the Project Applicant or City of Rialto that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the Project are complete; or (2) a determination and written notification by the Kizh to the Project Applicant or City of Rialto that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.					
MM TCR-2: Native American Monitoring for Morongo Band of Mission Indians. Prior to the issuance of the first permit that would result in a "ground-disturbing activity," the Applicant shall enter into a Tribal Monitoring Services Agreement with the Morongo Band of Mission Indians for the Project. The agreement would also address the consideration of rotating monitoring with the Gabrieleño Band of Mission Indians – Kizh Nation. The Tribal Monitor shall be on-site during all (or as deemed necessary)	Prior to the issuance of the first permit that would result in a ground-disturbing activity	Field Inspection signoff by Qualified Monitor	Project Applicant City of Rialto Community Development Department, Planning Division		

Locust Gateway Development Project Mitigation Monitoring and Reporting Program					
Standard Conditions; Mitigation Measures; Laws, Ordinances and Regulations	Implementation Timing	Monitoring/Reporting Method	Responsible Party for Implementation/ Approval	Verification	
				Date	Initials
ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind). The Tribal Monitor shall have the authority to temporarily divert, redirect, or halt the ground-disturbing activities to allow identification, evaluation, and potential recovery of cultural resources. The Tribal Monitor can establish a buffer around the discovery.			Gabrieleño Band of Mission Indians – Kizh Nation, Morongo Band of Mission Indians		
MM TCR-3: Inadvertent Discovery of a Tribal Cultural Resource. The Consulting Tribes shall be contacted and informed of any pre-contact cultural resources discovered during Project implementation and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment (pursuant to Mitigation Measure [MM] CUL-5). Should the find be deemed significant, as defined by CEQA, the find shall be addressed to the protocols outlined in the Cultural Resources Management Plan from MM CUL-2. Any and all archaeological/cultural documents created as a part of the Project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the Project Applicant and the City of Rialto for dissemination to the Consulting Tribes.	Ongoing during grading	Field Inspection signoff by Qualified Monitor Consultation with Tribes, as necessary	Consulting Tribes Qualified Archaeologist City of Rialto Community Development Department, Planning Division		

END OF EXHIBIT B

RESOLUTION NO. 2025-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA RECOMMENDING THAT THE CITY COUNCIL APPROVE TENTATIVE PARCEL MAP NO. 2023-0006 TO PROVIDE PUBLIC RIGHT-OF-WAY DEDICATIONS AND TO RESOLVE UNDERLYING PAST RECORDINGS AND INSTRUMENTS RELATED TO ONE (1) 38.89 GROSS ACRE PARCEL OF LAND (APN: 0239-192-23) LOCATED AT THE SOUTHWEST CORNER OF LOCUST AVENUE AND LOWELL STREET WITHIN THE GENERAL MANUFACTURING (I-GM) LAND USE DISTRICT OF THE RIALTO AIRPORT SPECIFIC PLAN.

WHEREAS, the applicant, IV5 Locust Gateway LLC, proposes to provide public right-of-way dedications and to resolve underlying past recordings and instruments ("Project") related to one (1) 38.89 gross acre parcel of land (APN: 0239-192-23) located at the southwest corner of Locust Avenue and Lowell Street within the General Manufacturing (I-GM) land use district of the Rialto Airport Specific Plan ("Site"); and

WHEREAS, the Project within the I-GM land use district requires the approval of a tentative parcel map, and the Applicant has agreed to apply for a Tentative Parcel Map No. 2023-0006, also referred to as Tentative Parcel Map No. 20809 ("TPM No. 20809"), in accordance with Government Code Sections 66473.5 and 66474; and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0032 ("CDP No. 2023-0032") to facilitate the development and operation of a 664,859 square foot industrial warehouse building on the Site; and

WHEREAS, in conjunction with the Project, the applicant has applied for Precise Plan of Design No. 2023-0041 ("PPD No. 2023-0041") to facilitate the development of a 664,859 square foot industrial warehouse building with associated paving, landscaping, fencing, lighting, and drainage improvements on the Site; and

WHEREAS, on December 17, 2025, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on TPM No. 20809, CDP No. 2023-0032, and PPD No. 2023-0041, took testimony, at which time it received input from staff, the city

attorney, and the applicant; heard public testimony; discussed the proposed TPM No. 20809, CDP No. 2023-0032, and PPD No. 2023-0041; 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 upon the forgoing and substantial evidence presented to the Planning Commission during the public hearing conducted with regard to TPM No. 20809, including, but not limited to, written staff reports, verbal testimony, presentations by City staff, site plan, and other supporting documents, and the conditions of approval stated herein, the Planning Commission hereby determines that TPM No. 20809 satisfies the requirements of Government Code Sections 66473.5 and 66474 and Section 17.16.070 of the Rialto Municipal Code pertaining to the findings which must be made precedent to approving 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 General Manufacturing (I-GM) land use district of the Rialto Airport Specific Plan; and

This finding is supported by the following facts:

The Site has a General Plan designation of General Industrial with a Specific Plan Overlay, and a land use designation of General Industrial (I-GM) within the Rialto Airport Specific Plan. The Project will provide the necessary public right-of-way dedication to facilitate the development of a new industrial warehouse building on the Site, which is permitted within the underlying General Plan and Specific Plan land use designations. Furthermore, the right-of-way dedication will reduce the size of the parcel that makes up the Site from 38.89 gross acres to 38.78 net acres. However, per Table 9 (Development Standards – Non-Residential Designations) of the Rialto Airport Specific Plan, the required minimum parcel size within the I-GM land use designation is 0.5 acres. The final parcel will greatly exceed the required minimum size.

2. That the design and improvements of the proposed tentative parcel map are consistent with the Subdivision Ordinance, the General Plan of the City of Rialto, and the General Manufacturing (I-GM) land use district of the Rialto Airport Specific Plan.

This finding is supported by the following facts:

The Project will comply with all technical standards required by Subdivision Map Act, the General Plan of the City of Rialto, and the I-GM land use designation of the Rialto Airport Specific Plan. The final parcel will exceed the minimum lot dimensions as required by the I-GM land use district of the Rialto Airport Specific Plan.

3. That the site is physically suitable for the type of proposed development; and

This finding is supported by the following facts:

The Site is a relatively flat piece of land and development of the land should be easily accommodated. The Applicant will be required to submit a grading plan and geotechnical/soils report to the Public Works Department for review and approval prior to issuance of any building permits.

4. That the site is physically suitable for the proposed density of the development; and

This finding is supported by the following facts:

The Project will provide the necessary public right-of-way dedications reducing the size of the parcel that makes up the Site from 38.89 gross acres to 38.78 net acres. Subsequently, the applicant will construct a 664,859 square foot industrial warehouse building on the Site. Table 9 (Development Standards – Non-Residential Designations) of the Rialto Airport Specific Plan does not have criteria restricting the maximum allowable Floor Area Ratio (FAR) or Lot Coverage for a development in the I-GM land use district. However, the proposed development does comply with all of the development standards of the I-GM land use district that are contained within the Table 9 (Development Standards – Non-Residential Designations) of the Rialto Airport Specific Plan and Chapter 18.112 (Indoor Storage Uses) of the Rialto Municipal Code, including building setbacks, landscape setbacks, 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 completely undeveloped and covered by natural grasses and shrubs. The Environmental Impact Report (Environmental Assessment Review No. 2023-0051) prepared for the project identified that the Site did not have suitable habitat for any threatened or endangered species. Nevertheless, the Environmental Impact Report prepared for the Project includes two (2) mitigation measures requiring pre-construction surveys to ensure that burrowing owls and other nesting birds are not present on the Site. Implementation of those two (2) mitigation measures will reduce any potential impacts on biological resources to a less than significant level.

6. That the design of the land division is not likely to cause serious public health problems; and

This finding is supported by the following facts:

The Project is consistent with the General Plan and the General Manufacturing (I-GM) land use district of the Rialto Airport Specific Plan. To the north of the project site, across Lowell Street, are several existing industrial developments, and to the east, across Locust Avenue, is approximately 4.75 acres of vacant land. To the south are several existing industrial developments, and to the west is a concrete mix manufacturing facility operated by Robertson's Ready Mix. The project is not expected to negatively impact any uses with the successful implementation of mitigation measures. Measures, such as landscape buffering and the installation of solid screen walls, will be implemented as a part of the Project to prevent any negative impacts to the nearby land uses. Furthermore, construction impacts on the site 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:

Seven (7) easements currently exist on the Site – one (1) for sewer and drainage purposes, three (3) for public utility purposes, and three (3) for ingress, egress, and roadway purposes. Upon completion of the Final Map and street dedication, all seven (7) easements will be vacated. The easements are not needed to facilitate the development and operation of one (1) 664,859 square foot industrial warehouse development and the associated on-site and off-site improvements on the Site.

8. That the discharge of waste from the proposed subdivision into an existing community sewer system would not result in violation of existing requirements prescribed by a California regional water quality control board pursuant to Division 7 (commencing with 13000) of the Water Code.

The industrial warehouse building proposed by the Applicant will be required to connect to the City sewer system via the Conditions of Approval for PPD No. 2023-0041. Rialto Water Services has reviewed the Project and determined a sewer main on Lowell Street that leads to a sewer main on Locust Avenue is available for connection. Additionally, the City of Rialto Public Works Department will review and approve sewer improvement plans for the industrial warehouse building prior to issuance of a building permit.

SECTION 3. An Environmental Impact Report (Environmental Assessment Review No. 2023-0051) 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 create

unavoidable significant impacts to greenhouse gas emissions. On December 17, 2025, by Resolution No. _____, the Planning Commission recommended that the City Council certify the above-reference Environmental Impact Report, make certain findings, and adopt a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Plan, which Resolution No. _____ together with the above-referenced Environmental Impact Report are incorporated herein by reference. The Planning Commission further finds that TPM No. 20809 is within the scope of the above-referenced Environmental Impact Report. Accordingly, the Planning Commission has forwarded, or is forwarding, a recommendation to the City Council to adopt the above-referenced Environmental Impact Report prepared for the Project.

SECTION 4. Based upon the forgoing and substantial evidence presented to the Planning Commission during the public hearing conducted with regard to TPM No. 20809, including, but not limited to, written staff reports, verbal testimony, presentations by City staff, site plan, and other supporting documents, and the conditions of approval stated herein, the Planning Commission hereby recommends that the City Council approve TPM No. 20809, subject to the following conditions:

1. TPM No. 20809 is approved allowing the dedication of public right-of-way and the resolution of underlying past recordings and instruments on the legal description related to one (1) 38.89 gross acre (38.78 net acre) parcel of land (APN: 0239-192-23) located at the southwest corner of Locust Avenue and Lowell Street within the General Manufacturing (I-GM) land use district of the Rialto Airport Specific Plan – for the purpose of developing one (1) 664,859 square foot industrial warehouse building, as shown on the tentative parcel map attached as Exhibit A, and as approved by the City Council.

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 indemnify, protect, defend, and hold harmless, the City of Rialto, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (collectively, the "City Parties"), from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to arbitrations, mediations, and other such procedures), (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, the any action of, or any permit or approval issued by, the City and/or any of its

officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City), for or concerning the Project (collectively, the "Entitlements"), whether such Actions are brought under the California Environmental Quality Act, the Planning and Zoning Law, the Subdivision Map Act, Code of Civil Procedure Chapter 1085 or 1094.5, the California Public Records Act, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a court of competent jurisdiction. This condition to indemnify, protect, defend, and hold the City harmless shall include, but not be 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 TPM No. 20809.

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

5. The applicant shall complete and abide by all pre-construction mitigation measures contained within the Mitigation Monitoring and Reporting Program associated with the Environmental Impact Report (Environmental Assessment Review No. 2023-0051) adopted for the Project, prior to the issuance of a grading permit.

6. The applicant shall complete and abide by all during-construction mitigation measures contained within the Mitigation Monitoring and Reporting Program associated with the Environmental Impact Report (Environmental Assessment Review No. 2023-0051) adopted for the Project, prior to the issuance of a Certificate of Occupancy.

7. The applicant shall secure the services of a tribal cultural monitor to be present during all ground disturbance activities associated with the construction of this project. The tribal cultural monitor shall be approved by the Gabrieleño Band of Mission Indians-Kizh Nation, and documentation of coordination between the applicant and the Gabrieleño Band of Mission Indians-Kizh Nation on this matter shall be provided to the Planning Division prior to the issuance of a grading permit.

8. The applicant shall submit a final parcel map (Parcel Map No. 20809), prepared by a California registered Land Surveyor or qualified Civil Engineer, to the Public Works 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 building permits, except as allowed by the Subdivision Map Act. Prior to approval of the Parcel/Tract Map by the City Council, provide a Preliminary Subdivision Report from a title company and if applicable, provide evidence that Section 66436 of the Subdivision Map Act regarding interfering with the rights of easement holders has been addressed. Dedications to the public required by these conditions of approval shall be made via separate instrument or Parcel Map, whichever occurs first.

9. In accordance with Government Code 66462, all required public improvements shall be completed prior to the approval of Parcel Map No. 20809. Alternatively, the applicant may enter into a Subdivision Improvement Agreement to secure the cost of all required public improvements at the time of requesting the City Engineer's approval of Parcel Map No. 20809. The applicant will be required to secure the Subdivision Improvement Agreement pursuant to Government Code 66499 in amounts determined by the City Engineer.

10. The applicant shall comply with all other applicable State and local ordinances.

11. Pursuant to Section 17.16.050A of the Rialto Municipal Code, approval of TPM No. 20809 is granted for a period of twenty-four (24) months from the effective date of this resolution. Pursuant to Section 17.16.050C of the Rialto Municipal Code, an extension of time for TPM No. 20809 may be granted by the Planning Commission for a period or periods not to exceed a total of thirty-six (36) months. The period or periods of extension shall be in addition to the original twenty-four (24) months. An application shall be filed with the Planning Division for each extension together with the required fee prior to the expiration date of TPM No. 20809.

SECTION 5. 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 17th day of December, 2025.

_____
MICHAEL E. STORY, CHAIR
CITY OF RIALTO PLANNING COMMISSION

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO) ss
CITY OF RIALTO)

I, Heidy Gonzalez, Administrative Assistant of the City of Rialto, do hereby certify that the foregoing Resolution No. ____ was duly passed and adopted at a regular meeting of the Planning Commission of the City of Rialto held on the ___th day of ____, 2025.

Upon motion of Planning Commissioner_____., seconded by Planning Commissioner ____, the foregoing Resolution No. ____was duly passed and adopted.

Vote on the motion:

AYES:

NOES:

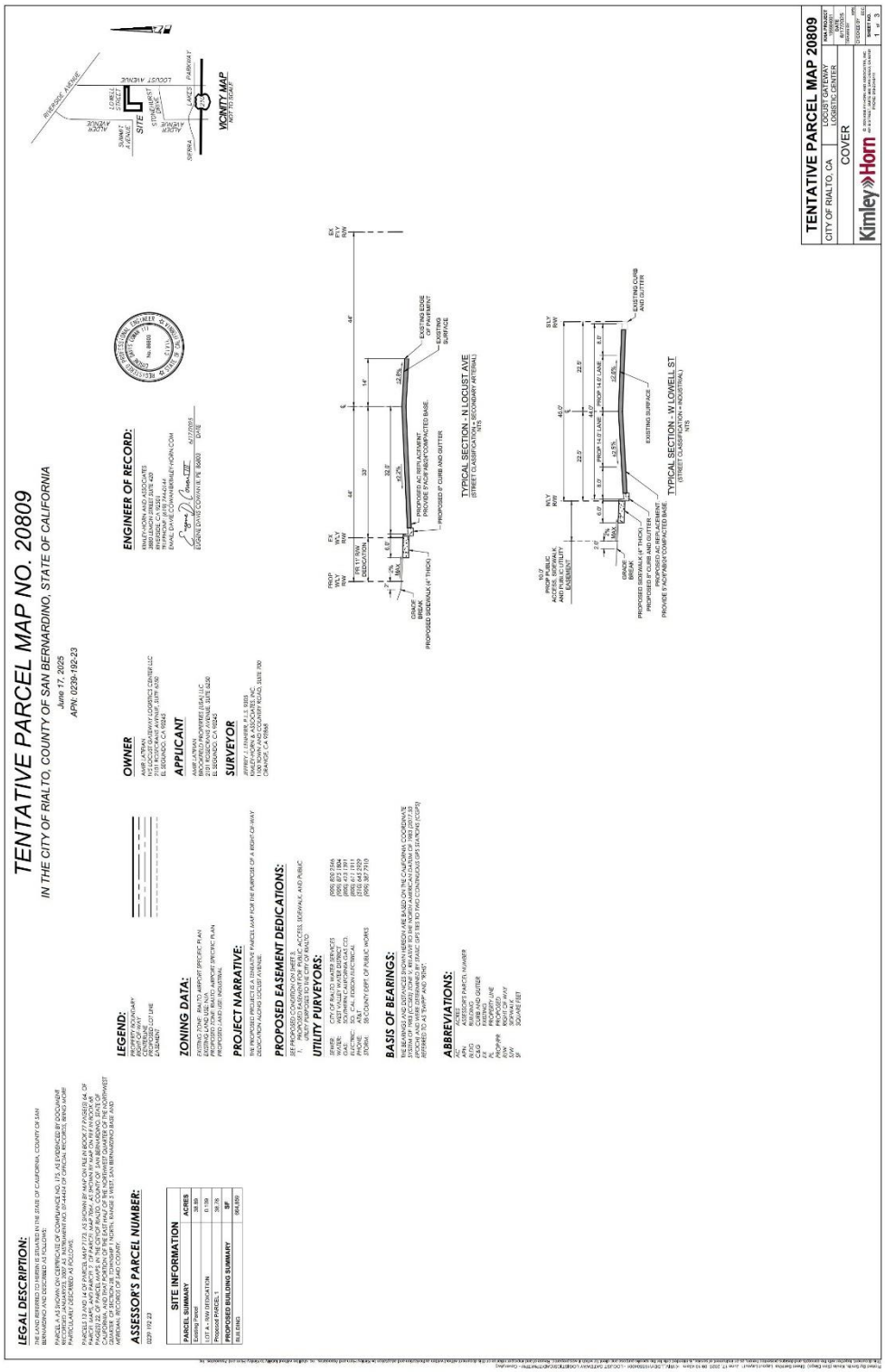
ABSENT:

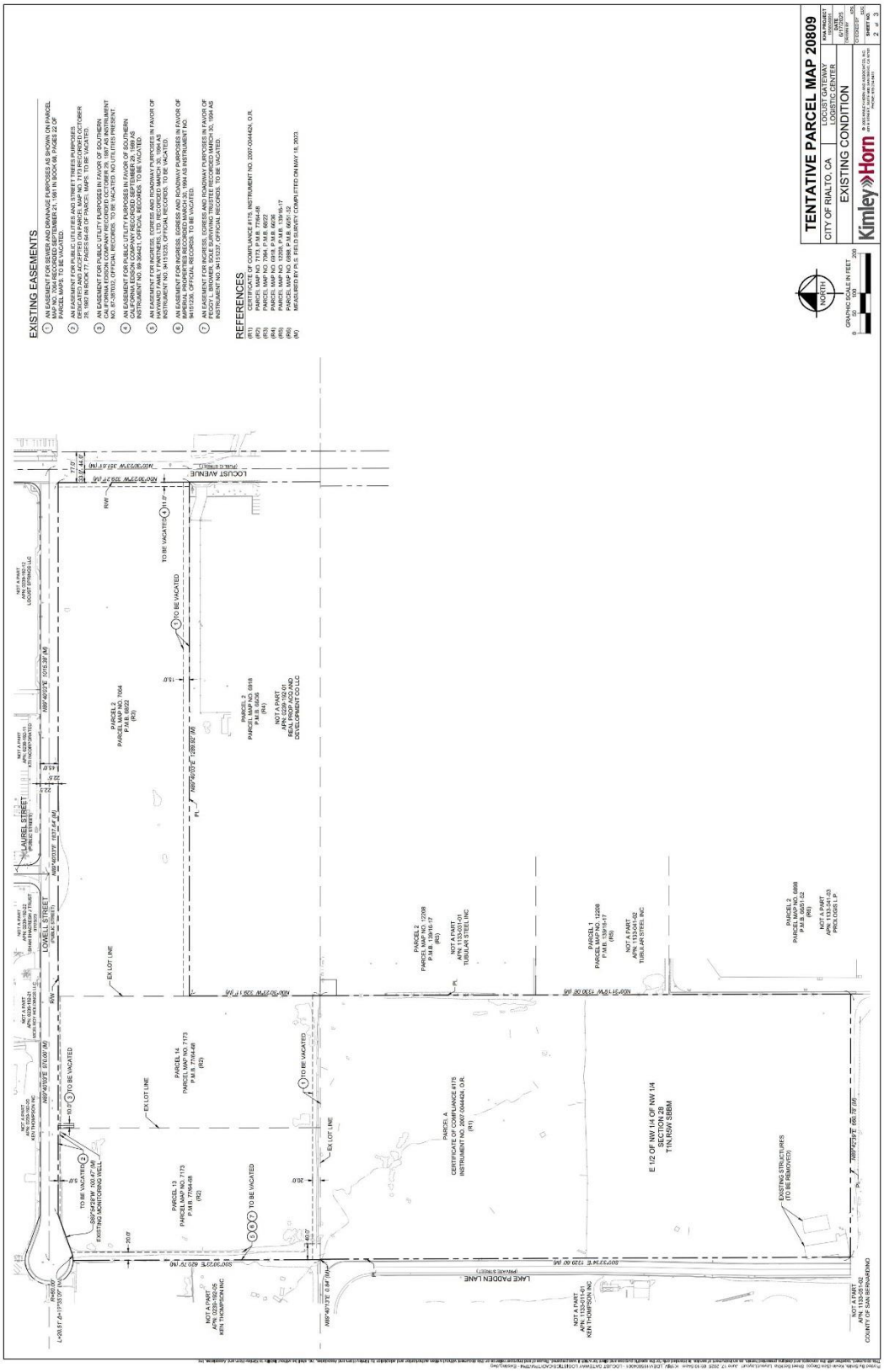
IN WITNESS WHEREOF, I have hereunto set my hand and the Official Seal of the City of Rialto this __th day of ___, 2025.

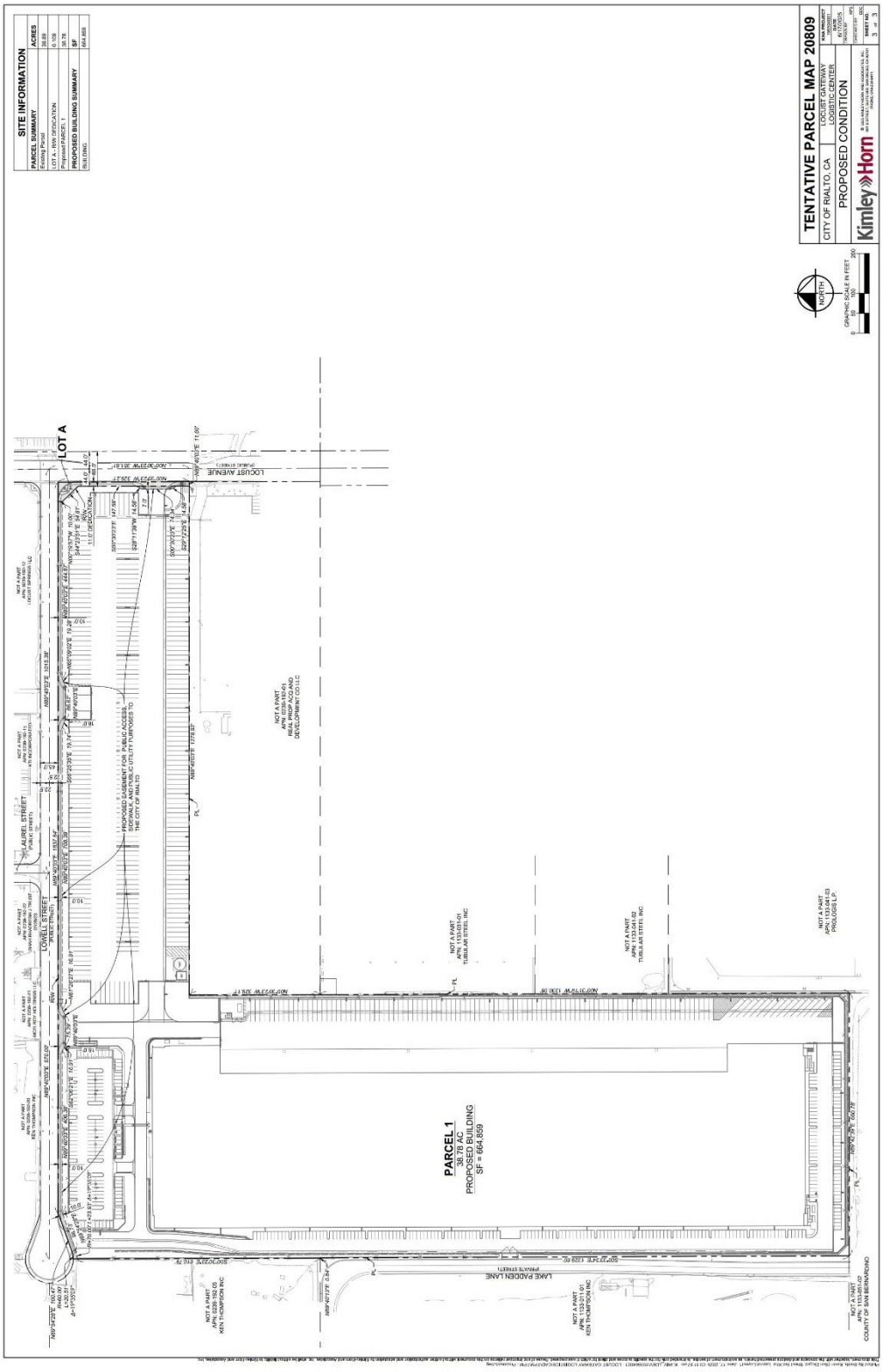
_____
HEIDY GONZALEZ, ADMINISTRATIVE ASSISTANT

Exhibit A

"Tentative Parcel Map"




EXISTING EASEMENTS
REFERENCES
TENTATIVE PARCEL MAP 20809
CITY OF RIALTO, CA
LOCUST GATEWAY
LOCUST CENTER
EXISTING CONDITION
Kimley»Horn
NORTH
GRAPHIC SCALE IN FEET
LOCUST AVENUE
LAUREL STREET
LOWELL STREET
LAKE PADDEN LANE
EX LOT LINE
TO BE VACATED
PARCEL 1
PARCEL 2
PARCEL 3
PARCEL 4
E 1/2 OF NW 1/4 OF NW 1/4
SECTION 28
T1N, R5W SBBM
EXISTING STRUCTURES
(TO BE REMOVED)



END OF EXHIBIT A

RESOLUTION NO. 2025-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA RECOMMENDING THAT THE CITY COUNCIL APPROVE CONDITIONAL DEVELOPMENT PERMIT NO. 2023-0032 ALLOWING THE DEVELOPMENT AND OPERATION OF A 664,859 SQUARE FOOT INDUSTRIAL WAREHOUSE BUILDING 38.89 GROSS ACRES (38.78 NET ACRES) OF LAND (APN: 0239-192-23) LOCATED AT THE SOUTHWEST CORNER OF LOCUST AVENUE AND LOWELL STREET WITHIN THE GENERAL MANUFACTURING (I-GM) LAND USE DISTRICT OF THE RIALTO AIRPORT SPECIFIC PLAN.

WHEREAS, the applicant, IV5 Locust Gateway Logistics Center LLC, ("Applicant") proposes to develop and operate a 664,859 square foot industrial warehouse building with associated paving, landscaping, fencing, lighting, and drainage improvements ("Project") on approximately 38.89 gross acres (38.78 net acres) of land (APN: 0239-192-23) located at the southwest corner of Locust Avenue and Lowell Street within the General Manufacturing (I-GM) land use district of the Rialto Airport Specific Plan ("Site"); and

WHEREAS, the Project will consist of a 664,859 square foot industrial warehouse building, eighty-two (82) dock-high loading doors, concrete screen walls, an abundant amount of landscaping, and full pedestrian and vehicle access; and

WHEREAS, Pursuant to Ordinance No. 1653, the Project requires a Conditional Development Permit, and the applicant has agreed to apply for Conditional Development Permit No. 2023-0032 ("CDP No. 2023-0032"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Tentative Parcel Map No. 2023-0006, also referred to as Tentative Parcel Map No. 20809 ("TPM No. 20809") to provide public right-of-way dedications and to resolve underlying past recordings and instruments related to the Site; and

WHEREAS, in conjunction with the Project, the applicant has applied for Precise Plan of Design No. 2023-0041 ("PPD No. 2023-0041") to facilitate the development of a 664,859 square foot industrial warehouse building with associated paving, landscaping, fencing, lighting, and drainage improvements on the Site; and

WHEREAS, on December 17, 2025, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on CDP No. 2023-0032, TPM No. 20809, and PPD No. 2023-0041, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed CDP No. 2023-0032, TPM No. 20809, and PPD No. 2023-0041; 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 upon the forgoing and substantial evidence presented to the Planning Commission during the public hearing conducted with regard to CDP No. 2023-0032, including, but not limited to, written staff reports, verbal testimony, presentations by City staff, site plans, and other supporting documents, and the conditions of approval stated herein, the Planning Commission hereby determines that CDP No. 2023-0032 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, which findings are as follows:

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

This finding is supported by the following facts:

The Site is "L"-shaped, expansive in size, and vacant. The Project will develop the highest and best use for the Site, in accordance with the General Manufacturing (I-GM) land use district of the Rialto Airport Specific Plan. Additionally, the Project will provide employment opportunities within the City and reduce blight by implementing a use on vacant, unimproved land.

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

This finding is supported by the following facts:

The development of an industrial warehouse building on the Site is consistent with the underlying General Manufacturing (I-GM) land use district, which conditionally permits the development and operation of industrial warehouse buildings. To the north of the project site, across Lowell Street, are several existing industrial developments, and to the east, across Locust Avenue, is approximately 4.75 acres of vacant land. To the south are several existing industrial developments, and to the west is a concrete mix manufacturing facility operated by Robertson's Ready Mix. The nearby area is predominantly designated for and developed with industrial uses, and as a result, there are no sensitive land uses adjacent to the project site. The project is not expected to negatively impact any uses with the successful implementation of measures such as landscape buffering, the installation of solid screen walls, aesthetic building enhancements, and other traffic related measures.

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 is 38.78 net acres in size and adjacent to two (2) public streets, which will be able to accommodate the proposed use. The Project will have three (3) points of access via Lowell Street and one (1) point of access via Locust Avenue. In addition, the building will have 365 passenger vehicle parking spaces, which exceeds the amount required by Chapter 18.58 (Off-Street Parking) 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 Agua Mansa Specific Plan, or any zoning ordinances, and

This finding is supported by the following facts:

As previously stated, the proposed use is consistent with the General Manufacturing (I-GM) land use district of the Rialto Airport Specific Plan. The building will be oriented such that none of the dock doors will front or face the public right-of-way and the building will have 365 passenger vehicle parking spaces, all of which comply with the General Plan, the I-GM land use district of the Rialto Airport Specific Plan, Chapter 18.112 (Indoor Storage Facilities) of the Rialto Municipal Code, and the City's Design Guidelines. Additionally,

a landscape setback with a minimum depth of twenty (20) feet will be provided along the frontages of both Locust Avenue and Lowell Street.

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

This finding is supported by the following facts:

The Project's effects will be minimized through the implementation of the Conditions of Approval contained herein, and through the implementation of Conditions of Approval imposed by the City Council on the Precise Plan of Design, such as extensive landscaping, solid screen walls, and enhanced architectural features. The development of a high-quality industrial development will provide additional employment opportunities for residents and visitors to the City. The Project will also serve to develop a piece of land, which has remained undeveloped. The Project is consistent with the General Manufacturing (I-GM) land use district and the surrounding industrial land uses. The nearby area is predominantly designated for and developed with industrial uses, and as a result, there are no sensitive land uses adjacent to the project site. The project is not expected to negatively impact any uses with the successful implementation of measures such as landscape buffering, the installation of solid screen walls, aesthetic building enhancements, and other traffic related measures. Therefore, any potential adverse effects are outweighed by the benefits conferred upon the community and neighborhood as a whole.

SECTION 3. An Environmental Impact Report (Environmental Assessment Review No. 2023-0051) 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 create unavoidable significant impacts to greenhouse gas emissions. On December 17, 2025, by Resolution No. _____, the Planning Commission recommended that the City Council certify the above-reference Environmental Impact Report, make certain findings, and adopt a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Plan, which Resolution No. _____ together with the above-referenced Environmental Impact Report are incorporated herein by reference. The Planning Commission further finds that the CDP No. 2023-0032 is within the scope of the above-referenced Environmental Impact Report. Accordingly, the Planning Commission has forwarded, or is forwarding, a recommendation to the City Council to adopt the Environmental Impact Report prepared for the Project.

SECTION 4. Based upon the forgoing and substantial evidence presented to the Planning Commission during the public hearing conducted with regard to CDP No. 2023-0032, including, but

not limited to, written staff reports, verbal testimony, presentations by City staff, site plans, and other supporting documents, and the conditions of approval stated herein, the Planning Commission hereby recommends that the City Council approve CDP No. 2023-0032, in accordance with the plans and application on file with the Planning Division, subject to the following conditions:

1. The approval is granted allowing the development and operation of a 664,859 square foot industrial warehouse building on 38.89 gross acres (38.78 net acres) of land (APN: 0239-192-23) located at the southwest corner of Locust Avenue and Lowell Street, as shown on the plans attached as Exhibit A and as approved by the City Council. 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 indemnify, protect, defend, and hold harmless, the City of Rialto, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (collectively, the "City Parties"), from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to arbitrations, mediations, and other such procedures), (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, the any action of, or any permit or approval issued by, the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City), for or concerning the Project (collectively, the "Entitlements"), whether such Actions are brought under the California Environmental Quality Act, the Planning and Zoning Law, the Subdivision Map Act, Code of Civil Procedure Chapter 1085 or 1094.5, the California Public Records Act, or any other state, federal, or local statute, law, ordinance, rule, regulation, 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. 2023-0032.

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

5. The property owner(s) and building tenants shall always abide by all operational mitigation measures contained within the Mitigation Monitoring and Reporting Program associated with the Environmental Impact Report (Environmental Assessment Review No. 2023-0051) adopted for the Project.

6. The tenants within the buildings shall always conduct operations consistent with the environmental analysis contained within the Environmental Impact Report (Environmental Assessment Review No. 2023-0051) adopted for the Project.

7. The Project shall be limited to a maximum of 683 actual passenger car trips and 455 actual truck trips daily, in accordance with Table 5 (Summary of Project Trip Generation) of the Traffic Study prepared for the Project by Kimley-Horn and Associates, Inc. and dated December 2025, which is attached hereto as Exhibit B.

8. The applicant, landlord, and/or tenant(s) shall require all inbound truck traffic to access the site via the SR-210 Freeway & Alder Avenue off-ramps, northbound on Alder Avenue to Casmalia Street, eastbound on Casmalia Street to Locust Avenue, and then northbound on Locust Avenue to the either driveway connected to Locust Avenue, or via the I-15 Freeway & Sierra Avenue off-ramps, southbound on Sierra Avenue to Riverside Avenue, southeastbound on Riverside Avenue to Locust Avenue, and then southbound on Locust Avenue to either driveway connected to Locust Avenue. Inbound truck traffic shall not use Casmalia Street east of Locust Avenue or Riverside Avenue southeast of Locust Avenue.

9. The applicant, landlord, operator(s) and/or tenant(s) shall require all outbound truck traffic to proceed southbound on Locust Avenue to Casmalia Street, then westbound on Casmalia Street to Alder Avenue, then southbound on Alder Avenue to the SR-210 Freeway & Alder Avenue on-ramps, or trucks exiting shall proceed northbound on Locust Avenue to Riverside Avenue, then northwestbound on Riverside Avenue to Sierra Avenue, then northbound on Sierra Avenue to the I-15 Freeway & Sierra Avenue on-ramps.

10. The applicant, landlord, operator(s) and/or tenant(s) shall ensure that all inbound truck traffic that requires temporary queuing or staging do so on-site. Inbound truck traffic shall not queue or stage on any public street at any time. Activities on-site shall not operate in such a manner that would impact traffic lanes, cause back up (queuing or staging) of vehicles into the public-right-of-way, or create any unsafe conditions. Fire and Police access and passage around trucks queuing or staging on-site shall be feasible at all times and activities shall not block parking areas, access or passage for disabled persons or emergency response vehicles.

11. The applicant, landlord, operator(s) and/or tenant(s) shall only park or store trucks and trailers within designated truck and trailer spaces within the truck court and adjacent to the dock doors on the north side of the building. No trucks or trailers shall be parked or stored within any drive-aisles or passenger vehicle parking areas outside of the enclosed truck court at any time.

12. 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.

13. Approval of CDP No. 2023-0032 will not become effective until the applicant has signed a statement acknowledging awareness and acceptance of the required conditions of approval contained herein.

14. In the event, that any operation on the Site is found to be objectionable or incompatible with the character of the City and its environs due to excessive noise, excessive traffic, 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 General Manufacturing (I-GM) land use district of the Rialto Airport Specific Plan and/or the City's General Plan, the applicant shall address the issues within forty-eight (48) hours of being notified by the City.

15. If the applicant fails to comply with any of the conditions of approval placed upon CDP No. 2023-0032, TPM No. 20809, or PPD No. 2023-0041, 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. CDP No. 2023-0032 may 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 has 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 excessive noise, excessive traffic, 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 General Manufacturing (I-GM) land use district of the Rialto Airport Specific Plan and/or the City's General Plan.

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 17th day of December, 2025.

_____
MICHAEL E. STORY, CHAIR
CITY OF RIALTO PLANNING COMMISSION

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO) ss
CITY OF RIALTO)

I, Heidy Gonzalez, Administrative Assistant of the City of Rialto, do hereby certify that the foregoing Resolution No. ____ was duly passed and adopted at a regular meeting of the Planning Commission of the City of Rialto held on the ___th day of ____, 2025.

Upon motion of Planning Commissioner_____., seconded by Planning Commissioner ____, the foregoing Resolution No. ____was duly passed and adopted.

Vote on the motion:

AYES:

NOES:

ABSENT:

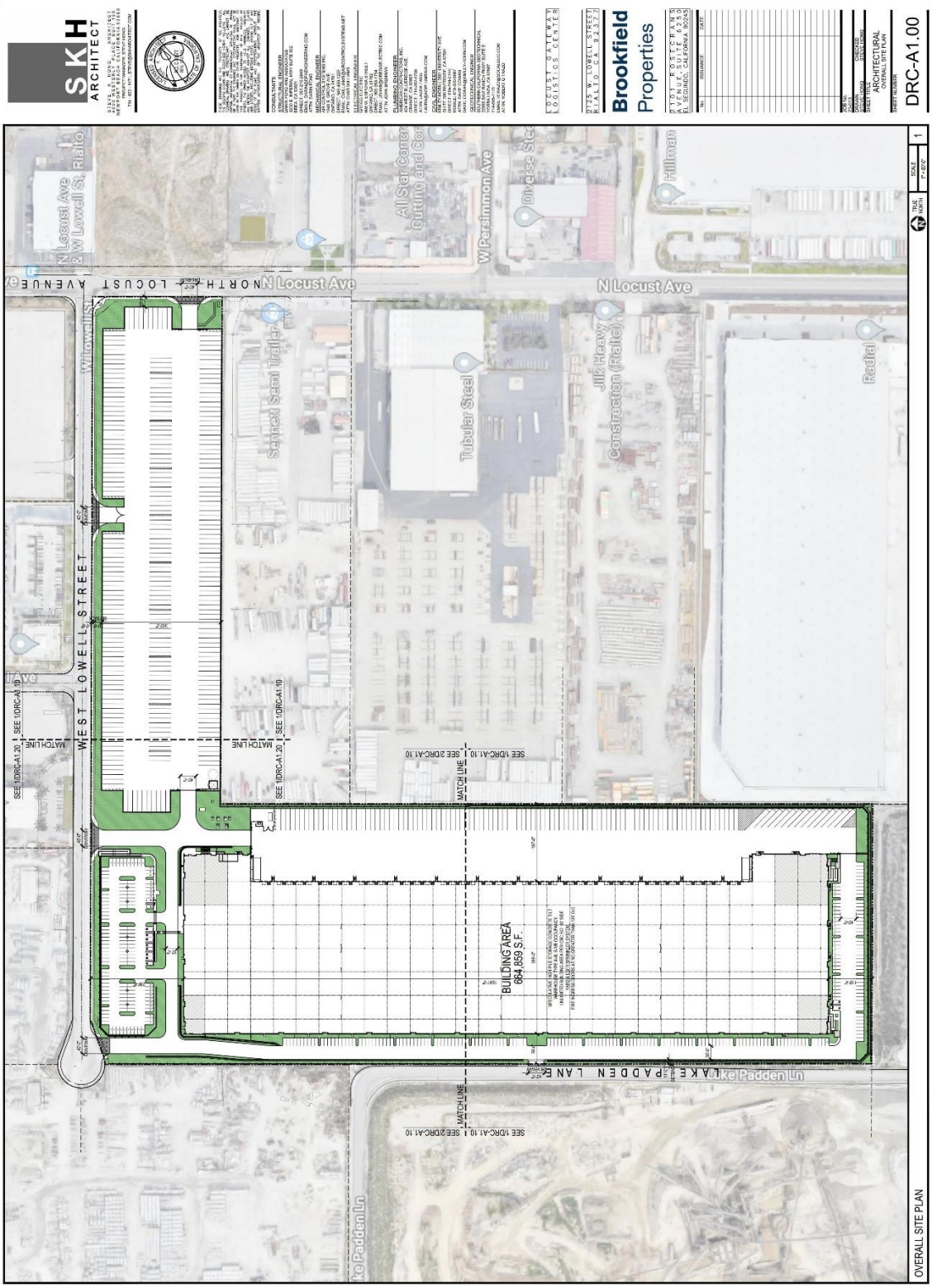
IN WITNESS WHEREOF, I have hereunto set my hand and the Official Seal of the City of Rialto this __th day of ___, 2025.

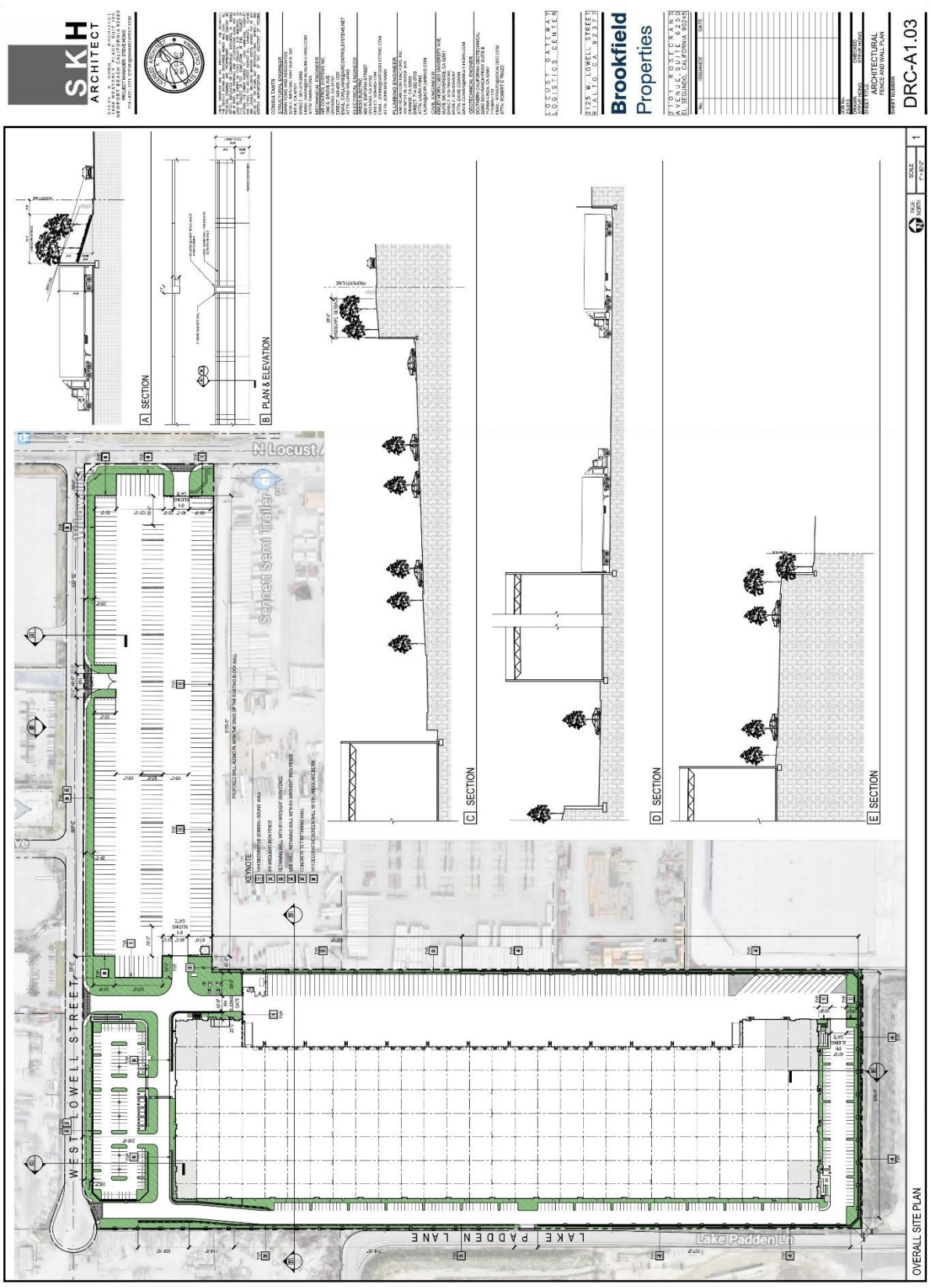
_____

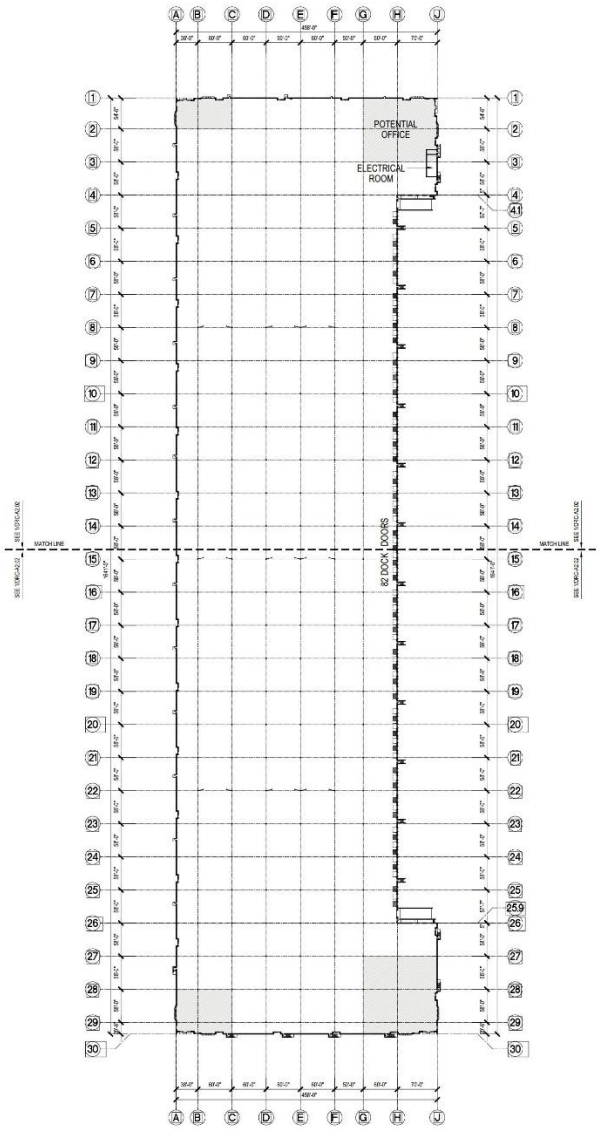
HEIDY GONZALEZ, ADMINISTRATIVE ASSISTANT

Exhibit A

Project Plans




SKH ARCHITECT
LOCUST GATEWAY LOGISTICS CENTER
2125 W. LOWELL STREET RIALTO, CA 92377
Brookfield Properties
ATTOSTERRAS AVENUE SUITE 625 EL SEGUNDO, CALIFORNIA 90245
ARCHITECTURAL FENCE AND WALL PLAN
DRC-A1.03
A SECTION
B PLAN & ELEVATION
C SECTION
D SECTION
E SECTION
KEYNOTE
WEST LOWELL STREET
LAKE PADDEN LANE
Lake Padden Ln
OVERALL SITE PLAN



OVERALL FLOOR PLAN

TRUE NORTH

SCALE 1" = 70'-0"

1

GENERAL NOTES

1. REFER TO CIVIL DRAWINGS FOR SLAB ON GRADE FINISH FLOOR ELEVATION ANY DIRECTION OF SLOPE IF ANY.
2. SLOPE POUR STRIP 4" TO EXTERIOR AT ALL MAN DOORS AND DOCK DOORS. SEE STRUCTURAL DRAWINGS FOR POUR STRIP LOCATIONS.
3. ALL DIMENSIONS ARE TO FACE OF CONCRETE PANEL WALL, GRID LINE OR FACE OF STUD UNLESS NOTED OTHERWISE.
4. REFER TO CIVIL DRAWINGS FOR POINT CONNECTION TO OFF-SITE UTILITIES AND CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS.
5. CONTRACTOR TO PROTECT AND KEEP FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DAMPERED INCLUDING CAKE AND TRUCKS TO PREVENT OIL SPILLS.
6. CONCRETE SLAB TO HAVE STEEL FLOAT TROWEL BURNISHED FINISH.
7. ALL FLOOR SLAB NAIL OR GRACE FRAME HOLES SHALL BE FILLED WITH APPROVED 2 PART EPOXY COMPOUND TO MATCH CONCRETE COLOR.
8. PROVIDE MM-EP 90 AT CONTROL/EXPANSION JOINTS AT THE SPEEDWAY ONLY.

PAINT NOTES

1. INTERIOR CONCRETE WALL: SINGLE COAT OF ACRYLIC PAINT ON INTERIOR WALLS. SHERWIN WILLIAMS, "SNOWBOUND" SW 7004 - FLAT SHEEN.
2. ALL STRUCTURAL STEEL MEMBER INCLUDING COLUMNS, LEDGERS, JOISTS, GIRDERS SHALL RECEIVE LIGHT GRAY SHOP PRIMER. ANY FIELD WELDS SHALL BE TOUCHED UP TO MATCH SHOP PRIMER.
3. STRUCTURAL COLUMNS SHALL, SHALL RECEIVE A COAT OF OSHA YELLOW SAFETY WARNING COLOR. PAINT UP TO 12' ABOVE FINISH FLOOR.
4. ARCHITECTURAL COATINGS REQUIRE USE OF HVLP SPRAYING EQUIPMENT OR MINIMUM TRANSFER RATE OF AT LEAST 50% OR MANUAL APPLICATION TECHNIQUE.
5. PAINT SHALL BE OF "SUPER COMPLIANT" LOW VOC PER SCAQMD RULE 1113.

SKH ARCHITECT
STEVE K. HONG, ARCHITECT
4000 WESTERLY PLACE SUIT 100
NEWPORT BEACH, CALIFORNIA 92660
PROJECT MANAGER: STEVE HONG
714 - 823 - 1171, STEVE@SKHARCHITECT.COM

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CONSULTANTS
STRUCTURAL ENGINEER
MARTIN KONG AND ASSOCIATES
32181 E. MISSION PKWY SUITE 302
RIRA, CA 92551
DIRECT: 951-219-2940
EMAIL: DARTINGER@MONG-ENGG.COM
ATTN: DARIN TONG
MECHANICAL ENGINEER
AIR CONTROL SYSTEMS INC.
1940 S. GROVE AVE.
ONTARIO, CA 91761
DIRECT: 909-455-1779
EMAIL: CWILLIAMS@AIRCONTROLSYSTEMS.NET
ATTN: CHAD WILLIAMS
ELECTRICAL ENGINEER
CERTIFIED ELECTRIC
555 W. EMPORIA STREET
ONTARIO, CA 91762
DIRECT: 909-983-1784
EMAIL: JOHN@CHRISTOELECTRIC.COM
ATTN: JOHN BRENNAN
PLUMBING ENGINEER
AMERICAN CONTRACTORS, INC.
404 WEST BUENROS AVE.
ORANGE, CA 92865
DIRECT: 714-282-1700
ATTN: LAURA HAAG
LAURA@ACPLUMBING.COM
CIVIL ENGINEER
KIMLEY-HORN | 3801 UNIVERSITY AVE,
SUITE 300 RIVERSIDE, CA 92501
DIRECT: 858-744-7446
MOBILE: 619-340-5687
ATTN: DAVID COWAN
DAVID.COWAN@KIMLEY-HORN.COM
GEOTECHNICAL ENGINEER
SOUTHERN CALIFORNIA GEOTECHNICAL
22981 BAY RANCH PKWY SUITE E
YORBA LINDA, CA 92887
714-685-1175
EMAIL: RTRAUT@SOCALGEO.COM
ATTN: ROBERT G TRAUT

LOCUST GATEWAY LOGISTICS CENTER

2125 W. LOWELL STREET
RIALTO, CA 92377

Brookfield Properties

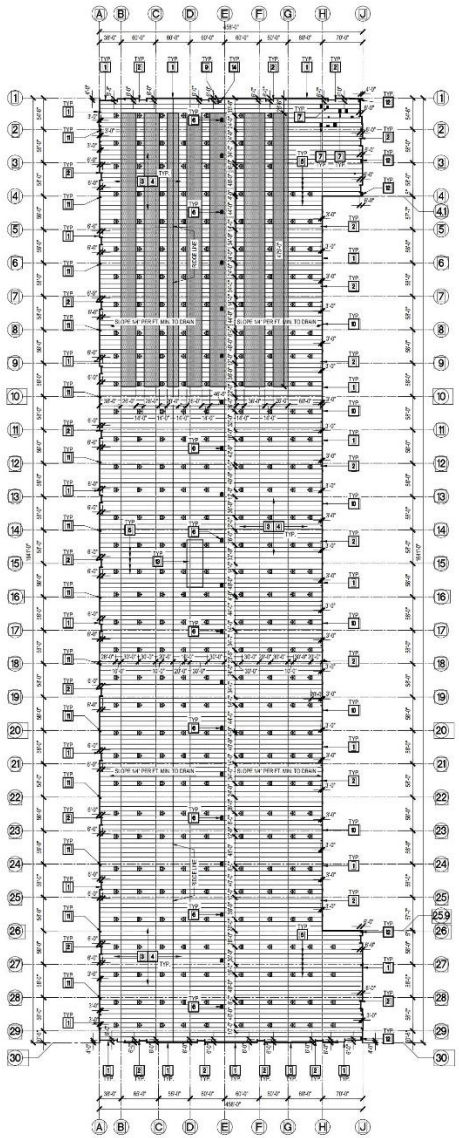
2101 ROSECRANS AVENUE, SUITE 6250
EL SEGUNDO, CALIFORNIA 90245

No.	ISSUANCE	DATE

JOB No.
2019
DRAWN: STEVE HONG
CHECKED: STEVE HONG

SHEET TITLE
ARCHITECTURAL
OVERALL FLOOR PLAN

SHEET NUMBER
DRC-A2.01



OVERALL ROOF PLAN

TRUE NORTH

SCALE 1" = 70'-0"

1

GENERAL NOTES

1. VERIFY THAT ALL AREAS HAVE A POSITIVE ¼" PER FOOT MIN DRAINAGE PRIOR TO INSTALLATION UNLESS NOTED BY THE STRUCTURAL DRAWINGS.
2. COORDINATE WITH STRUCTURAL DRAWINGS FOR ROOF ELEVATIONS.
3. CONTRACTOR SHALL VERIFY ALL MECHANICAL UNIT LOCATIONS, CURBS AND HOOK UPS WITH SUBCONTRACTORS, MECHANICAL / STRUCTURAL ENGINEERS AND ARCHITECT PRIOR TO INSTALLATION.
4. BEFORE SETTING AND ANCHORING OF ANY ROOF MOUNTED EQUIPMENT CONTRACTOR TO CHECK IF SUCH EQUIPMENT ARE VISIBLE FROM PUBLIC WAY. ALERT THE ARCHITECT IF VISIBLE.
5. PROVIDE INVERTED CAP SHEET CRICKETS ALONG UPPER SLOPE OF ALL SKYLIGHTS, MECHANICAL EQUIPMENT UNITS AND OTHER OPENINGS TO FACILITATE POSITIVE DRAINAGE.
6. WHEN REQUIRED BY LOCAL JURISDICTION AND PRIOR TO TRUSS INSTALLATION, TRUSS MANUFACTURER TO SUBMIT PLANS TO BUILDING DEPARTMENT FOR APPROVAL.
7. CONTRACTOR SHALL INSURE PROPER JOB SITE STORAGE OF MATERIALS TO MINIMIZE EXPOSURE TO MOISTURE DURING THE CONSTRUCTION CYCLE.
8. CONTRACTOR TO VERIFY ALL ROOF DEPRESSIONS PER STRUCTURAL DRAWINGS.
9. REFER TO PLUMBING DRAWINGS FOR ROOF DRAIN AND SIZING.
10. ALL ROOF FASTENERS SHALL MEET ALL LOCAL CODE AND REGULATIONS AND REQUIREMENTS. PROPER REQUIREMENTS ARE IN PROJECT JURISDICTION AND ALSO FACTORY MUTUAL WIND UPLIFT PRESSURE REQUIREMENTS.
11. WHEN APPLICABLE, FLEXIBLE FLASHING FOR SMOKE VENTS SHALL BE CAVE TEMPERATURE RANGE HIGHER THAN THE ESFR SPRINKLER SYSTEM.
12. WHEN APPLICABLE, SIGNAGE STATE SHALL BE REQUIRED IF AREAS FOR "POTENTIAL OFFICES" WILL BE USED FOR HIGH PILE COMMODITIES STORAGE.
13. ROOF DRAINS, OVERFLOW DRAINS AND RAINWATER PIPING WITHIN THE INTERIOR OF THE BUILDING SHALL BE TESTED IN ACCORDANCE WITH THE PROVISIONS OF THE PLUMBING CODE FOR TESTING DRAIN, WASTE, AND VENT SYSTEMS.
14. ROOF DRAINS, OVERFLOW DRAINS AND PIPING WITHIN THE BUILDING SHALL UTILIZE APPROVED DRAINAGE FITTINGS.
15. MANUFACTURE ROOF DRAINS AND OVERFLOWS SHALL BE IAPMO LISTED.
16. REFER TO SSA SHEETS FOR MINIMUM ROOFTOP REQUIREMENT.
17. AT THE END OF CONSTRUCTION, CLEAR ALL CONSTRUCTION DEBRIS ON ROOF AND AROUND ROOF DRAINS AND SCUPPERS.

KEYNOTES

1. CONCRETE PARAPET WALL PER STRUCTURAL. PAINT INSIDE FACE AND TOP OF PARAPET WALL WITH DOMINANT BUILDING COLOR WITH ELASTOMERIC PAINT. TOP OF PARAPET SHALL BE SACKED SMOOTH.
2. CONCRETE PARAPET RETURN.
3. 4 P.Y. CLASS "A" BUILT UP ROOFING. JOHNS MANVILLE 4-ONC OR EQUAL. PROVIDE 15 YEAR NO DOLLAR WARRANTY WITH 25 YEAR ALTERNATE.
4. WHITE SORM UNDER ROOF DECK.
5. STRUCTURAL JOISTS/ORDER BELOW.
6. EXHAUST FAN PER MECHANICAL.
7. MECHANICAL ROOF TOP EQUIPMENT PER MECHANICAL/STRUCTURAL.
8. PLUMBING VENT PIPE PER PLUMBING.
9. 5' WIDE WALK PAD, JOHNS MANVILLE DYNATRED OR EQ.
10. EXTERIOR DOWN SPOUT AND OVERFLOW SCUPPERS.
11. INTERIOR ROOF DRAIN AND OVERFLOW SCUPPERS.
12. INTERIOR ROOF DRAIN AND OVERFLOW DRAIN.
13. ROOF ADDRESS NUMBER, 4ft TEXT, BLACK STENCIL
14. 96" 0.64" ACCESS ROOF HATCH WITH 42" BUILT IN GUARD RAIL.

LEGEND

4'X8' CURB MOUNTED SKYLIGHTS ICC-ESR-3177. BRISTOLITE T4896-SS-DB-1-1-451 OR EQUAL

SKH ARCHITECT

STEVE K HONG ARCHITECT
4500 MACARTHUR BLVD. SUITE 300
NEWPORT BEACH, CALIFORNIA 92660
PROJECT MANAGER: STEVE HONG
714-557-1171 EMAIL@SKHARCHITECT.COM

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CONSULTANTS

STRUCTURAL ENGINEER
DANN PONG AND ASSOCIATES
3230 E. IMPERIAL HWY SUITE 302
BREA, CA 92821
DIRECT: 951-219-2840
EMAIL: DANNPE@DANNPONG.COM
ATTN: DANN PONG

MECHANICAL ENGINEER
AIR CONTROL SYSTEMS INC.
1042 S. GROVE AVE.
ONTARIO, CA 91761
DIRECT: 345-402-1229
EMAIL: CWILLIAMS@AIRCONTROLSYSTEMS.NET
ATTN: CHAD WILLIAMS

ELECTRICAL ENGINEER
OREGO ELECTRIC
605 W. FAIRVIEW STREET
ONTARIO, CA 91762
DIRECT: 909 983 1754
EMAIL: JOHN@OREGOELECTRIC.COM
ATTN: JOHN BRENNAN

PLUMBING ENGINEER
AMERICAN CONTRACTORS, INC.
404 WEST BLUERIDGE AVE.
ORANGE, CA 92865
DIRECT: 714-283-4700
ATTN: LAURA FANG
LAURA@CATLSMING.COM

CIVIL ENGINEER
KIMLEY-HORN | 3801 UNIVERSITY AVE.
SUITE 300 RIVERSIDE, CA 92501
DIRECT: 619-744-0148
MOBILE: 619-300-5987
ATTN: DAVID COWAN
DAVID.COWAN@KIMLEY-HORN.COM

GEOTECHNICAL ENGINEER
SOUTHERN CALIFORNIA GEOTECHNICAL
22965 SAVI RANCH PKWY SUITE E
YORBA LINDA, CA 92887
714-685-1115
EMAIL: RTRAZO@SOCALGEO.COM
ATTN: ROBERT G TRAZO

LOCUST GATEWAY LOGISTICS CENTER

2125 W. LOWELL STREET
RIALTO CA 92377

Brookfield Properties

2101 ROSECRANS AVENUE, SUITE 6250
EL SEGUNDO, CALIFORNIA 90245

No.	ISSUANCE	DATE

JOB No. 23-013
DRAWN: STEVE HONG
CHECKED: STEVE HONG
SHEET TITLE: ARCHITECTURAL
OVERALL ROOF PLAN

SHEET NUMBER
DRC-A2.10

Brookfield Properties

11/19/2025

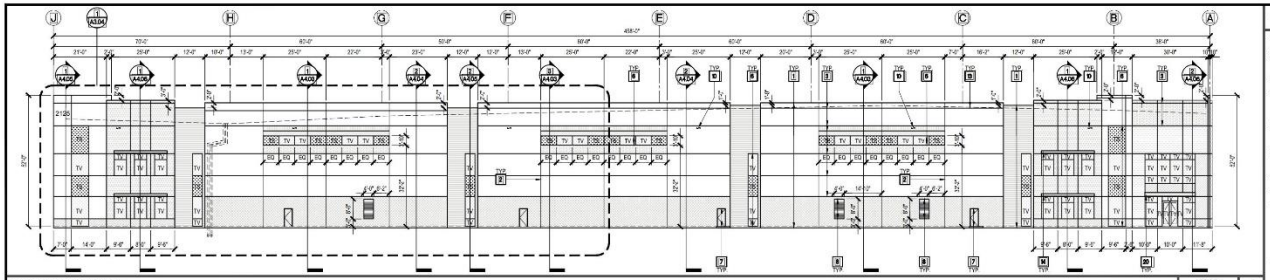
OVERALL COLORED ELEVATIONS DESIGN

W. LOWELL STREET AND N. LOCUST AVE.

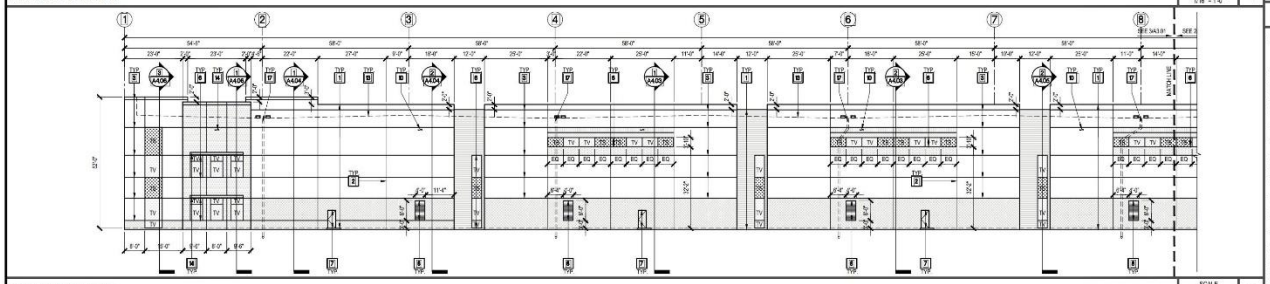
RIALTO, CA

S K H ARCHITECT 23-013

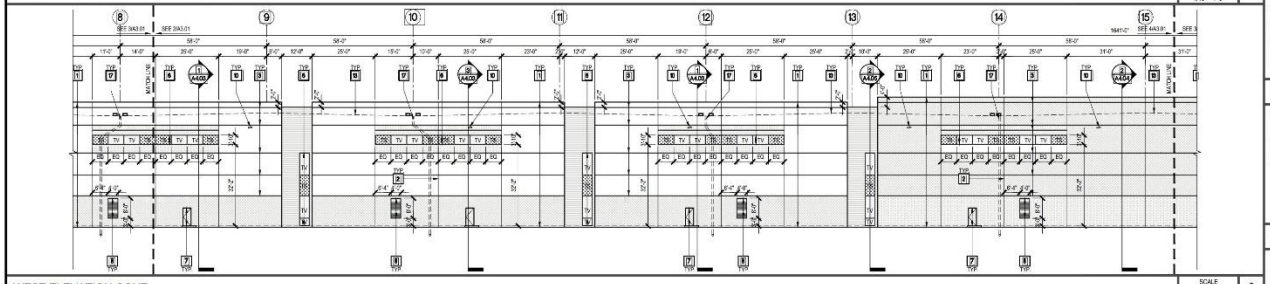
1719



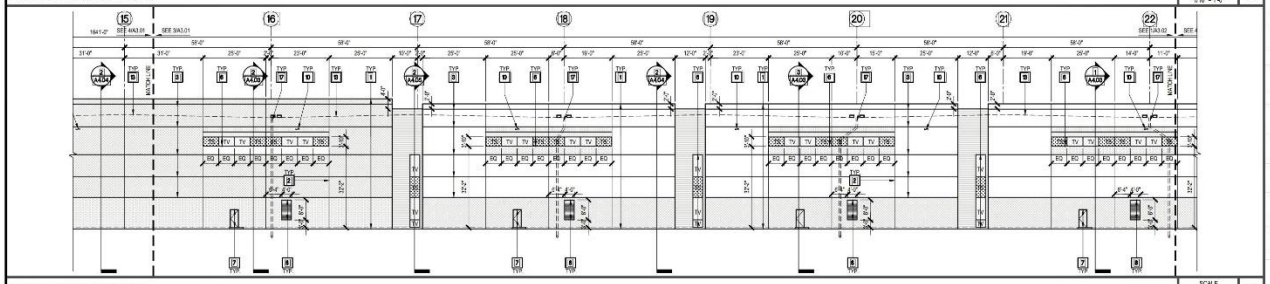
NORTH ELEVATION — SCALE 1/16" = 1'-0" — 1



WEST ELEVATION — SCALE 1/16" = 1'-0" — 2



WEST ELEVATION CONT. — SCALE 1/16" = 1'-0" — 3



WEST ELEVATION CONT. — SCALE 1/16" = 1'-0" — 4

GENERAL NOTES

1. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
3. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND UNITS SHALL BE DESIGNED TO RESIST WIND EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
4. TOP AND BACK SIDE OF PARAPETS TO HAVE SMOOTH SACKED FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
5. FOR SPANDRELS: GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH BY PROVIDING A MINIMUM 8" DIAMETER HOLE ON THE CORNER. DO NOT CORE DRILL. USE PVC PIPE DURING CASTING OF CONCRETE PANEL. REMOVE PVC AND SACK SMOOTH AND MANHOLE.
6. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS
7. PROVIDE SINGLE COAT OF PRIMER (MOLLER) ON PCI COVER UP WITH FIRST COAT OF PAINT TO BE ROLLED ON AND THE SECOND COAT TO BE SPRAYED ON. PROVIDE THIRD LAYER REQUIRED TO ACHIEVE FULL COLOR SATURATION AS REQUIRED.
8. WATER BLAST EXTERIOR FACE OF BUILDING WALLS PRIOR TO PAINT.
9. ALL CONCRETE PANEL JOINTS SHALL BE CLEARED OF DEBRIS BY PRESSURING WASHING THE CAVITY. GRIND ANY SHARP EDGES PRIOR TO APPLY PANEL CAULK JOINT.
10. ALL EXTERIOR DOORS AND LOUVERS SHALL BE FABRICATED AND WEATHER STRIPPED TO WITHSTAND WIND EXPOSURE "C"
11. CONTRACTOR TO PROVIDE MOCK UP PAINT AND FINISHES FOR OWNER AND ARCHITECTS APPROVAL PRIOR TO COMMENCING THE WORK.
12. ALL FINISH MATERIAL SUCH AS ADHESIVES, SEALANTS, PRIMERS AND CAULKS SHALL COMPLY WITH LOCAL OR REGIONAL AIR POLLUTION CONTROL OR AIR QUALITY MANAGEMENT DISTRICT RULES WHERE APPLICABLE. OR SCAQMD RULE 1168 VOC LIMIT IS AS SHOWN ON TABLE 5.504.4.1 AND 5.504.4.2. SUCH PRODUCTS ALSO SHALL COMPLY WITH RULE 1168 PROHIBITION ON THE USER OF CERTAIN TOXIC COMPOUNDS (CHLORODFORM, DICHLOROMETHANE, METHYLENE CHLORIDE, PERCHLOROETHYLENE AND TRICHLOROTHRIFLUOROETHANE), EXCEPT FOR AEROSOL PRODUCTS AS SPECIFIED IN SECTION 5.504.4.2.3 BELOW.
13. AEROSOL ADHESIVES AND SMALLER UNIT SIZES OF ADHESIVES AND SEALANT OR CAULKING COMPOUNDS (IN UNITS OF PRODUCTS, LESS PACKAGING, WHICH DO NOT WEIGH MORE THAN ONE POUND AND DO NOT CONSIST OF MORE THAN 16 FLUID OUNCES SHALL COMPLY WITH STATE AND FEDERAL VOC STANDARDS AND OTHER REQUIREMENTS, INCLUDING PROHIBITIONS ON USE OF CERTAIN TOXIC COMPOUNDS.

KEYNOTES

1. CONCRETE TILT UP WALL - SEE PAINT AND FINISH LEGEND NEUTRAL WATERPROOF ALL WALLS WHERE GRADE IS HIGHER AND EXPOSED TO THE WEATHER ONE SIDE, WATER PROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MINIMUM OF 6" OF GRAVEL PROVIDE TRENCH DRAIN AT BOTTOM AND DAYLIGHT TO CURB OR TAKE TO STORM DRAIN.
2. CONCRETE TILT PANEL JOINT - DETAIL 2/A2.02 AND NOTE 10 IN GENERAL NOTES
3. PAINTED CONCRETE REVEAL - DETAIL 1/A6.02
4. 3' X 10' OVER HEAD DOOR HIGH DOOR - SEE SHEET A5.01
5. 12' X 14' OVER HEAD DRADE LEVEL DOOR - SEE SHEET A5.01
6. ALUMINUM STOREFRONT GLAZING SYSTEM - DETAIL 1/A6.02 AND SEE GLAZING LEGEND BELOW
7. 3'-0" HOLLOW METAL DOOR AND FRAME WITH 4 COMPLETE WEATHER STRIPPING - SEE SHEET A5.01
8. KNF PAINTED METAL LOUVER, REFER TO MECHANICAL FOR SECURITY BAR REQUIREMENTS - DETAIL 1/A6.02
9. BUILDING ADDRESS PER FIRE DEPARTMENT STANDARDS, 10"H X 2" THICK HIGH DENSITY FOAM THE LATEX BOLD LETTER WITH 2" PVC BLACK FACE, EPOXY TO WALL
10. 15'-0" LIGHT POLE (SEE FIRE ELECTRICAL - CENTER ON WALL / CONCRETE WALL PANEL - ABOVE AND CENTERED ON DOORS, BETWEEN REVEALS ETC. UNLESS NOTED OTHERWISE
11. CONCRETE RAMP WALL 42" HIGH PER STRUCTURAL
12. CONCRETE FILLED BOLLARD - 7/A6.01
13. ROOF SHEATHING BEYOND PER STRUCTURAL
14. 16'0 EXTERIOR CANOPY - DETAIL 8/A6.02
15. KNOCK OUT PANEL PER STRUCTURAL
16. INTERIOR DRAIN AND OVERFLOW DRAIN BEYOND. SITE SITE PLAN FOR DRAIN THROUGH CURB LOCATION - DETAIL 9/A6.10
17. INTERIOR DRAIN AND OVERFLOW SCUPPERS. SEE SITE PLAN FOR DRAIN THROUGH CURB LOCATION - DETAIL 10/A6.10
18. NOT USED
19. CONCRETE STAIR - 1, 2/A2.03
20. ARCHITECTURAL CANOPY - REYNOBOND COLORWELD 900, PURE WHITE - DETAIL 2/A6.02

GLAZING LEGEND

TEMPERED VISION GLASS

TEMPERED CONCRETE BACKED SPANDREL GLASS
SINGLE PANE 1" VITRO-AZ-NEO, VISTACOOL PACIFIC WITH HARMONY BLUE SPACI COAT

OFFICE POTENTIAL OFFICE AREAS
SINGLE PANE 1" VITRO-AZ-NEO, VISTACOOL 20 PACIFICA + SOLARBAN 60 (5)
VLT: 39, SHGC: 0.23, U-VALUE: 0.29
1" INSULATED UNIT WITH 1 AIRSPACE AND 2(1)" LITES

WAREHOUSE GLAZING AREA
SINGLE PANE 1" VITRO-AZ-NEO VISTACOOL PACIFICA

COLOR / FINISH LEGEND

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN-WILLIAMS (CUSTOM MATCH) WATER WHITE
EXTRA WHITE BASE
CERTICOLOR/KRAFT
CZ 32 84 128
L1 - 2 - -
R1 - 1 - -
Y2 - 1 - -

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN-WILLIAMS (CUSTOM MATCH) MOONBEAM GREY
EXTRA WHITE BASE
CERTICOLOR/KRAFT
CZ 32 84 128
B1 - 1 - -
N1 - 24 - -
R2 - 3 - -

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN-WILLIAMS (CUSTOM MATCH) ARGYLE/TWEED GREY
ULTRADEEP BASE
CERTICOLOR/KRAFT
CZ 32 84 128
B1 4 3 - -
WR 6 25 - -
R2 - 10 - -
Y3 - 21 - -

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN-WILLIAMS (CUSTOM MATCH) EVERGREEN BLUE
ULTRADEEP BASE
CERTICOLOR/KRAFT
CZ 32 84 128
B1 - 13 - -
WR - 62 - -
L1 9 25 - -
R3 3 7 - -

WOOD SIDING
BEGIN A VARIAGE WOOD FIBER CEMENT - KYDAR
FOLLOW MFR RECOMMENDED INSTALLATION

STONE VENEER - SYSTEM
TRIM WINDOWS
STAIR IS NOT SUBSTRATE (CONCRETE PANEL) ALSO PROVIDE PCI WATER BOUNDRY
SYSTEM AS SHOWN IS FOR ANSI 118.10, FOLLOW MFR RECOMMENDED INSTALLATION

16'0 EXTERIOR CANOPY - HIGH PERFORMANCE PAINTED
SW 7005 PURE WHITE

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN-WILLIAMS (CUSTOM MATCH) ROOKWOOD BLUE
EXTRA WHITE BASE
CERTICOLOR/KRAFT
L1 - 12 - -
B2 - 5 - -
R2 - 10 - -

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN-WILLIAMS (CUSTOM MATCH) ATMOSPHERIC
EXTRA WHITE BASE
CERTICOLOR/KRAFT
CZ 32 84 128
B1 - 15 - -
N1 - 41 - -
R2 - 5 - -

ALL STONE VENEERS SHALL EXTEND MINIMUM 3" BELOW FINISH GRADE, CHECK CIVIL DRAWINGS TO VERIFY THE EXTENT. VENEERS SHALL EXTEND BACK TO ANY CEILING SOFFITS AND PANEL RETURNS WHERE LOCATED. 3 DIMENSIONAL ENDURANCE HAS LIMITATION. THE INTENT IS FOR THE VENEERS TO BE APPLIED TO ANYTHING IN PAINT AND NOT JUST THE FACE AS SHOWN ON THE ENDINGS.

SKH ARCHITECT
STEVE K HONG ARCHITECT
4000 WESTERLY PLACE SUIT 100
NEWPORT BEACH CALIFORNIA 92660
PROJECT MANAGER: STEVE HONG
714 - 922 - 1171, STEVE@SKHARCHITECT.COM

LICENSED ARCHITECT — No. C 31677 — REN. 08/31/13 — STATE OF CALIFORNIA

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CONSULTANTS

STRUCTURAL ENGINEER
DARR PONG AND ASSOCIATES
3230 E. IMPERIAL HWY SUITE 302
BREA, CA 92821
DIRECT: 951-219-2949
EMAIL: DARR@DARRPONG.COM
ATTN: DARR PONG

MECHANICAL ENGINEER
AIR CONTROL SYSTEMS INC.
1940 S. GROVE AVE.
ONTARIO, CA 91761
DIRECT: 909-390-1229
EMAIL: CRAIG@AIRCONDITIONINGSYSTEMS.NET
ATTN: CRAIG WILLIAMS

ELECTRICAL ENGINEER
GRIGG ELECTRIC
900 E. ESPERANZA STREET
SANTA ANA, CA 92701
DIRECT: 949-660-1754
EMAIL: JOHN@GRIGGELECTRIC.COM
ATTN: JOHN BRENNAN

PLUMBING ENGINEER
AMERICAN CONTRACTORS, INC.
400 W. ESTA LEVEQUE AVE.
ORANGE, CA 92865
DIRECT: 714-282-0700
ATTN: LAURA FANG
LAURA@ACPLUMBING.COM

CIVIL ENGINEER
KIMLEY-HORN | 3801 UNIVERSITY AVE.
SUITE 300 RIVERSIDE, CA 92501
DIRECT: 619-744-0145
MOBILE: 619-306-0367
ATTN: DAVID COWAN
DAVID.COWAN@KIMLEY-HORN.COM

GEOTECHNICAL ENGINEER
SOUTHERN CALIFORNIA GEOTECHNICAL
23980 SAN RAMON PKWY SUITE E
YORBA LINDA, CA 92887
714-685-1119
EMAIL: RTRUAX@SOCAL-GEO.COM
ATTN: ROBERT D TRUAX

LOCUST GATEWAY LOGISTICS CENTER

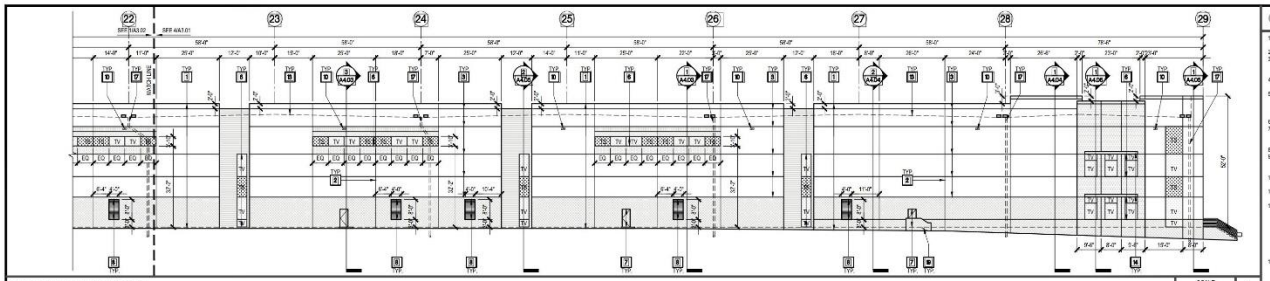
2125 W. LOWELL STREET
RIALTO CA 92377

Brookfield Properties

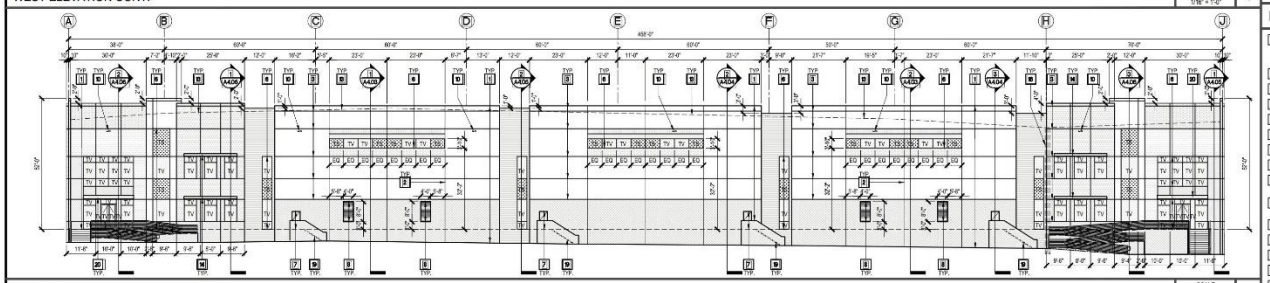
2101 ROSECRANS AVENUE, SUITE 6250
EL SEGUNDO, CALIFORNIA 90245

No.	ISSUANCE	DATE

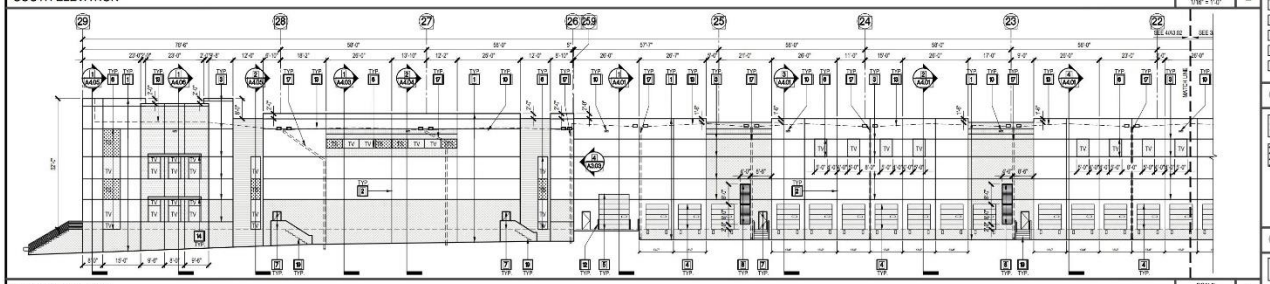
JOB No.: 23-013
DRAWN: STEVE HONG
CHECKED: STEVE HONG
SHEET TITLE: ARCHITECTURAL ELEVATIONS
SHEET NUMBER: A3.01



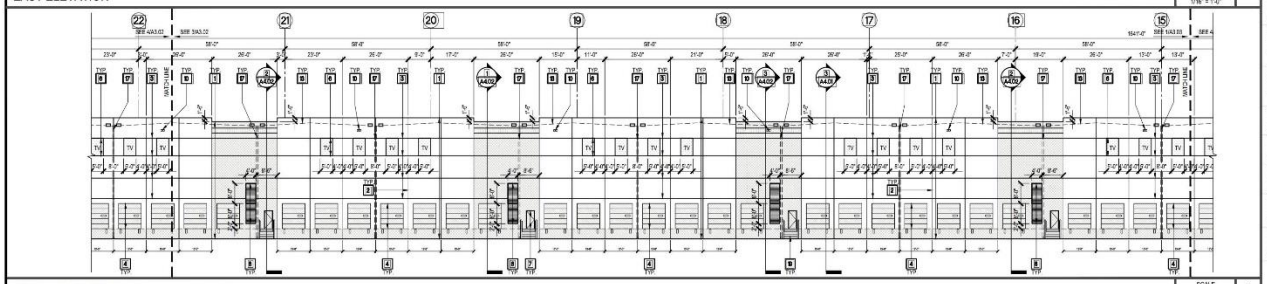
WEST ELEVATION CONT. SCALE 1/16" = 1'-0" 1



SOUTH ELEVATION SCALE 1/16" = 1'-0" 2



EAST ELEVATION SCALE 1/16" = 1'-0" 3



EAST ELEVATION CONT. SCALE 1/16" = 1'-0" 4

GENERAL NOTES

1. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
3. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND UNITS SHALL BE DESIGNED TO RESIST WIND EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
4. TOP AND BACK SIDE OF PARAPETS TO HAVE SMOOTH SACKED FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
5. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH BY PROVIDING A MINIMUM 8" DOWN SLOPE FILL ON THE CORNER. DO NOT CORE SHELL: USE PVC PIPE DURING CASTING OF CONCRETE PANEL. REMOVE PVC AND SACK SMOOTH AND DAMAGES.
6. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
7. PROVIDE SINGLE COAT OF PRIMER INSTALLED ON FOLLOWED UP WITH FIRST COAT OF PAINT TO BE ROLLED ON AND THE SECOND COAT TO BE SPRAYED ON. PROVIDE THREE LAYER REQUIRED TO ACHIEVE FULL COLOR SATURATION AS REQUIRED.
8. WATER BLAST EXTERIOR FACE OF BUILDING WALLS PRIOR TO PAINT.
9. ALL CONCRETE PANEL JOINTS SHALL BE CLEANED OF DEBRIS BY PRESSURING WASHING THE CAVITY. GRIND ANY SHARP EDGES PRIOR TO APPLY PANEL CAULK JOINT.
10. ALL EXTERIOR DOORS AND LOUVERS SHALL BE PAINTED AND WEATHER STRIPPED TO WITHSTAND WIND EXPOSURE "C"
11. CONTRACTOR TO PROVIDE MOCK UP PAINT AND FINISHES FOR OWNER AND ARCHITECTS APPROVAL PRIOR TO COMMENCING THE WORK.
12. ALL FINISH MATERIAL SUCH AS ADHESIVES, SEALANTS, PRIMERS AND CAULKS SHALL COMPLY WITH LOCAL OR REGIONAL AIR POLLUTION CONTROL OR AIR QUALITY MANAGEMENT DISTRICT RULES WHERE APPLICABLE, OR SCAQMD RULE 1168 VOC LIMITS AS SHOWN ON TABLES 5 SM-41 AND 5 SM-42. SUCH PRODUCTS ALSO SHALL COMPLY WITH RULE 1168 PROHIBITION ON THE USE OF CERTAIN TOXIC COMPOUNDS (CHLOROFORM, ETHYLENE DICHLORIDE, METHYLENE CHLORIDE PERCHLOROETHYLENE AND TRICHLOROETHYLENE) EXCEPT FOR RUBROSOL PRODUCTS AS SPECIFIED IN BELOW.
13. AEROSOL ADHESIVES AND SMALLER UNIT SIZES OF ADHESIVES, AND SEALANT OR CAULKING COMPOUNDS (IN UNITS OF PRODUCT, NOT PACKAGING), WHICH DO NOT WEIGH MORE THAN ONE POUND AND DO NOT CONSIST OF MORE THAN 16 FLUID OUNCES SHALL COMPLY WITH STATE WIDE VOC STANDARDS AND OTHER REQUIREMENTS, INCLUDING PROHIBITIONS ON USE OF CERTAIN TOXIC COMPOUNDS.

KEYNOTES

1. CONCRETE TILT UP WALL - SEE PAINT AND FINISH LEGEND BELOW. WATERPROOF ALL WALLS WHERE GRADE IS HIGHER AND EXPOSED TO THE WEATHER ONE SIDE. WHERE GRADE IS NOT EXPOSED TO THE WEATHER ONE SIDE. WATER PROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MINIMUM OF 6" OF GRAVEL. PROVIDE TRENCH DRAIN AT BOTTOM AND DAYLIGHT TO CURB OR TIME TO STORM DRAIN.
2. CONCRETE TILT PANEL JOINT - DETAIL 2/A6.02 AND NOTE 10 IN GENERAL NOTES
3. PAINTED CONCRETE REVEAL - DETAIL 1/A6.02
4. 8' X 10' OVER HEAD DOOR, HIGH DOOR - SEE SHEET A5.01
5. 10' X 14' OVER HEAD DOOR GRADE LEVEL DOOR - SEE SHEET A5.01
6. ALUMINUM STOREFRONT GLAZING SYSTEM - DETAIL 12/A6.02 AND SEE GLAZING LEGEND BELOW
7. 3'X7' HOLLOW METAL DOOR AND FRAME WITH COMPLETE WEATHER STRIPPING - SEE SHEET A5.01
8. KNIFE PAINTED METAL LOUVER, REFER TO MECHANICAL FOR SECURITY BAR REQUIREMENTS - DETAIL 13/A6.02
9. BUILDING ADDRESS PER FIRE DEPARTMENT STANDARDS 18"H X 2" THICK HIGH DENSITY FOAM THIS MATE SHOP LETTERS WITH 2" PVC BLACK FACE. EPOXY TO WALL
10. LED LIGHT FIXTURE PER ELECTRICAL. CENTER ON WALL CONCRETE WALL PANEL ABOVE, AND CENTERED ON DOORS, BETWEEN REVEALS ETC. UNLESS NOTED OTHERWISE
11. CONCRETE RAMP WALL 42" HIGH PER STRUCTURAL
12. CONCRETE FILLED BOLLARD - 7/A6.01
13. ROOF SHEATHING BEYOND PER STRUCTURAL
14. HSS EYEBROW CANOPY - DETAIL 8/A6.02
15. KNOCK OUT PANEL PER STRUCTURAL
16. INTERIOR DRAIN AND OVERFLOW DRAIN BEYOND. SEE SITE PLAN FOR DRAIN THROUGH CURB LOCATION - DETAIL 6/A6.10
17. INTERIOR DRAIN AND OVERFLOW SCUPPERS. SEE SITE PLAN FOR DRAIN THROUGH CURB LOCATION - DETAIL 14/A6.10
18. NOT USED.
19. CONCRETE STAIR - 1, 2/A6.03
20. ARCHITECTURAL CANOPY - REYNOBOND COLORWAVE 500, PURE WHITE - DETAIL 2/A6.02

GLAZING LEGEND

TEMPERED VISION GLASS

TEMPERED CONCRETE BACKED SPANDREL GLASS
SINGLE PANE 1" VITROGLAZING VISTACOOL PACIFICA WITH HARMONY BULK DRAB COAT

OFFICE/ADMINISTRATIVE GLASS AREAS:
VITROGLAZING, VISTACOOL (2) PACIFICA + SQ. ARMAN 80 (1)
VLT: 36 SHGC: 0.22 LI VALUE: 0.29
1" INSULATED UNIT WITH 2" AIRSPACE AND (2) 1/4" UNITS

WAREHOUSE GLAZING AREA:
SINGLE PANE 1" VITROGLAZING VISTACOOL PACIFICA

COLOR / FINISH LEGEND

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN WILLIAMS (CUSTOM MATCH) WINTER WHITE
EXTRA WHITE BASE
COLOR/VARIANT: SW 7004 SNOWBOUND

PAINTED CONCRETE - TILT WALL PANEL
SHERWIN WILLIAMS (CUSTOM MATCH) MORTAR GREY
EXTRA WHITE BASE
COLOR/VARIANT: SW 7554 MORTAR GREY

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN WILLIAMS (CUSTOM MATCH) ARCHITECTURE GREY
ULTRADEEP BASE
COLOR/VARIANT: SW 7069 IRON ORE

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN WILLIAMS (CUSTOM MATCH) ETTRY/SCENT BLUE
ULTRADEEP BASE
COLOR/VARIANT: SW 6226 ETTRY/SCENT BLUE

WOOD SIDING
NICHIHA VINTAGE WOOD FIBER CEMENT - CEDAR
FOLLOW MFR RECOMMENDED INSTALLATION

STONE VENEER - CULTURA
IRON MARTINSTONE
BEAD BLAST SUBSTRATE (CONCRETE PANEL) AND PROVIDE POLYMER MODIFIED MORTAR AND DETAIL 6 FOR ANSI 118.10). FOLLOW MFR RECOMMENDED INSTALLATION

HSS EYEBROW CANOPY - HSS PER ENGINEER. PAINTED BM AND PURE WHITE

PAINTED CONCRETE - TILT WALL PANEL
SHERWIN WILLIAMS (CUSTOM MATCH) PALE BLUE
EXTRA WHITE BASE
COLOR/VARIANT: SW 6241 PALE BLUE

PAINTED CONCRETE - TILT WALL PANEL
SHERWIN WILLIAMS (CUSTOM MATCH) FOGGY DAY
EXTRA WHITE BASE
COLOR/VARIANT: SW 7654 FOGGY DAY

ALL STONE VENEERS SHALL EXTEND MINIMUM 3" RETURN FINISH GRADE CHECK CIVIL DRAWINGS TO VERIFY THE EXTENT. VENEERS SHALL EXTEND BACK TO ANY CEILING SOFFITS AND PANEL RETURNS WHERE LOCATED. 3 DIMENSIONAL DRAWINGS HAS LIMITATION. THE INTENT IS FOR THE VENEERS TO BE APPLIED TO AN ENTIRE ELEMENT AND NOT JUST THE FACE AS SHOWN ON THE DRAWINGS.

SKH ARCHITECT
STEVE K. HONG ARCHITECT
4000 MACARTHUR BLVD., SUITE 1100
NEWPORT BEACH, CALIFORNIA 92660
PROJECT MANAGER: STEVE HONG
714-507-1171, STEVE@SKHARCHITECT.COM

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CONSULTANTS
STRUCTURAL ENGINEER
DAWN PONG AND ASSOCIATES
3230 E. IMPERIAL HWY SUITE 302
BREA, CA 92821
DIRECT: 951-219-2840
EMAIL: DAWNBEEP@ADELPHIA.NET
ATTN: DAWN TONG
MECHANICAL ENGINEER
AIR CONTROL SYSTEMS INC.
1940 S. GROVE AVE.
ONTARIO, CA 91761
DIRECT: 949-450-1229
EMAIL: CWILLIAMS@AIRCONTROLSYSTEMS.NET
ATTN: CRAIG WILLIAMS
ELECTRICAL ENGINEER
GREGG ELECTRIC
825 W. EMERSON STREET
ONTARIO, CA 91762
DIRECT: 909-923-4774
EMAIL: JOHN@GREGGELECTRIC.COM
ATTN: JOHN BRENNAN
PLUMBING ENGINEER
AMERICAN CONTRACTORS, INC.
404 WEST BLUERIDGE AVE.
ORANGE, CA 92865
DIRECT: 714-283-0700
ATTN: LAURA FANG
LAURA@ACTI-ENGINEERING.COM
CIVIL ENGINEER
ASHLEY-HORN | 3801 UNIVERSITY AVE
SUITE 900 RIVERSIDE, CA 92501
DIRECT: 619-744-0346
MOBILE: 619-300-5687
ATTN: DAVE COWAN
DAVE.COWAN@ASHLEY-HORN.COM
GEOTECHNICAL ENGINEER
SOUTHERN CALIFORNIA GEOTECHNICAL
32665 GAVI RANCH PKWY SUITE E
YUCAIPA, CA 92399
714-655-1115
EMAIL: RTRAZO@SOCALGEO.COM
ATTN: ROBERT G TRAZO

LOCUST GATEWAY LOGISTICS CENTER

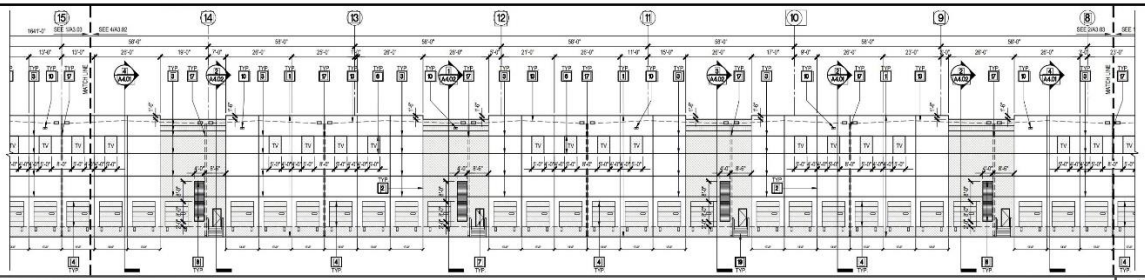
2125 W. LOWELL STREET
RIALTO, CA 92377

Brookfield Properties

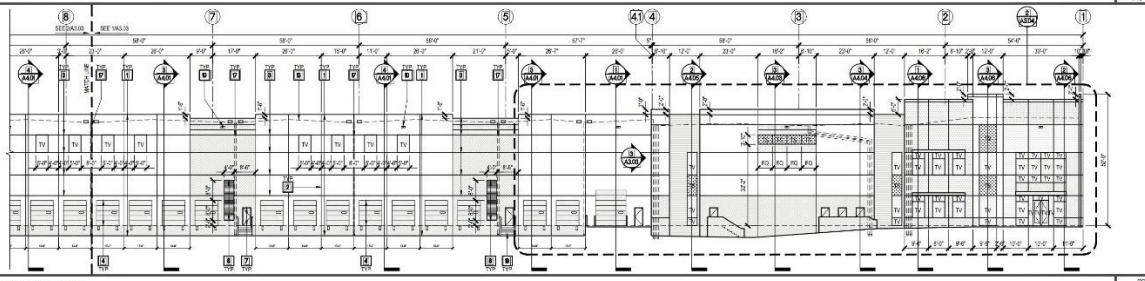
2101 ROSECRANS AVENUE, SUITE 6250
EL SEGUNDO, CALIFORNIA 90245

No.	ISSUANCE	DATE

JOB NO.
23-013
DRAWN BY: STEVE HONG
CHECKED BY: STEVE HONG
SHEET TITLE
ARCHITECTURAL ELEVATIONS
SHEET NUMBER
A3.02



EAST ELEVATION CONT. — SCALE 1/16" = 1'-0" — 1



EAST ELEVATION CONT. — SCALE 1/16" = 1'-0" — 2

NORTHEAST ELEVATION — SCALE 1/16" = 1'-0" — 3

SOUTHEAST ELEVATION — SCALE 1/16" = 1'-0" — 4

GENERAL NOTES

1. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE
3. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND UNITS SHALL BE DESIGNED TO RESIST WIND EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
4. TOP AND BACK SIDE OF PARAPETS TO HAVE SMOOTH SACKED FINISH AND BE PAINTED WITH FLAT ACRYLIC PAINT.
5. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH BY PROVIDING A MINIMUM 2" DIAMETER HOLE IN THE CORNER, DO NOT CORK OR ILL; USE PVC PIPE DURING CASTING OF CONCRETE PANEL, REMOVE PVC AND SACK SMOOTH AND OWNSIDES.
6. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
7. PROVIDE SMALL COAT OF PRIMER ROLLED ON / FOLLOWED UP WITH FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED ON. PROVIDE THREE (THREE-ROUNDED) TO MATCH FULL COLOR SATURATION AS REQUIRED.
8. WATER BLAST EXTERIOR FACE OF BUILDING WALLS PRIOR TO PAINT.
9. ALL CONCRETE PANEL JOINTS SHALL BE CLEANED OF DEBRIS BY PRESSURING WASHING THE CAVITY. GRIND ANY SHARP EDGES PRIOR TO APPLY PANEL CAULK JOINT.
10. ALL EXTERIOR DOORS AND LOUVERS SHALL BE FABRICATED AND WEATHER STRIPPED TO WITHSTAND WIND EXPOSURE "C"
11. CONTRACTOR TO PROVIDE MOCK UP PAINT AND FINISHES FOR OWNER AND ARCHITECT'S APPROVAL PRIOR TO COMMENCING THE WORK.
12. ALL FINISH MATERIAL SUCH AS ADHESIVES, SEALANTS, PRIMERS AND CAULKS SHALL COMPLY WITH LOCAL OR REGIONAL AIR POLLUTION CONTROL OR AIR QUALITY MANAGEMENT DISTRICT RULES WHERE APPLICABLE, OR SCAQMD RULE 1168 VOC LIMITS AS SHOWN ON TABLE 5.504.4.1 AND 5.504.4.2. SUCH PRODUCTS ALSO SHALL COMPLY WITH RULE 1168 PROHIBITION ON THE USER OF CERTAIN TOXIC COMPOUNDS (DICHLORINATED ETHYLENE DICHLORIDE, METHYLENE CHLORIDE, PERCHLOROETHYLENE AND TRICHLOROETHYLEE) EXCEPT FOR AEROSOL PRODUCTS AS SPECIFIED IN RR1168
13. AEROSOL ADHESIVES AND SMALLER UNIT SIZES OF ADHESIVES, AND SEALANT OR CAULKING COMPOUNDS (IN UNITS OF PRODUCTS, LESS PACKAGING, WHICH DO NOT WEIGH MORE THAN ONE POUND AND DO NOT CONSIST OF MORE THAN 16 FLUID OUNCES) SHALL COMPLY WITH STATE, FEDERAL VOC STANDARDS AND OTHER REQUIREMENTS, INCLUDING PROHIBITIONS ON USE OF CERTAIN TOXIC COMPOUNDS.

KEYNOTES

1. CONCRETE TILT UP WALL - SEE PAINT AND FINISH LEGEND 9/01.0/W. WATERPROOF ALL WALLS WHERE GRADE IS HIGHER AND EXPOSED TO THE WEATHER. USE SIDE, WATER PROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MINIMUM OF 9" OF GRAVEL. PROVIDE TRENCH DRAIN AT BOTTOM AND DAYLIGHT TO CURB OR TAKE TO STORM DRAIN.
2. CONCRETE TILT PANEL JOINT - DETAIL 2/A5.02 AND NOTE 10 IN GENERAL NOTES
3. PAINTED CONCRETE REVEAL - DETAIL 1/A5.02
4. 8' X 10' OVER HEAD DOOR HIGH DOOR - SEE SHEET A5.01
5. 12' X 14' OVER HEAD GRADE LEVEL DOOR - SEE SHEET A5.01
6. ALUMINUM STOREFRONT GLAZING SYSTEM - DETAIL 5/A5.02 AND SEE GLAZING LEGEND 8/5.00/M
7. 3'0" HOLLOW METAL DOOR AND FRAME WITH COMPLETE WEATHER STRIPPING - SEE SHEET A5.01
8. KNE PAINTED METAL LOUVER, REFER TO MECHANICAL FOR SECURITY BAR REQUIREMENTS - DETAIL 11/A4.02
9. BUILDING ADDRESS PER FIRE DEPARTMENT STANDARDS, 12"H X 2" THICK HIGH DENSITY FOAM THIS MATERIAL BOLD LETTERS WITH 2" PVC BLACK FACE EPOXY TO WALL
10. LED LIGHT FIXTURE PER ELECTRICAL CENTER ON WALL CONCRETE SHALL PANEL ABOVE AND CENTERED ON DOORS, BETWEEN REVEALS ETC. UNLESS NOTED OTHERWISE
11. CONCRETE RAMP WALL AT HIGH PER STRUCTURAL
12. CONCRETE FILLED BOLLARD - TAG 01
13. ROOF SHEATHING BEYOND PER STRUCTURAL
14. HSS SYPBROW CANOPY - DETAIL 8/A4.03
15. KNOCK OUT PANEL PER STRUCTURAL
16. INTERIOR DRAIN AND OVERFLOW DRAIN BEYOND. SEE SITE PLAN FOR DRAIN THROUGH CURB LOCATION - DETAIL 8/A6.10
17. IN SYDRON DRAIN AND OVERFLOW SCUPPERS. SEE SITE PLAN FOR DRAIN THROUGH CURB LOCATION - DETAIL 8/A6.10
18. NOT USED
19. CONCRETE STAIR - 1, 2/A2.03
22. ARCHITECTURAL CANOPY - REYNOBOND COLORFIELD 306 PURE WHITE - DETAIL 3/A4.02

GLAZING LEGEND

TEMPERED VISION GLASS

TEMPERED CONCRETE BACKED SPANDREL GLASS
SINGLE PANE 2" VITROGLAZING VISTACOOL PACIFIC WITH HARMONY BLUE OPACI COAT

OFFICE / POTENTIAL OFFICE AREAS:
VITROGLAZING 1SS PACOOL 2S PACIFICA - SOLARBAN 60 (2)
VLT: 39 SHGC: 0.22 U VALUE: 0.29
1" INSULATED UNIT WITH 1 AIRSPACE AND (1) 4" LITE

WAREHOUSE (1) ATRIC AREA
SINGLE PANE 2" VITROGLAZING VISTALCOOL PACIFICA

COLOR / FINISH LEGEND

PAINTED CONCRETE - EXTERIOR PAINT — SHERWIN WILLIAMS (CUSTOM MATCH) SPECIFIC WHITE — EXTRA WHITE BASE — OZ/CQ/DURAT — OZ 32 64 128 — LI - 2 - - - — RQ - 1 - - - — YI - 1 - - -

PAINTED CONCRETE - EXTERIOR PAINT — SHERWIN WILLIAMS (CUSTOM MATCH) NORTAM IDENT — EXTRA WHITE BASE — OZ/CQ/DURAT — OZ 32 64 128 — SI - 63 - - - — NI - 38 - - - — RI - - - - — RI - - - -

PAINTED CONCRETE - EXTERIOR PAINT — SHERWIN WILLIAMS (CUSTOM MATCH) ANDESITE GRY — ULTRADEEP BASE — OZ/CQ/DURAT — OZ 32 64 128 — SI - 4 - - - — NI - 6 - - - — RI - 15 - - - — YI - 21 - - -

PAINTED CONCRETE - EXTERIOR PAINT — SHERWIN WILLIAMS (CUSTOM MATCH) (PREP) RESIDENT BLUE — ULTRADEEP BASE — OZ/CQ/DURAT — OZ 32 64 128 — SI - 10 - - - — NI - 12 - - - — LI - 5 - - - — RQ - 7 - - -

WOOD SIDING — SCHEMA VERTIGE WOOD FIBER CEMENT - CEDAR — CEDAR WITH KITZ SMART METH INSTALLATION

STONE VENEER - DEKTON — KIRA WHITE — HEAD BLAST FINISH WITH CONCRETE PANELS AND PROVIDE POLYMER MODIFIED — MORTAR MIX RATIO 4 FOR 4800 1 IN TIE, FOLLOW MFR RECOMMENDED INSTALLATION

HSS SYPBROW CANOPY - HIGH PERFORMANCE PAINTED — SW 7005 PURE WHITE

PAINTED CONCRETE - EXTERIOR PAINT — SHERWIN WILLIAMS (CUSTOM MATCH) PAINT BLUE — EXTRA WHITE BASE — OZ/CQ/DURAT — OZ 32 64 128 — LI - 20 1 1 - — YE - 19 - - -

PAINTED CONCRETE - EXTERIOR PAINT — SHERWIN WILLIAMS (CUSTOM MATCH) FOGGY DAY — EXTRA WHITE BASE — OZ/CQ/DURAT — OZ 32 64 128 — SI - 15 - - - — NI - 19 - - - — RQ - 1 - - -

ALL STONE VENEERS SHALL EXTEND MINIMUM 2' BELOW FINISH GRADE. CHECK CIVIL DRAWINGS TO VERIFY THE EXTENT. VENEERS SHALL EXTEND BACK TO ANY OPENING SOFFITS AND PANEL RETURNS WHERE - (DEATH) 3 DIMENSIONAL DRAWINGS HAS LIMITATION. THE INTENT IS FOR THE VENEERS TO BE APPLIED TO AN ENTIRE ELEMENT AND NOT JUST THE FACE AS SHOWN ON THE DRAWINGS.

SKH ARCHITECT
STEVE K HONG ARCHITECT
4200 WESTERLY PLACE, SUITE 108
NEWPORT BEACH CALIFORNIA 92660
PROJECT MANAGER: STEVE HONG
714-852-7171, STEVE@SKHARCHITECT.COM

REGISTERED ARCHITECT — STEVEN KWANG HONG — No. C-28812 — RENEWAL 08/31/2013 — STATE OF CALIFORNIA

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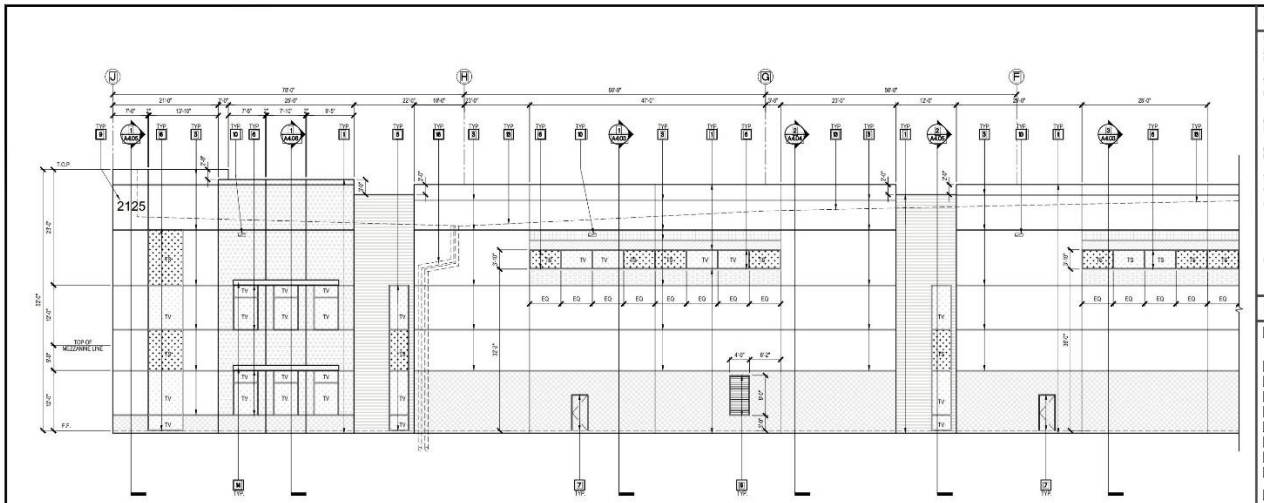
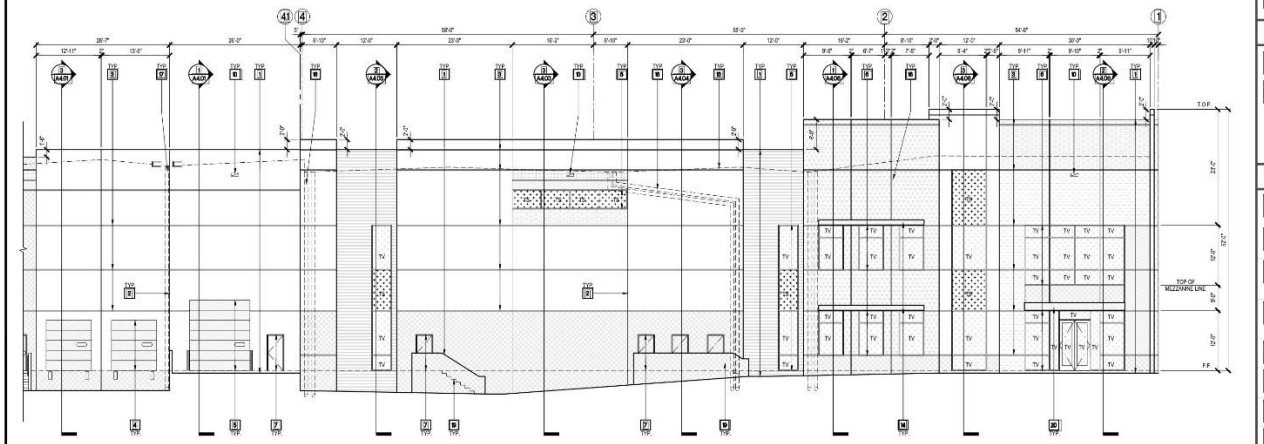


ENLARGED NORTH ELEVATION

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



ENLARGED EAST ELEVATION

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

GENERAL NOTES

1. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
3. STOREFRONT CONSTRUCTION: GLASS, METAL, ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST WIND EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
4. TOP AND BACK SIDE OF PARAPETS TO HAVE SMOOTH SACKED FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
5. FOR SPRINKLER GLAZING: ALLOW SPACE BEHIND SPANDREL TO BREATHE BY PROVIDING A MINIMUM 2" SHAFT STARTING AT THE CORNER. DO NOT CORK DRILL USE PVC PIPE DURING CASTING OF CONCRETE PANEL. REMOVE PVC AND SACK SMOOTH AND CAREFULLY.
6. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
7. PROVIDE SINGLE COAT OF PRIMER (ROLLED ON / FOLLOWED UP WITH FIRST COAT OF PAINT TO BE ROLLED ON, AND THE SECOND COAT TO BE SPRAYED ON. PROVIDE THIRD LAYER REQUIRED TO ACHIEVE FULL COLOR SATURATION AS REQUIRED.
8. WATER BLAST EXTERIOR FACE OF BUILDING WALLS PRIOR TO PAINT.
9. ALL CONCRETE PANEL JOINTS SHALL BE CLEARED OF DEBRIS BY PRESSURE WASHING THE CAVITY. GRIND ANY SHARP EDGES PRIOR TO APPLY PANEL CAULK JOINT.
10. ALL EXTERIOR DOORS AND LOUVERS SHALL BE FABRICATED AND WEATHER STRIPPED TO WITHSTAND WIND EXPOSURE 'C'.
11. CONTRACTOR TO PROVIDE MOCK UP PAINT AND FINISHES FOR OWNER AND ARCHITECTS APPROVAL PRIOR TO COMPENCING THE WORK.
12. ALL FINISH MATERIAL SUCH AS ADHESIVES, SEALANTS, PRIMERS AND CAULKS SHALL COMPLY WITH LOCAL OR REGIONAL AIR POLLUTION CONTROL OR AIR QUALITY MANAGEMENT DISTRICT RULES WHERE APPLICABLE. OR SCAQMD RULE 1168 VOC LIMITS AS SHOWN ON TABLE 5 SHALL AND TABLE 6. SUCH PRODUCTS ALSO SHALL COMPLY WITH RULE 1168 PROHIBITION ON THE USER OF CERTAIN TOXIC COMPOUNDS (METHYLENE CHLORIDE, PERCHLOROETHYLENE AND TRICHLOROETHYLENE) EXCEPT FOR AEROSOL PRODUCTS AS SPECIFIED IN BELOW.
13. AEROSOL ADHESIVES AND SMALL FILL UNIT SIZES OF ADHESIVES, AND SEALANT OR CAULKING COMPOUNDS (IN UNITS OF PRODUCTS, LESS PACKAGING, WHICH DO NOT WITCH MORE THAN ONE POUND AND DO NOT CONSIST OF MORE THAN 16 FLUID OUNCES) SHALL COMPLY WITH STATE WIDE VOC STANDARDS AND OTHER REQUIREMENTS, INCLUDING PROHIBITIONS ON USE OF CERTAIN TOXIC COMPOUNDS.

KEYNOTES

1. CONCRETE TILT UP WALL, SEE PAINT AND FINISH LEGEND BELOW. WATERPROOF ALL WALLS UNDER GRADE OR HIGHER AND EXPOSED TO THE WEATHER (NOT BODY WATER PROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MINIMUM OF 6" OF GRAVEL. PROVIDE TRENCH DRAIN AT BOTTOM AND EACH CRIT TO CURB OR TAIE TO STORM DRAIN.
2. CONCRETE TILT PANEL JOINT - DETAIL 2/A5.02 AND NOTE 10 IN GENERAL NOTES
3. PAINTED CONCRETE REVEAL - DETAIL 7/A5.02
4. 9'X 10' OVER HEAD DOOR -HIGH DOOR - SEE SHEET A5.01
5. 12' X 14' OVER HEAD GRADE LEVEL DOOR - SEE SHEET A5.01
6. ALUMINUM STOREFRONT GLAZING SYSTEM - DETAIL 1/2A5.02 AND SEE GLAZING LEGEND BELOW
7. 3'X7' HOLLOW METAL DOOR AND FRAME WITH COMPLETE WEATHER STRIPPING - SEE SHEET A5.01
8. EMP PAINTED METAL LOUVER, REFER TO MECHANICAL FOR SIZE/FIT BY MECHANICAL - DETAIL 11/A6.02
9. BUILDING ADDRESS PER FIRE DEPARTMENT STANDARDS. 12"H X 2" THICK HIGH DENSITY FOAM W/STATIC BOLD LETTER (4"H) 2" PVC BLACK FACE EPOXY TO WALL
10. RE-LIGHT FIXTURE PER ELECTRICAL. CENTER ON WALL CONCRETE WALL PANEL ABOVE AND CENTERED ON DOORS. BE WEISH MEASS ETC. UNLESS NOTED OTHERWISE.
11. CONCRETE RAMP WALL 42" HIGH PER STRUCTURAL
12. CONCRETE FILLED BOLLARD - 7/A6.01
13. ROOF SHEATHING BEYOND PER STRUCTURAL
14. HSS EYEBROW CANOPY - DETAIL 9/A5.02
15. KNOCK OUT PANEL PER STRUCTURAL
16. NOT USED.
17. CONCRETE STAIR - 1, 2/A6.03
18. ARCHITECTURAL CANOPY - REYNOBOND COLORWELD 500, PURE WHITE - DETAIL 2/A6.02

GLAZING LEGEND

TEMPERED VISION GLASS

TEMPERED CONCRETE BACKED SPANDREL GLASS
SINGLE PANE 1" VITROGLAZING VISTACOOL PACIFICA
WITH HARMONY BLUE OPACI COAT

DRIED PROGRESS OR AS ABOVE:
VITROGLAZING VISTACOOL (TM) PACIFICA + SOLARBAN 60 (TM)
VLT: 39; SHGC: 0.22; U-VALUE: 0.29
1" INSULATED UNIT WITH 2" AIRSPACE AND (2) 2" UNITS

WAREHOUSE GLAZING AREA:
SINGLE PANE 1" VITROGLAZING VISTALCOOL PACIFICA

COLOR / FINISH LEGEND

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN WILLIAMS (CUSTOM MATCH) SW 6077 HOMBRE EXTRA WHITE BASE
USE COLOR MIX

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN WILLIAMS (CUSTOM MATCH) NORTH GREY EXTRA WHITE BASE
USE COLOR MIX

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN WILLIAMS (CUSTOM MATCH) ARCHITECTURE GREY LETHADEP BASE
USE COLOR MIX

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN WILLIAMS (CUSTOM MATCH) EFFERVESCENT BLUE LETHADEP BASE
USE COLOR MIX

WOOD SOFFIT
NICHIHA VINTAGE WOOD FIBER CEMENT - CEDAR
FOLLOW MFR'S RECOMMENDED INSTALLATION

STONE VENEER - STATION
TEXTURED STONE
TO MATCH EXISTING

HSS EYEBROW CANOPY - HIGH PERFORMANCE PAINTED
SW 7069 IRON ORE

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN WILLIAMS (CUSTOM MATCH) PANT 38 OF EXTRA WHITE BASE
USE COLOR MIX

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN WILLIAMS (CUSTOM MATCH) FOGGY DAY EXTRA WHITE BASE
USE COLOR MIX

ALL STONE VENEERS SHALL EXTEND MINIMUM 8" BEYOND FINISH GRADE. CHECK CIVIL DRAWINGS TO VERIFY THE EXTENT. VENEERS SHALL EXTEND BACK TO ANY GLAZING SOFFITS AND WALL RETURNS WHERE LOCATED. DIMENSIONAL DRAWINGS HAS LIMITATION. THE INTENT IS FOR THE VENEERS TO BE APPLIED TO AN ENTIRE ELEMENT AND NOT JUST THE FACE AS SHOWN ON THE DRAWINGS.

SKH ARCHITECT
STEVE K. HONG ARCHITECT
4000 WESTERLY PLACE SUIT 100
NEWPORT BEACH, CALIFORNIA 92660
PROJECT MANAGER: STEVE HONG
714 - 622 - 1171, STEVE@SKHARCHITECT.COM

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CONSULTANTS

STRUCTURAL ENGINEER
DARIN FONG AND ASSOCIATES
3230 E. IMPERIAL HWY SUITE 332
BSB A, CA 92807
DIRECT: 951-210-2840
EMAIL: DARINSE@ADELPHIA.COM
ATTN: DARIN FONG

MECHANICAL ENGINEER
AIR CONTROL SYSTEMS INC.
1046 S. GROVE AVE.
ONTARIO, CA 91761
DIRECT: 909-923-1229
EMAIL: CWILLIAMS@AIRCONTROLSYSTEMS.NET
ATTN: CRAIG WILLIAMS

ELECTRICAL ENGINEER
ORDOG ELECTRIC
608 W. SIMPORIA STREET
ONTARIO, CA 91762
DIRECT: 909-983-1784
EMAIL: JOHN@ORDOGELECTRIC.COM
ATTN: JOHN RIENSAN

PLUMBING ENGINEER
AMERICAN CONTRACTORS, INC.
464 WEST BLUERIDGE AVE
ORANGE, CA 92865
DIRECT: 714-282-6700
ATTN: LAURA FANG
LAURA@ACPLUMBING.COM

CIVIL ENGINEER
KIMLEY-HORN | 3801 UNIVERSITY AVE.,
SUITE 300 RIVERSIDE, CA 92501
DIRECT: 619-744-5148
MOBILE: 619-360-0687
ATTN: DAVID COWAN
DAVID.COWAN@KIMLEY-HORN.COM

GEOTECHNICAL ENGINEER
SOUTHERN CALIFORNIA GEOTECHNICAL
22995 SAVI RANCH PKWY SUITE E
YORBA LINDA, CA 92887
714-686-1116
EMAIL: RFRANZ@SOCALGEO.COM
ATTN: ROBERT G. FRANZ

LOCUST GATEWAY LOGISTICS CENTER

2125 W. LOWELL STREET
RIALTO CA 92377

Brookfield Properties

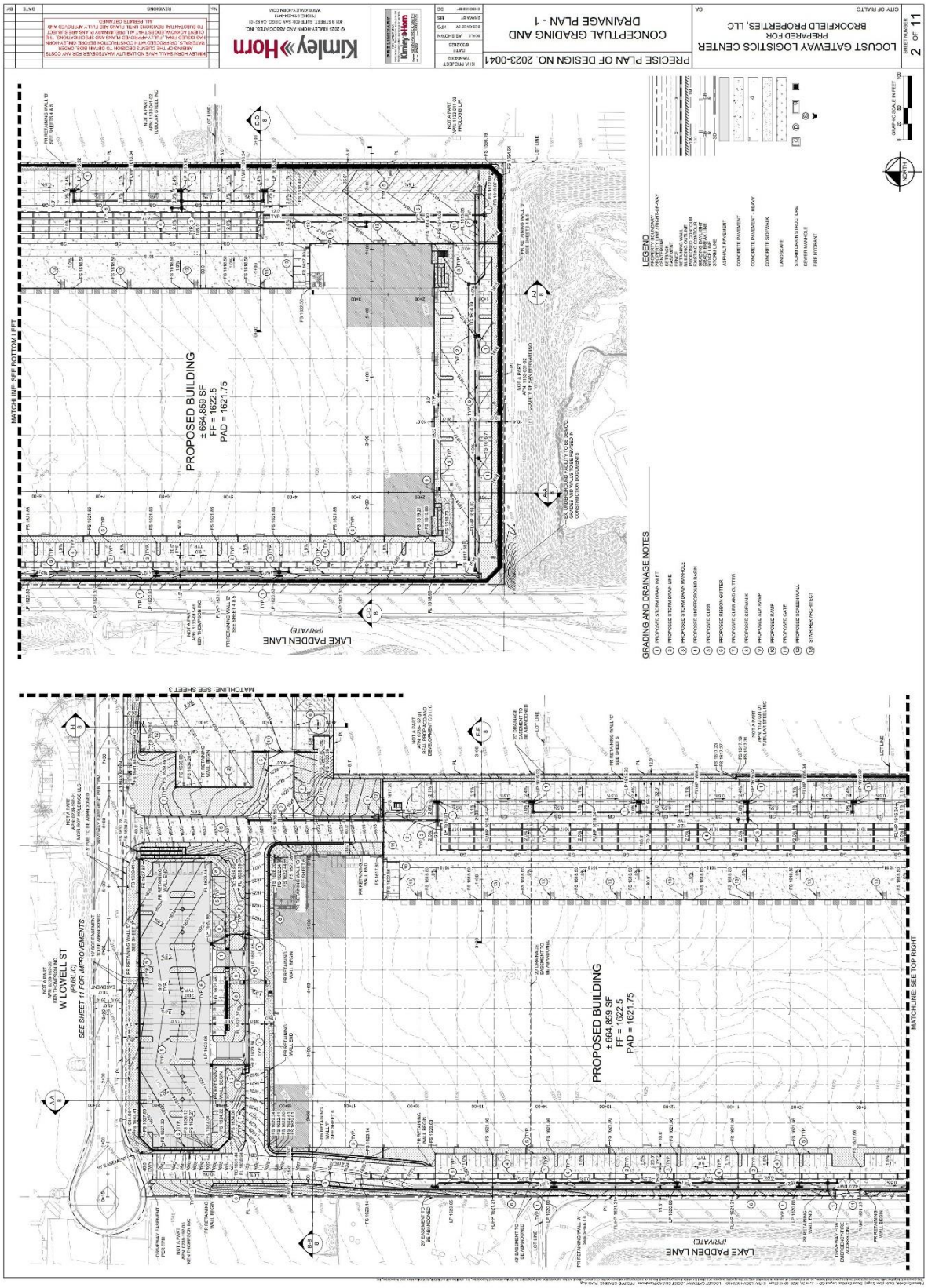
2101 ROSECRANS AVENUE, SUITE 6250
EL SEGUNDO, CALIFORNIA 90245

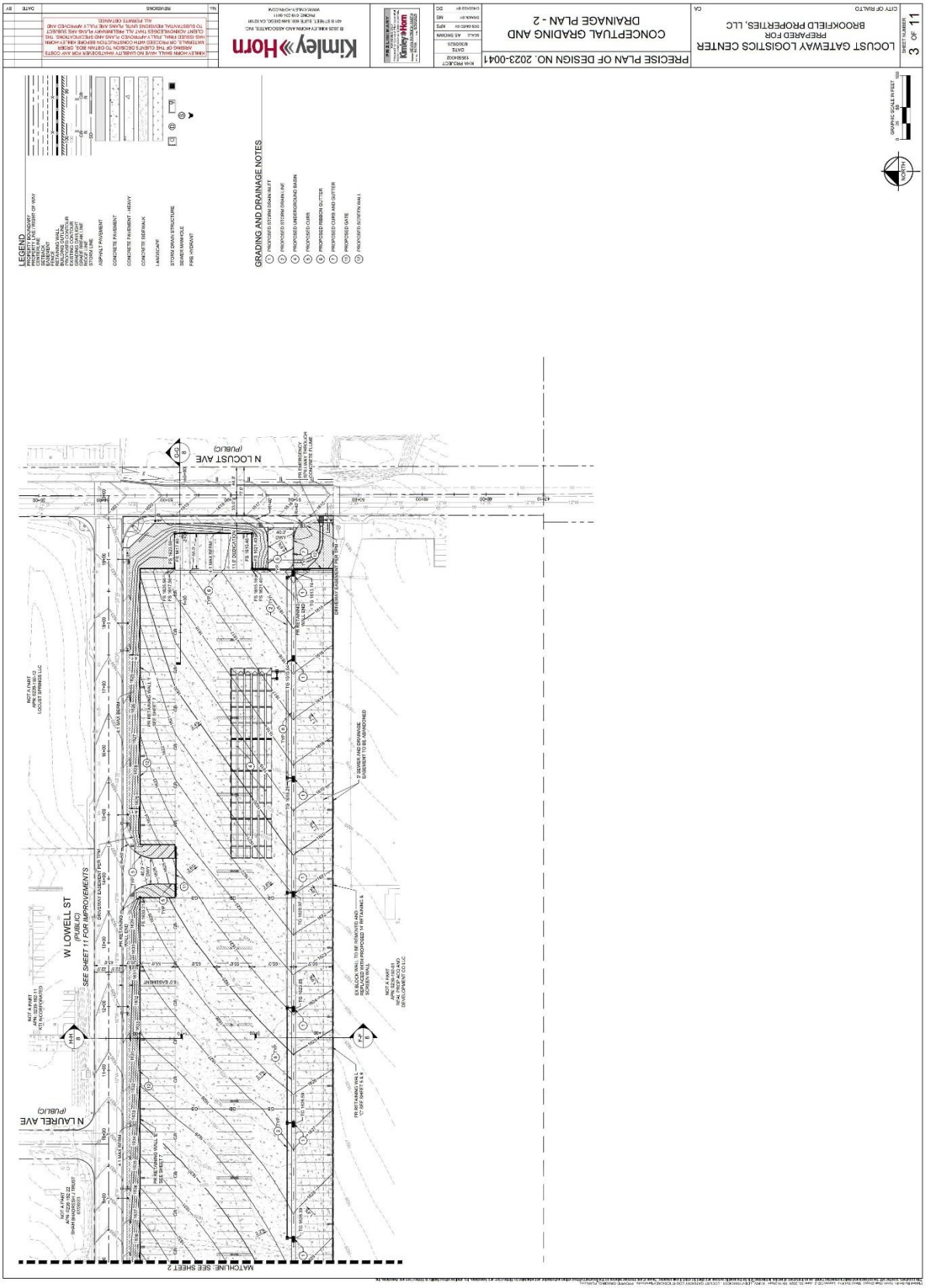
No.	ISSUANCE	DATE

JOB No.
20-013
DRAWN
STEVE HONG
CHECKED
STEVE HONG

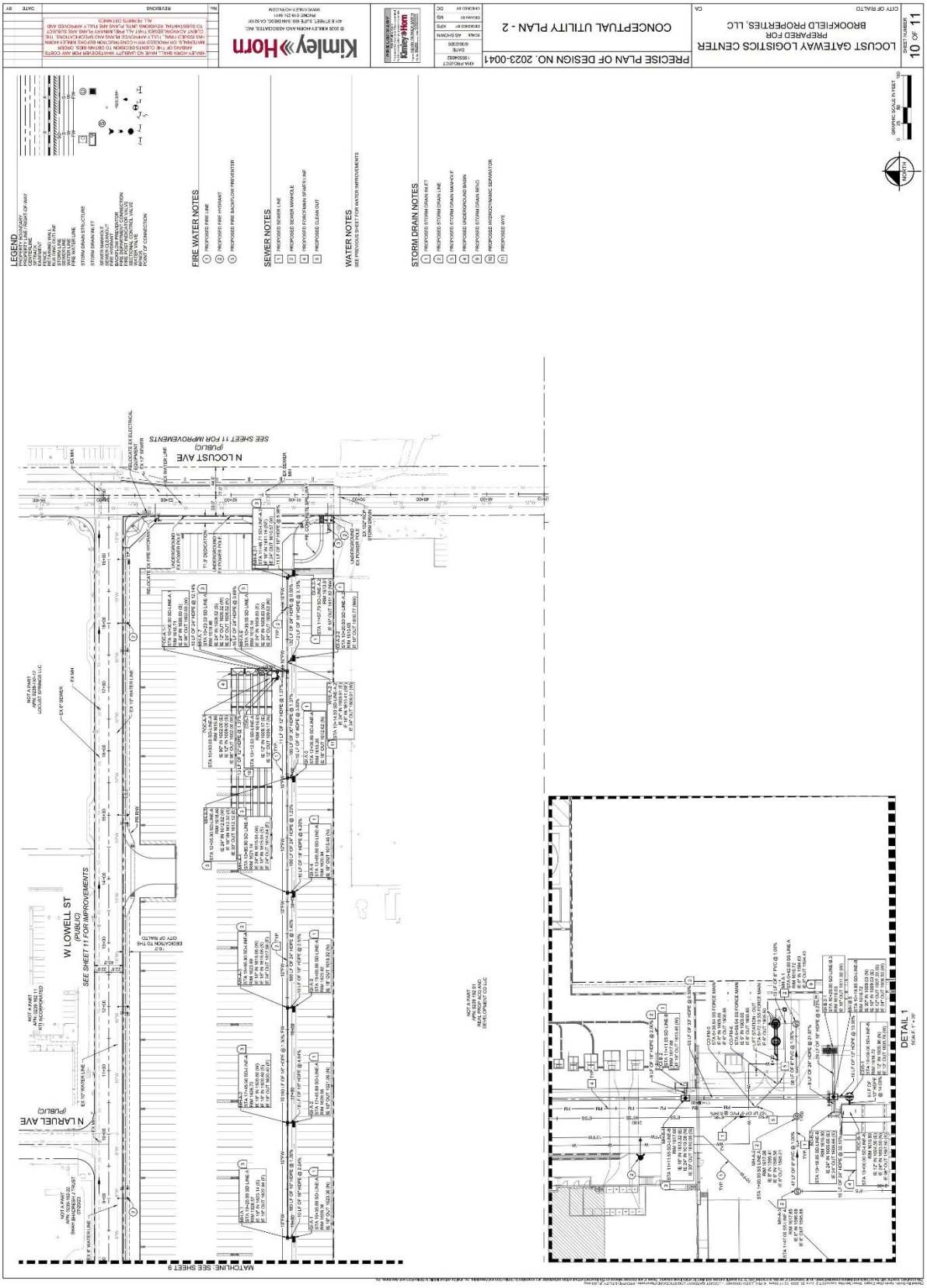
SHEET TITLE
ARCHITECTURAL ELEVATIONS

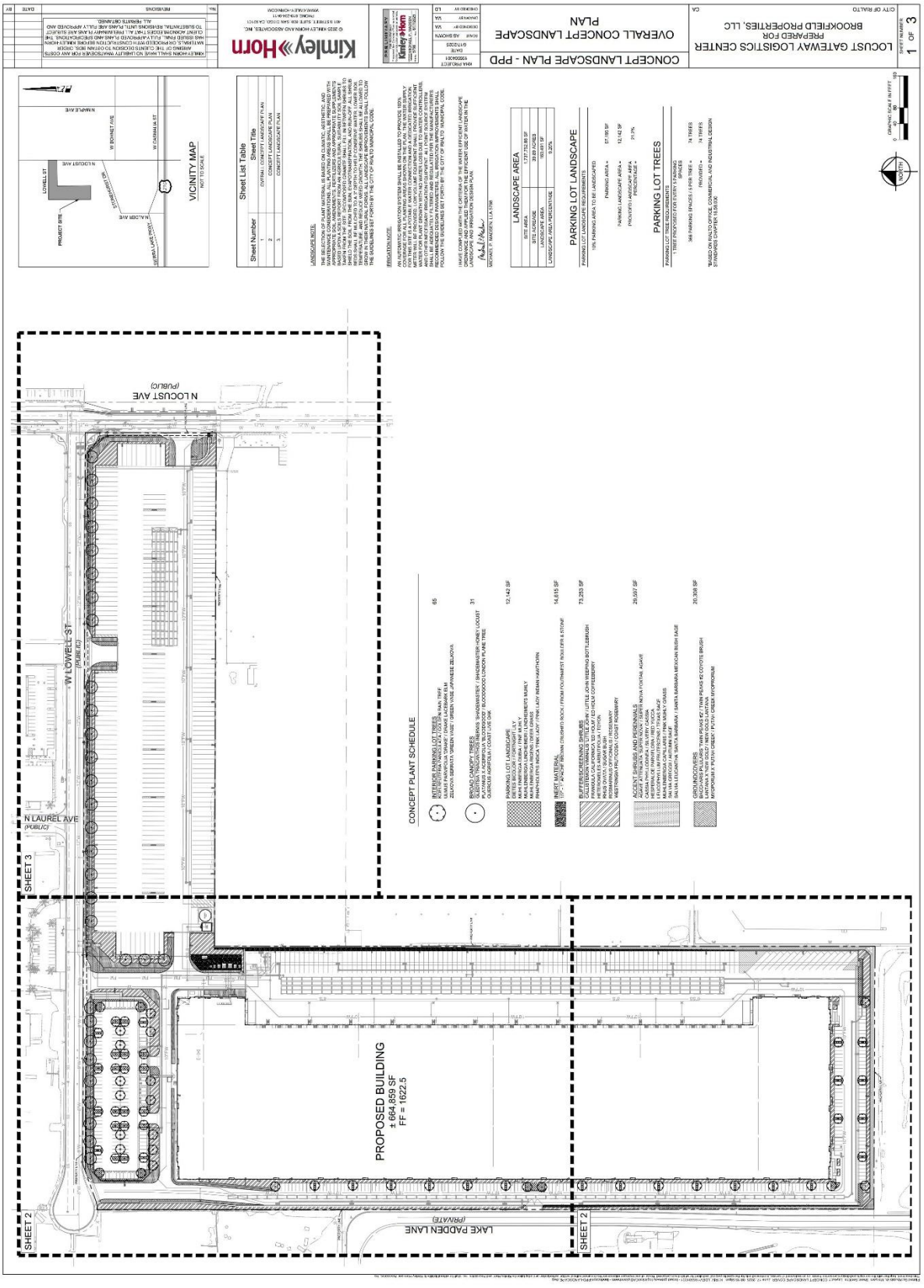
SHEET NUMBER
A3.04

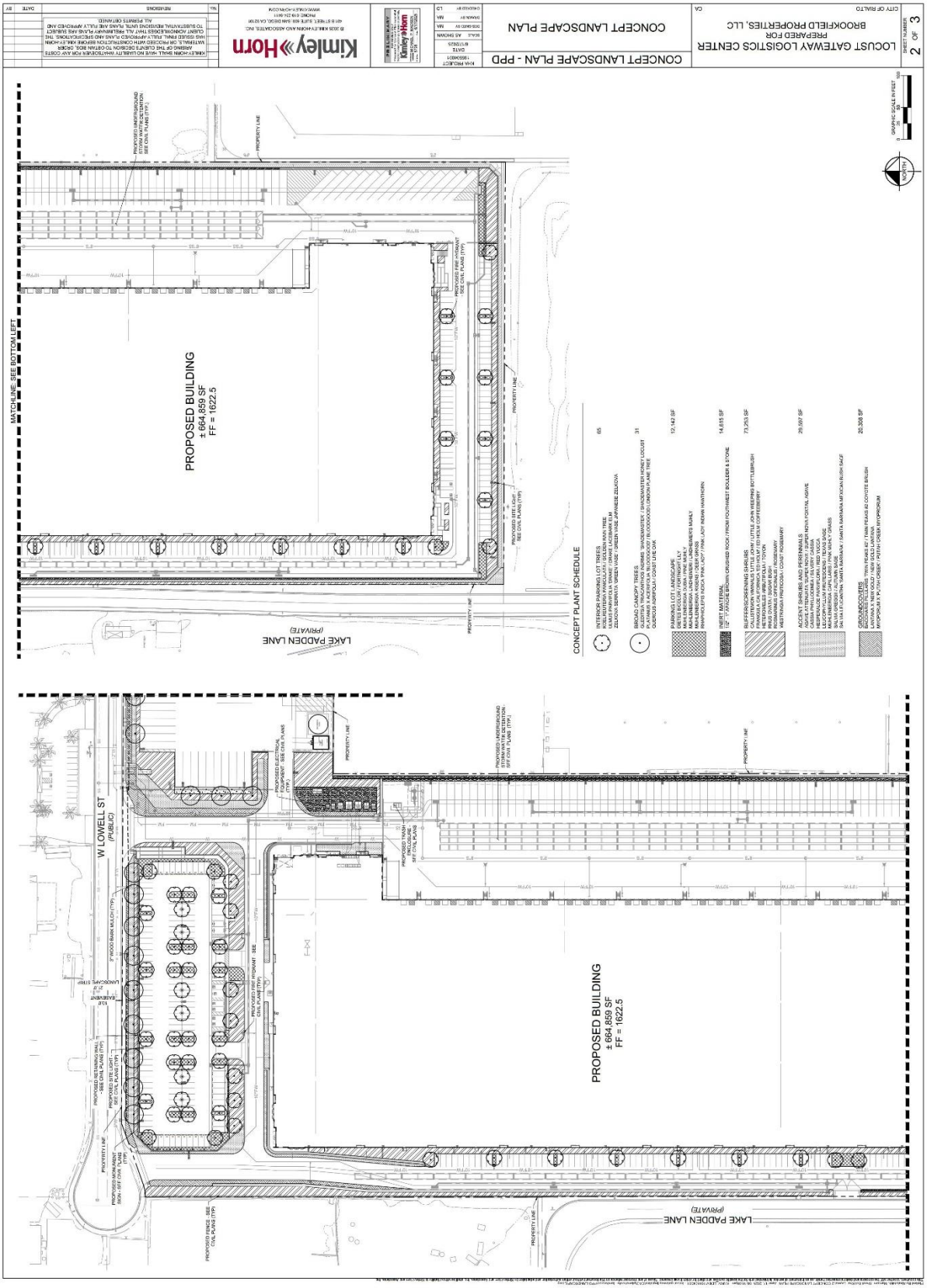

LOCUST GATEWAY LOGISTICS CENTER
PREPARED FOR
BROOKFIELD PROPERTIES, LLC
CONCEPTUAL GRADING AND DRAINAGE PLAN - 1
PRECISE PLAN OF DESIGN NO. 2023-0041
Kimley»Horn
PROPOSED BUILDING
± 664,859 SF
FF = 1622.5
PAD = 1621.75
LAKE PADDEN LANE (PRIVATE)
W LOWELL ST (PUBLIC)
MATCHLINE: SEE BOTTOM LEFT
MATCHLINE: SEE SHEET 3
MATCHLINE: SEE TOP RIGHT
SEE SHEET 11 FOR IMPROVEMENTS
LEGEND
GRADING AND DRAINAGE NOTES

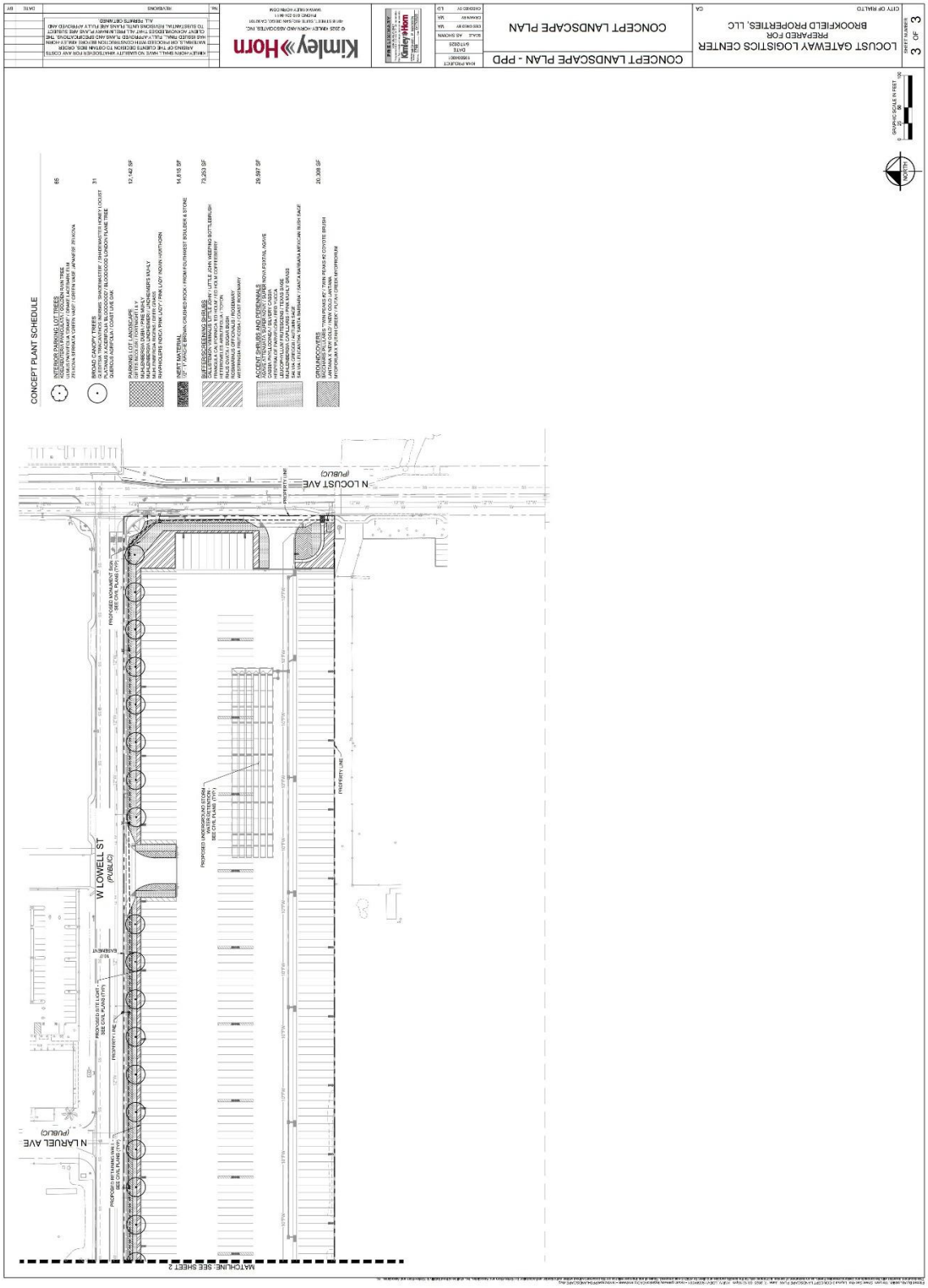

LOCUST GATEWAY LOGISTICS CENTER
PREPARED FOR
BROOKFIELD PROPERTIES, LLC
CONCEPTUAL GRADING AND DRAINAGE PLAN - 2
PRECISE PLAN OF DESIGN NO. 2023-0041
Kimley»Horn
LEGEND
GRADING AND DRAINAGE NOTES
N LOCUST AVE (PUBLIC)
W LOWELL ST (PUBLIC)
SEE SHEET 11 FOR IMPROVEMENTS
N LAUREL AVE (PUBLIC)
MATCHLINE- SEE SHEET 7

LOCUST GATEWAY LOGISTICS CENTER
PREPARED FOR
BROOKFIELD PROPERTIES, LLC
CITY OF RIALTO
PRECISE PLAN OF DESIGN NO. 2023-0041
CONCEPTUAL UTILITY PLAN - 1
SHEET NUMBER 9 OF 11
Kimley»Horn
PROPOSED BUILDING
± 664,859 SF
FF = 1622.5
LAKE PADDEN LANE
(PRIVATE)
W LOWELL ST
(PUBLIC)
MATCHLINE: SEE SHEET 10
MATCHLINE: SEE TOP RIGHT
SEE SHEET 11 FOR IMPROVEMENTS
LEGEND
STORM DRAIN NOTES
FIRE WATER NOTES
SEWER NOTES
WATER NOTES


LOCUST GATEWAY LOGISTICS CENTER
PREPARED FOR
BROOKFIELD PROPERTIES, LLC
CITY OF RIALTO
CA
PRECISE PLAN OF DESIGN NO. 2023-0041
CONCEPTUAL UTILITY PLAN - 2
10 OF 11
Kimley»Horn
LEGEND
FIRE WATER NOTES
SEWER NOTES
WATER NOTES
STORM DRAIN NOTES
GRAPHIC SCALE IN FEET
NORTH
N LOCUST AVE
(PUBLIC)
SEE SHEET 11 FOR IMPROVEMENTS
W LOWELL ST
(PUBLIC)
N LARUEL AVE
(PUBLIC)
DEDICATION TO THE CITY OF RIALTO
MATCHLINE: SEE SHEET 9
DETAIL 1
SCALE: 1" = 20'


LOCUST GATEWAY LOGISTICS CENTER
PREPARED FOR
BROOKFIELD PROPERTIES, LLC
CITY OF RIALTO
OVERALL CONCEPT LANDSCAPE PLAN
CONCEPT LANDSCAPE PLAN - PPD
Kimley»Horn
VICINITY MAP
NOT TO SCALE
PROJECT SITE
N LOCUST AVE
W LOWELL ST
N LAUREL AVE
W BONNET AVE
W DARIAN ST
LAKE PADDEN LANE
Sheet List Table
Sheet Number
Sheet Title
LANDSCAPE NOTE:
IRRIGATION NOTE:
LANDSCAPE AREA
PARKING LOT LANDSCAPE
PARKING LOT TREES
CONCEPT PLANT SCHEDULE
INTERIOR PARKING LOT TREES
PARKING LOT LANDSCAPE
MEDIT MATERIAL
BUFFER/SCREENING SHRUBS
ACCENT SHRUBS AND PERENNIALS
GROUNDCOVERS
PROPOSED BUILDING
± 664,459 SF
FF = 1622.5
SHEET 2
SHEET 3
N LOCUST AVE (PUBLIC)
W LOWELL ST (PUBLIC)
N LAUREL AVE (PUBLIC)
LAKE PADDEN LANE (PRIVATE)


CONCEPT LANDSCAPE PLAN - PPD
CONCEPT LANDSCAPE PLAN
LOCUST GATEWAY LOGISTICS CENTER
PREPARED FOR
BROOKFIELD PROPERTIES, LLC
CITY OF RIALTO
CA
SHEET NUMBER
2 OF 3
Kimley»Horn
PROPOSED BUILDING
± 664,859 SF
FF = 1622.5
LAKE PADDEN LANE
(PRIVATE)
MATCHLINE: SEE BOTTOM LEFT
CONCEPT PLANT SCHEDULE
INTERIOR PARKING LOT TREES
BROAD CANOPY TREES
PARKING LOT LANDSCAPE
ACCENT SHRUBS AND PERENNIALS
GROUNDCOVERS
W LOWELL ST
(PUBLIC)
PROPOSED BUILDING
± 664,859 SF
FF = 1622.5
LAKE PADDEN LANE
(PRIVATE)



End of Exhibit A

Exhibit B

Table 5 (Summary of Project Trip Generation)
From the Traffic Study prepared for the Project by Kimley-Horn and Associates, Inc.
Dated December 2025

TABLE 5
SUMMARY OF PROJECT TRIP GENERATION

Land Use		ITE Code	Unit	Trip Generation Rates [1]						
				Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Warehousing		150	KSF	1.710	0.131	0.039	0.17	0.050	0.130	0.18

Land Use		Quantity	Unit	Trip Generation Estimates						
				Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Warehousing		665.410	KSF	1,138	87	26	113	33	87	120
Passenger Vehicles	60.00%			683	52	16	68	20	52	72
Trucks	40.00%			455	35	10	45	13	35	48

WAREHOUSING PROJECT TRIPS - PASSENGER CAR EQUIVALENTS (PCE)

Vehicle Type	Vehicle Mix [2]	Daily Vehicles	PCE Factor [2]							
				Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Passenger Vehicles	60.00%	683	1.0	683	52	16	68	20	52	72
2-Axle Trucks	0.80%	9	1.5	14	1	0	1	0	1	1
3-Axle Trucks	11.20%	127	2.0	254	19	6	25	7	19	26
4+ Axle Trucks	28.00%	319	3.0	957	73	22	95	28	73	101
Total Truck PCE Trips				1,225	93	28	121	35	93	128
Total Project PCE Trips				**1,908**	**145**	**44**	**189**	**55**	**145**	**200**

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition
[2] Source: City of Rialto Traffic Impact Analysis Report Guidelines and Requirements

End of Exhibit B

RESOLUTION NO. 2025-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA RECOMMENDING THAT THE CITY COUNCIL APPROVE PRECISE PLAN OF DESIGN NO. 2023-0041 ALLOWING THE DEVELOPMENT OF A 664,859 SQUARE FOOT INDUSTRIAL WAREHOUSE BUILDING WITH ASSOCIATED PAVING, LANDSCAPING, FENCING, LIGHTING, AND DRAINAGE IMPROVEMENTS ON 38.89 GROSS ACRES (38.78 NET ACRES) OF LAND (APN: 0239-192-23) LOCATED AT THE SOUTHWEST CORNER OF LOCUST AVENUE AND LOWELL STREET WITHIN THE GENERAL MANUFACTURING (I-GM) LAND USE DISTRICT OF THE RIALTO AIRPORT SPECIFIC PLAN.

WHEREAS, the applicant, IV5 Locust Gateway Logistics Center LLC, ("Applicant") proposes to develop a 664,859 square foot industrial warehouse building with associated paving, landscaping, fencing, lighting, and drainage improvements ("Project") on approximately 38.89 gross acres (38.78 net acres) of land (APN: 0239-192-23) located at the southwest corner of Locust Avenue and Lowell Street within the General Manufacturing (I-GM) land use district of the Rialto Airport Specific Plan ("Site"); and

WHEREAS, the Project will consist of a 664,859 square foot industrial warehouse building, eighty-two (82) dock-high loading doors, concrete screen walls, an abundant amount of landscaping, and full pedestrian and vehicle access; and

WHEREAS, Pursuant to Chapter 18.65 (Precise Plan of Design) of the Rialto Municipal Code, the Project requires a Precise Plan of Design, and the applicant agreed to apply for Precise Plan of Design No. 2023-0041 ("PPD No. 2023-0041"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Tentative Parcel Map No. 2023-0006, also referred to as Tentative Parcel Map No. 20809 ("TPM No. 20809") to provide public right-of-way dedications and to resolve underlying past recordings and instruments related to the Site; and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0032 ("CDP No. 2023-0032") to facilitate the development and operation of a 664,859 square foot industrial warehouse building on the Site; and

WHEREAS, on December 17, 2025, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on PPD No. 2023-0041, TPM No. 20809, and CDP No. 2023-0032, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed PPD No. 2023-0041, TPM No. 20809, and CDP No. 2023-0032; 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 upon the forgoing and substantial evidence presented to the Planning Commission during the public hearing conducted with regard to PPD No. 2023-0041, including, but not limited to, written staff reports, verbal testimony, presentations by City staff, site plans, other supporting documents, and the conditions of approval stated herein, the Planning Commission hereby determines that PPD No. 2023-0041 satisfies the requirements of Section 18.65.020E of the Rialto Municipal Code pertaining to the findings which must be made precedent to granting a Precise Plan of Design. The findings are as follows:

1. The proposed development is in compliance with all city ordinances and regulations, unless in accordance with an approved variance; and

This finding is supported by the following facts:

The Site has a General Plan land use designation of General Industrial with a Specific Plan Overlay and a zoning designation of Rialto Airport Specific Plan. The Site's land use designation within the Rialto Airport Specific Plan is General Manufacturing (I-GM). Those designations allow for the development and operation of industrial warehouse buildings, as proposed by the Project. The Project, as conditioned herein, will comply with all City ordinances and regulations, including those required by the General Manufacturing (I-GM) land use district of the Rialto Airport Specific Plan and the City's Design Guidelines. Additionally, the Project meets all the required development standards of the I-GM land use district of the Rialto Airport Specific Plan and Chapter 18.112 (Indoor Storage Facilities) of the Rialto Municipal Code including, but not limited to, required building setbacks, parking, landscaping, building height, floor area ratio, etc.

2. The site is physically suitable for the proposed development, and the proposed development will be arranged, designed, constructed, and maintained so that it will not be unreasonably detrimental or injurious to property, improvements, or the health, safety or general welfare of the general public in the vicinity, or otherwise be inharmonious with the city's general plan and its objectives, zoning ordinances or any applicable specific plan and its objectives; and

This finding is supported by the following facts:

The Site is 38.89 gross acres (38.78 net acres) in size, bound by two (2) public street (Locust Avenue to the east and Lowell Street to the north), and is within the General Manufacturing (I-GM) land use district of the Rialto Airport Specific Plan. To the north of the project site, across Lowell Street, are several existing industrial developments, and to the east, across Locust Avenue, is approximately 4.75 acres of vacant land. To the south are several existing industrial developments, and to the west is a concrete mix manufacturing facility operated by Robertson's Ready Mix. The nearby area is predominantly designated for and developed with industrial uses, and as a result, there are no sensitive land uses adjacent to the project site. The project is not expected to negatively impact any uses with the successful implementation of measures such as landscape buffering, the installation of solid screen walls, aesthetic building enhancements, and other traffic related measures.

3. The proposed development will not unreasonably interfere with the use or enjoyment of neighboring property rights or endanger the peace, health, safety or welfare of the general public; and

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, such as extensive landscaping, concrete screen walls, decorative paving, and enhanced architectural features. To the north of the project site, across Lowell Street, are several existing industrial developments, and to the east, across Locust Avenue, is approximately 4.75 acres of vacant land. To the south are several existing industrial developments, and to the west is a concrete mix manufacturing facility operated by Robertson's Ready Mix. The nearby area is predominantly designated for and developed with industrial uses, and as a result, there are no sensitive land uses adjacent to the project site. The project is not expected to negatively impact any uses with the successful implementation of measures such as landscape buffering, the installation of solid screen walls, aesthetic building enhancements, and other traffic related measures.

4. The proposed development will not substantially interfere with the orderly or planned development of the City of Rialto.

This finding is supported by the following facts:

The Project is consistent with the underlying General Manufacturing (I-GM) land use district of the Rialto Airport Specific Plan and is a logical addition to the existing industrial developments surrounding the Site. The design of the Project will ensure a continuation of the public improvements and aesthetics present in the surrounding area. The City staff have reviewed the design of the Project to ensure compliance with all health, safety, and design requirements to ensure the Project will enhance the infrastructure and aesthetics of the local community.

SECTION 3. An Environmental Impact Report (Environmental Assessment Review No. 2023-0051) 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 create unavoidable significant impacts to greenhouse gas emissions. On December 17, 2025, by Resolution No. _____, the Planning Commission recommended that the City Council certify the above-reference Environmental Impact Report, make certain findings, and adopt a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Plan, which Resolution No. _____ together with the above-referenced Environmental Impact Report are incorporated herein by reference. The Planning Commission further finds that the PPD No. 2023-0041 is within the scope of the above-referenced Environmental Impact Report. Accordingly, the Planning Commission has forwarded, or is forwarding, a recommendation to the City Council to adopt the Environmental Impact Report prepared for the Project.

SECTION 4. Based upon the forgoing and substantial evidence presented to the Planning Commission during the public hearing conducted with regard to PPD No. 2023-0041, including, but not limited to, written staff reports, verbal testimony, presentations by City staff, site plans, other supporting documents, and the conditions of approval stated herein, the Planning Commission hereby recommends that the City Council approve PPD No. 2023-0041, in accordance with the plans and application on file with the Planning Division, subject to the following Conditions of Approval:

1. The applicant is granted PPD No. 2023-0041 allowing the development of a 664,859 square foot industrial warehouse building with associated paving, landscaping, fencing, lighting, and drainage improvements on 38.89 gross acres (38.78 net acres) of land (APN: 0239-192-23) located at the southwest corner of Locust Avenue and Lowell Street within the General Manufacturing (I-GM) land use district of the Rialto Airport Specific Plan, subject to the Conditions of Approval contained herein.

2. The approval of PPD No. 2023-0041 is granted for a five (5) year period from the date of approval. Approval of PPD No. 2023-0041 will not become effective until the applicant has signed a Statement of Acceptance acknowledging awareness and acceptance of the required Conditions of Approval contained herein. Any request for an extension shall be reviewed by the Community Development Director and shall be based on the progress that has taken place toward the development of the project.

3. The development associated with PPD No. 2023-0041 shall conform to the site plan, fence and wall plan, floor plan, roof plan, elevations, conceptual grading and drainage plans, conceptual utility plans, and the concept landscape plan attached hereto as Exhibit A, except as may be required to be modified based on the Conditions of Approval contained herein.

4. The development associated with PPD No. 2023-0041 shall comply with all Conditions of Approval contained within CDP No. 2023-0032.

5. The development associated with PPD No. 2023-0041 shall comply with all applicable sections of the Rialto Airport Specific Plan, the Rialto Municipal Code, and all other applicable State and local laws and ordinances.

6. 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.

7. The applicant shall indemnify, protect, defend, and hold harmless, the City of Rialto, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (collectively, the "City Parties"), from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to arbitrations, mediations, and other such procedures), (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, the any action of, or any permit or approval issued by, the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City), for or concerning the Project (collectively, the "Entitlements"), whether such Actions are brought under the California Environmental Quality Act, the Planning and Zoning Law, the Subdivision Map Act, Code of Civil Procedure Chapter 1085 or 1094.5, the California Public Records Act, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a court of competent jurisdiction. This condition to indemnify, protect, defend, and hold the City harmless shall include, but not be 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 PPD No. 2023-0041.

8. 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.

9. The applicant shall secure the services of a tribal cultural monitor to be present during all ground disturbance activities associated with the construction of this project. The tribal cultural monitor shall be approved by the Gabrieleño Band of Mission Indians-Kizh Nation, and documentation of coordination between the applicant and the Gabrieleño Band of Mission Indians-Kizh Nation on this matter shall be provided to the Planning Division prior to the issuance of a grading permit.

10. The applicant shall install decorative pavement within each driveway connected to Locust Avenue and Lowell Street. The decorative pavement shall extend across the entire width of each driveway and shall have a minimum depth of twenty-five (25) feet as measured from the property line along each respective street. Decorative pavement means decorative pavers and/or color concrete with patterns and color variety. The decorative pavement shall include a concrete border with a broom finish and a minimum width of twelve (12) inches. The location of the decorative pavement shall be identified on the Precise Grading Plan prior to the issuance of a grading permit. Additionally, the location and type of decorative pavement shall be identified on the formal Landscape Plan submittal, and other on-site improvement plans, prior to the issuance of building permits.

11. In order to provide enhanced building design in accordance with Chapter 18.61 (Design Guidelines) of the Rialto Municipal Code, the applicant shall route all drainage downspouts through the interior of the building. The internal downspouts shall be identified within the formal building plan check submittal prior to the issuance of building permits.

12. In order to provide enhanced building design in accordance with Chapter 18.61 (Design Guidelines) of the Rialto Municipal Code, the applicant shall construct parapet returns, at least three (3) feet in depth from the main wall plane, at all height variations on all four (4) sides of each building. The parapet returns shall be demonstrated on the roof plans within the formal building plan check submittal prior to the issuance of building permits.

13. In order to provide enhanced building design in accordance with Chapter 18.61 (Design Guidelines) of the Rialto Municipal Code, the applicant shall provide internal roof access only for each building. The internal roof access shall be identified within the formal building plan check submittal prior to the issuance of building permits.

14. In order to provide enhanced site design in accordance with Chapter 18.61 (Design Guidelines) of the Rialto Municipal Code, new walls visible from the public right-of-way, including any retaining walls, shall be comprised of decorative masonry block or decorative concrete. Decorative masonry block means tan-colored slumpstone block, tan-colored split-face block, or precision block with a stucco, plaster, or cultured stone finish. Decorative concrete means painted concrete with patterns, reveals, and/or trim lines. Pilasters shall be incorporated within all new walls visible from the public right-of-way. The pilasters shall be spaced a maximum of seventy (70) feet on-center and shall be placed at all corners and ends of the wall. All pilasters shall protrude a minimum of six (6) inches above the wall and have a depth and width of at least three (3) feet. 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 Precise Grading 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.

15. The screen wall surrounding the truck court shall be setback a minimum of twenty (20) feet from the ultimate property line along Locust Avenue, in accordance with Table 9 (Development Standards Non-Residential Designations) of the Rialto Airport Specific Plan. The location of the screen wall shall be identified on the Precise Grading Plan prior to issuance of a grading permit and within the formal building plan check submittal prior to the issuance of building permits. The required decorative pilasters along the wall may encroach into this setback.

16. The screen wall surrounding the truck court shall be setback a minimum of twenty (20) feet from the back of sidewalk along Lowell Street, in accordance with Table 9 (Development Standards Non-Residential Designations) of the Rialto Airport Specific Plan. The location of the screen wall shall be identified on the Precise Grading Plan prior to issuance of a grading permit and within the formal building plan check submittal prior to the issuance of building permits. The required decorative pilasters along the wall may encroach into this setback.

17. The required ten (10) foot landscape setback along the west side of the Site shall be kept free and clear of any fencing and/or retaining walls that would prevent the planting of trees, shrubs, and groundcover.

18. In order to provide enhanced building design in accordance with Chapter 18.61 (Design Guidelines) of the Rialto Municipal Code, any new fencing installed on site shall be comprised of tubular steel. Decorative masonry or decorative concrete pilasters, with a minimum dimension of thirty-six (36) inch square, shall be incorporated within all new fencing visible from any public right-of-way. Decorative masonry block means tan slumpstone block, tan split-face block, or precision block with a stucco, plaster, or

cultured stone finish. Decorative concrete means painted concrete with patterns, reveals, and/or trim lines. The pilasters shall be spaced a maximum of seventy (70) feet on-center and shall be placed at all corners and ends of the fencing. All decorative masonry pilasters shall include a decorative masonry cap. All fencing and pilasters shall be identified on the site plan, and an elevation detail for the fencing and pilasters shall be included in the formal building plan check submittal prior to the issuance of building permits.

19. The applicant shall install solid or louvered metal gates at each entry of the truck court that is connected directly to Locust Avenue and Lowell Street for the purpose of screening trucks and trailers within the truck court, prior to the issuance of a Certificate of Occupancy. The new gates shall have a minimum height of eight (8) feet and shall be painted black or a color matching the color of the adjoining wall. The new gates shall be identified on the site plan, and an elevation detail for the gate shall be included in the formal building plan check submittal prior to the issuance of building permits.

20. The applicant shall construct at least one (1) ADA accessible trash enclosure on the project site. The trash enclosure(s) shall provide room for one (1) commercial waste container and one (1) commercial recycling container. The exterior of each trash enclosure shall be comprised of decorative masonry block or decorative concrete. Decorative masonry block means tan-colored slumpstone block, tan-colored split-face block, or precision block with a stucco, plaster, or cultured stone finish. Decorative concrete means painted concrete with patterns, reveals, and/or trim lines. Additionally, each trash enclosure shall contain solid steel doors and a flat solid cover. Corrugated metal and chain-link are not acceptable materials to use as a part of the trash enclosure. The location of each trash enclosure shall be identified on the site plan within the formal building plan check prior to the issuance of building permits. An elevation detail for the trash enclosure(s) shall be provided within formal building plan check submittal prior to the issuance of building permits.

21. All light standards installed on site, shall have a maximum height of twenty-eight (28) feet, as measured from the finished surface, including the base. 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.

22. The applicant shall submit a formal Landscape Plan to the Planning Division prior to the issuance of building permits. The submittal shall include three (3) sets of planting and irrigation plans, a completed Landscape Plan Review application, and the applicable review fee.

23. The applicant shall plant one (1) tree every three (3) vehicle parking spaces. All parking lot trees shall be a minimum of fifteen (15) gallons in size, upon initial planting. Thereafter, the parking lot trees shall be permanently irrigated and maintained. All parking lot tree species shall consist of evergreen broadleaf trees. The trees shall be

identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.

24. The applicant shall plant one (1) tree every thirty (30) feet on-center within the on-site landscape setbacks along Locust Avenue and Lowell Street. All trees within the landscape setback shall be a minimum of twenty-four (24) inch box in size, upon initial planting. Thereafter, the trees within the landscape setback shall be permanently irrigated and maintained by the property owner. At least fifty (50) percent of the trees within the setbacks shall consist of evergreen broadleaf trees, while the remaining percentage may consist of broadleaf deciduous trees and/or palm trees. The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.

25. The applicant shall plant one (1) tree every thirty (30) feet on-center within the public right-of-way parkway along Locust Avenue. All trees within the public right-of-way parkway shall be a minimum of twenty-four (24) inch box in size, upon initial planting. Thereafter, the trees within the public right-of-way parking shall be permanently irrigated and maintained, as required by the Public Works Department. The street tree species along Locust Avenue shall be the Robinina Idahoensis "Idaho Locust". The street trees shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.

26. The applicant shall plant one (1) tree every thirty (30) feet on-center within the public right-of-way parkway along Lowell Street. All trees within the public right-of-way parkway shall be a minimum of twenty-four (24) inch box in size, upon initial planting. Thereafter, the trees within the public right-of-way parking shall be permanently irrigated and maintained, as required by the Public Works Department. The street tree species along Lowell Street shall be the Pistachia Chinensis "Chinese Pistache" and/or the Geijera Parviflora "Australian Willow". The street trees shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.

27. The applicant shall plant shrubs and/or construct solid decorative walls that surround all ground mounted equipment and utility boxes, including transformers, fire-department connections, backflow devices, etc. for the purpose of providing screening of said equipment and utility boxes from public view. All equipment and utility box screen shrubs shall be a minimum of five (5) gallons in size upon initial planting, and the shrubs shall be spaced no more than three (3) feet on-center. Thereafter, the equipment and utility box screen shrubs shall be permanently irrigated and maintained into a continuous box-shape with a height of no less than three and one-half (3.5) feet above the finished grade. Solid decorative walls means tan-colored slumpstone block, tan-colored split-face block, or precision block with a stucco, plaster, or cultured stone finish. The shrubs and/or solid walls shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.

28. The applicant shall plant trees, shrubs, and groundcover throughout all land on-site and off-site (adjacent to the project site) that is not covered by structures, walkways, parking

areas, and driveways, as approved by the Planning Division, unless specified otherwise herein. Trees shall be planted a minimum of thirty (30) feet on-center, and all shrubs and groundcover shall be planted an average of three (3) feet on-center or less, or as approved by the Planning Division. All trees shall be minimum of fifteen (15) gallons in size upon initial planting, unless otherwise specified herein. At least fifty (50) percent of the trees shall consist of evergreen broadleaf trees, while the remaining percentage may consist of broadleaf deciduous trees and/or palm trees. All shrubs shall be a minimum of one (1) gallon in size, unless otherwise specified herein. 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 a landscape permit.

29. All planting and irrigation shall be installed on-site in accordance with the approved landscape plans and permit prior to the issuance of a Certificate of Occupancy. The installation of the planting and irrigation shall be certified in writing by the landscape architect responsible for preparing the landscape plans prior to the issuance of a Certificate of Occupancy.

30. Any tubular steel fencing and/or sliding gates shall be painted black prior to the issuance of a Certificate of Occupancy, unless specified otherwise herein.

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

32. The applicant shall comply with all conditions of approval for PPD No. 2023-0041 to the satisfaction of the City Engineer, prior to the issuance of a Certificate of Occupancy, unless otherwise noted herein.

33. All improvements and/or dry utility improvement construction within the public right-of-way require a City of Rialto Encroachment Permit.

34. All abandoned utilities within the public right-of-way shall be completely removed unless otherwise approved to be abandoned in place, as coordinated with and authorized by the City of Rialto Engineering Department. All abandoned utilities within private property may be abandoned in place so long as they do not interfere with construction of the proposed development or fall within the proposed building footprint.

35. The applicant shall pay all applicable development impact fees in accordance with the current City of Rialto fee ordinance, including any Traffic Fair Share Contribution fees, prior to the issuance of any building permit related to the Project, or as otherwise set forth in the Development Agreement between the City of Rialto and the Applicant.

36. The applicant shall pay a fair-share fee in the amount of $364,699, in accordance with Table 19 (Traffic Impact Improvement Costs) of the Transportation Impact Study

prepared for the Project by Kimley-Horn and Associates, Inc. and dated December 2025, prior to the issuance of any building permit for the Project, or as otherwise set forth in the Development Agreement between the City of Rialto and the Applicant. The fair-share amount shall be subject to the California Construction Cost Index (CCCI) for escalation of construction costs. Alternatively, an engineer's cost estimate for the public improvements may be submitted to the Engineering Division for review and approval by the City Engineer. The table below identifies the fair-share fees:

Estimated Fair Share for Traffic Mitigation Improvements	
Locust Avenue and Casa Grande Drive – Participate in the construction of a traffic signal. (30.8% impact) $1,012,000 x .308 = $311,696.00	$311,696
Casmalia Street and Locust Avenue – Participate in the construction of extending the eastbound left-turn lane (28.2% impact) $170,224 x .282 = $48,003.00	$48,003
Locust Avenue and Lowell Street – Participate in the restriping of the eastbound and northbound approaches.	$5,000
Total	$364,699

37. The applicant shall submit civil engineering design plans, reports and/or documents, prepared by a registered/licensed civil engineer, for review and approval by the City Engineer per the current submittal requirements, prior to the indicated threshold or as required by the City Engineer. The first submittal shall consist of, but is not necessarily limited to, the following:

    a. PARCEL MAP (recordation prior to building permit issuance)

    b. PRECISE GRADE W/ EROSION CONTROL PLAN (prior to grading permit issuance)

    c. PUBLIC IMPROVEMENT PLANS – Plans may include: Street, Signing & Striping, Landscape & Irrigation, Sewer, Water, Streetlight etc. (prior to Map approval or off-site construction permit issuance, whichever occurs first)

    d. FINAL DRAINAGE STUDY (prior to grading plan approval)

    e. FINAL WQMP (prior to grading plan approval)

    f. LEGAL DOCUMENTS (e.g. EASEMENT(S), DEDICATION(S), LOT LINE ADJUSTMENT, VACATION, etc.) (prior to Building Permit Issuance or Occupancy Release) – These items are not required to be submitted if they are included on the Parcel Map.

    g. AS-BUILT/RECORD DRAWINGS for all plans (prior to occupancy release)

38. The applicant is responsible for requesting address assignment from the Planning Division for any new building, irrigation water meter and electrical pedestal. Addresses for irrigation meters must be based upon approved civil plans. Addresses for electrical pedestals must be based upon approved SCE plans. The main building address shall be included on Precise Grading Plans and Building Plan set along with the PPD number. The electrical meter pedestal addresses (single or dual) shall be included in the public improvement plans.

39. Upon approval of any improvement plan by the City Engineer, the applicant shall provide the improvement plan 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.

40. The applicant shall construct asphalt concrete paving for streets in two separate lifts. The final lift paving may occur once all heavy construction traffic has been substantially completed to the satisfaction of the City Engineer, or when onsite building construction has reached 90% completion, whichever occurs first. Paving 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.

41. The applicant shall repair all street cuts for utilities in accordance with City Standard SC-231 within 72 hours of completion of the utility work; and any interim trench repairs shall consist of compacted backfill to the bottom of the pavement structural section followed by placement of standard base course material in accordance with the Standard Specifications for Public Work Construction ("Greenbook"). The base course material shall be placed the full height of the structural section to be flush with the existing pavement surface and provide a smooth pavement surface until permanent cap paving occurs using an acceptable surface course material.

42. The applicant shall backfill and/or repair all utility trenches or other excavations within existing asphalt concrete pavement of off-site streets resulting from the proposed development, 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 including pavement repairs in addition to pavement repairs made by utility companies for utilities installed for the benefit of the proposed development (i.e. West Valley Water District, Southern California Edison, Southern California Gas Company, Spectrum, Verizon, etc.). Multiple excavations, trenches, and other street cuts within existing asphalt concrete pavement of off-site streets resulting from the proposed development may require complete grinding and asphalt concrete

overlay of Locust Avenue and Lowell Street, 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 what existed prior to construction of the proposed development.

43. A separate Off-Site Construction Permit is required for each type of improvement within the public right-of-way, including street, wet utility (RWS only), and landscape and irrigation. To expedite and coordinate all improvements in the public right-of-way, the applicant shall submit a multi-phase master traffic control plan that includes all phases of construction (e.g., sewer, water, overhead, underground, etc.) prior to permit issuance. For simplicity, the Off-Site Construction Permits will replace individual Encroachment Permits typically obtained by the applicant's contractor.

44. In accordance with Chapter 15.32 of the City of Rialto Municipal Code, all existing and new 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, or as otherwise set forth within Southern California Edison's approved final design. This may require undergrounding beyond the project limits to prevent any existing poles to remain or new poles to be placed for guy wire purposes along the project frontage. The applicant or owner is responsible for complying with the requirements of this section and shall make the necessary arrangements with the utility company for the installation of such facilities. New power poles shall not 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.

45. In accordance with City Ordinance No. 1589, adopted to preserve newly paved streets, any and all street and/or trench cuts in newly paved streets will be subject to moratorium street repair standards as reference in Section 11.04.145 of the Rialto Municipal Code. Contact the Engineering Division for a list of streets subject to the moratorium.

46. The minimum pavement section for all on-site pavements shall be three (3) inches asphalt concrete pavement over four (4) inches crushed aggregate base with a minimum subgrade of twenty-four (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.

47. The applicant shall replace all damaged, destroyed, or modified pavement legends, traffic control devices, signing, striping, and streetlights, associated with the proposed development shall be replaced as required by the City Engineer prior to issuance of a Certificate of Occupancy.

48. The applicant shall provide construction signage, 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 2014 California Manual on Uniform Traffic Control Devices, or subsequent editions in force at the time of construction.

49. The public street improvements outlined in these Conditions of Approval are intended to convey to the developer 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.

50. The applicant shall be responsible for coordinating with Omnitrans regarding the potential location of existing, proposed, and future bus stops along the property frontage of all public streets. In the event Omnitrans identifies improvements of an existing, proposed, and future stop along the property frontage prior to applicant's receipt of a building permit, the applicant shall design street and sidewalk improvements in accordance with the latest Omnitrans bus stop guidelines and in compliance with current accessibility standards pursuant to the Americans with Disabilities Act (ADA) requirements. The applicant shall design all any bus stops to accommodate the Omnitrans Premium Shelters. Prior to Certificate of Occupancy, if Omnitrans requires a bus stop along the property frontage, the applicant shall submit to Public Works verification from Omnitrans acknowledging concurrence with the existing, proposed, and future bus stop improvements in conformance with the Premium Shelter design guidelines. Additionally, any bus turnouts are required to accommodate proposed bus stops in accordance with the City Standards and as approved by the City Engineer.

51. 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. R8-2024-0001. Pursuant to the NPDES Permit, the developer 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 developer 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.

52. Prior to grading plan approval, the applicant shall submit a final 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. 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 retention or other facilities approved by the City Engineer shall be required to contain the increased stormwater runoff generated by

the development of the property. Hydrology studies shall be prepared in accordance with the San Bernardino County Hydrology Manual and Rialto drainage criteria. Final retention 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.

53. Prior to grading plan approval, direct release of on-site nuisance water or stormwater 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 stormwater runoff condition, pass runoff directly to the streets through parkway or under sidewalk drains.

54. Prior to grading plan approval, the applicant shall submit a Geotechnical/Soils Report, prepared by a California registered Geotechnical Engineer, for and incorporated as an integral part of the grading plan for the proposed development. The geotechnical report shall include a section on infiltration testing. A digital copy (PDF) of the Geotechnical/Soils Report shall be submitted to the Engineering Services Department with the first submittal of the Precise Grading Plan.

55. Prior to grading plan approval, the applicant shall submit a Final 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. The Applicant acknowledges that more area than currently shown on the plans may be required to treat site runoff as required by the WQMP guidance document and FWQMP.

56. Prior to grading plan approval, a Notice of Intent (NOI) to comply with the California General Construction Stormwater Permit (Water Quality Order 2022-0057-DWQ as modified September 1, 2025) 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. The developer'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.

57. Prior to issuance of grading permit or on-site construction permit, the applicant shall submit a Precise Grading Plan prepared by a California registered civil engineer to the Engineering Division for review and approval by the City Engineer. The plan shall conform to the requirements of the California Building Code for review and approval.

58. Prior to the issuance of a grading permit or on-site construction permit, the applicant 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, landscape easement, and/or parkway landscaping in the public right-of-way, or any new public street lighting improvements conditioned on the project and to be maintained by the City of Rialto post construction. The applicant must apply and complete the LLMD2 annexation process prior to issuance of a Certificate of Occupancy. Due to the required City Council Public Hearing action, the annexation process takes months and as such the developer is advised to apply for Special District annexation as early-on in the in the process to avoid any delays with permit issuance.

59. Prior to the issuance of a building permit, the applicant shall submit off-site landscaping and irrigation system improvement plans for review and approval concurrently with street improvement plan submittal to the Public Works Department. The median irrigation system, parkway irrigation system, and applicable Specific Plan required landscape easement irrigation system shall be separately metered from the on-site private irrigation to facilitate separate utility bill payment by the City after the required one-year maintenance period via the Landscape and Lighting Maintenance District No. 2. The off-site landscape and irrigation plans must show separate electrical meter, water meter, and separate irrigation lateral to be annexed into LLMD2 via a City Council public hearing process. Use of an existing LLMD2 water meter and electrical pedestal is encouraged. The Landscape and Irrigation plans shall be approved concurrently with the Street Improvement plans, including any median portion, applicable easement portion, and/or parkway portion. The landscaping architect must contact the City of Rialto Landscape Contract Specialist at (909) 820-2602 to ensure all landscape and irrigation guidelines are met prior to plan approval. Electrical and water irrigation meter pedestals must not be designed to be installed at or near street intersections or within a raised median to avoid burdensome traffic control set-up during ongoing maintenance. The off-site Landscape and Irrigation plans shall be designed in accordance with the Public Works Landscape Maintenance District Guidelines.

60. All parkway landscaping shall be guaranteed for a period of one year from the date of acceptance by the City Engineer acceptance. 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. The applicant must contact the City of Rialto Landscape Contract Specialist at (909) 820-2602 to confirm a full twelve (12) months' time of non-interrupted ongoing maintenance.

61. The applicant shall install City Engineer approved deep root barriers, in accordance with the Public Works Landscape and Irrigation Guidelines, for all trees installed within the public right-of-way and within ten (10) feet of the public sidewalk and/or curb.

62. Prior to issuance of an encroachment permit or off-site construction permit, all public improvement plans must be submitted and approved by the City Engineer.

63. Prior to street improvement plan approval, the applicant shall dedicate additional right-of-way along the entire frontage of Locust Avenue, as necessary, to provide the ultimate half-width of 44 feet, as required by the City Engineer.

64. Prior to street improvement plan approval, submit a 10-foot easement on Lowell Street for public sidewalk and public utility purposes along the entire project. The easement shall be approved and recorded prior to plan approval. Prior to street improvement plan approval, dedicate additional right-of-way as may be required to provide a property line – corner cutback at the corner of Locust Avenue and Lowell Street. Nothing shall be constructed or planted in the corner cut-off area which does or will exceed 30 inches in height required to maintain an appropriate corner sight distance, as required by the City Engineer. The dedication shall be reviewed, approved, and submitted for recording prior to plan approval.

65. The applicant shall install 4-inch conduit and pull boxes within the parkway area along the entire project frontages of Locust Avenue for future use, prior to the issuance of a Certificate of Occupancy. The conduit and pull boxes shall be identified on the street improvement plans, prior to issuance of off-site construction permits.

66. Prior to issuance of a building permit, the applicant shall submit street improvement plans prepared by a registered California civil engineer to the Engineering Services Department for review. The street improvement plans shall be approved concurrently with any streetlight, landscape and irrigation, and traffic signal plans unless otherwise approved by the City Engineer.

67. Prior to issuance of building permit, the applicant shall submit traffic striping and signage plans prepared by a California registered civil engineer or traffic 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.

68. Prior to issuance of encroachment permit or off-site construction permit, the applicant shall submit street light improvement plans, for Locust Avenue and Lowell Street, prepared by a California registered civil engineer to the Engineering Services Department. The plans shall be approved by the City Engineer prior to issuance of any building permits.

69. Prior to issuance of encroachment permit or off-site construction permit, 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. The applicant is advised that sewer service is provided by Rialto Water Services.

70. Prior to issuance of encroachment permit or off-site construction permit, the applicant shall submit water improvement plans prepared by a California registered civil engineer

to the Engineering Division to be reviewed concurrently with the water purveyor. The applicant is advised that domestic water service is provided by West Valley Water District. The applicant shall be responsible for coordinating with water purveyor and complying with all requirements for establishing domestic water service to the property.

71. Prior to issuance of a building permit, the Precise Grading plans shall be approved by the City Engineer.

72. Prior to the issuance of a building permit, the applicant shall submit a rough grade certification, engineered fill certification and compaction report pad elevation certifications for all building pads in conformance with the approved precise grading plan, to the Engineering Division. Trenching for footings or construction of any building foundation is not allowed until the certifications have been submitted for review and approval by the City Engineer.

73. Prior to issuance of building permit, the applicant shall submit a Subdivision Improvement Agreement (SIA) and the required security to the Engineering Division for review and acceptance.

74. Prior to issuance of building permit, Parcel Map 20809 shall be approved by the City and submitted for recording at the County Recorder's Office.

75. Prior to the issuance of a certificate of occupancy, the applicant shall submit a precise/final grade certification to the Engineering Services Department.

76. Prior to the issuance of a certificate of occupancy, all public improvements shall be constructed to City standards subject to the satisfaction of the City Engineer.

77. The applicant shall reconstruct any broken, chipped, or unsatisfactory sidewalks, curbs, gutters, pavement, and landscaping along the entire project frontage, in accordance with the General Plan and the City of Rialto Standard Drawings, as required by the City Engineer, prior to the issuance of a Certificate of Occupancy. The removal and reconstruction of improvements shall be identified on the street improvement plans, prior to issuance of off-site construction permits.

78. The applicant shall install "No Stopping Anytime" R26A(S)(CA) signage along the entire project frontages of Locust Avenue and Lowell Street, as required by the City Engineer, prior to the issuance of a Certificate of Occupancy.

79. The applicant shall connect the project to the City of Rialto sewer system and apply for a sewer connection account with Rialto Water Services.

80. The applicant is advised that domestic water service is provided by West Valley Water District. The applicant shall be responsible for coordinating with West Valley Water District and complying with all requirements for establishing domestic water service to the property.

81. The applicant shall provide certification from West Valley Water District and Rialto Water Services that demonstrates that all water and/or wastewater service accounts for the project are documented, prior to the issuance of a Certificate of Occupancy from the Engineering Division.

82. Prior to issuance of a certificate of occupancy or final City approvals, the applicant shall demonstrate and submit a WQMP BMP certification that all structural BMP's have been constructed and installed in conformance with approved plans and specifications, and as identified in the approved WQMP.

83. Prior to issuance of a certificate of occupancy, 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.

84. The applicant shall construct one (1) new commercial driveway approach on Locust Avenue and three (3) new commercial driveway approaches on Lowell Street, in accordance with City of Rialto Standard Drawing No. SC-213 or SC-214, or as otherwise approved by the City Engineer, prior to the issuance of a Certificate of Occupancy. The driveway approach shall be constructed so the top of "X" is 5 feet from the property line, or as otherwise approved by the City Engineer. Nothing shall be constructed or planted in the corner cut-off area which does exceed or will exceed 30 inches in height in order to maintain an appropriate corner sight distance, as required by the City Engineer. If necessary, additional right of way shall be dedicated on-site to construct a path of travel meeting ADA guidelines.

85. Prior to occupancy approval, all new streetlights shall be installed on an independently metered, City-owned underground electrical system. Using power from an existing LMMD 2 pedestal is encouraged over installing a new pedestal The developer shall provide documentary proof of application with Southern California Edison ("SCE") for all appropriate service points and electrical meters prior to the issuance of a Certificate of Occupancy. New meter pedestals shall be installed, and electrical service paid by the developer, until such time as the underlying property is annexed into LLMD 2. The City shall not pay the charges for electrical service until the landscape and irrigation is accepted after the one-year maintenance period and the underlying property is annexed into LLMD 2.

86. If and where deficiencies in the existing system occur, the applicant shall construct a new underground electrical system for public street lighting improvements along the project frontage of Locust Avenue, as determined necessary by the City Engineer, prior to the issuance of a Certificate of Occupancy. New marbelite streetlight poles with LED light fixtures shall be installed in accordance with City of Rialto Standard Drawings, and as approved by the City Engineer.

87. The applicant shall construct curb ramps meeting current California State Accessibility standards on both sides of proposed driveways along Locust Avenue and Lowell Street,

in accordance with the City of Rialto Standard Drawings, and as required by the City Engineer. The applicant shall provide a fully detailed curb return, ramp, and sidewalk approach design of a scale of one-inch equals ten-feet or larger. 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.

88. The applicant shall construct an 8-inch curb and gutter along the entire frontage of Locust Avenue thirty-two (32) feet west of the centerline, in accordance with City of Rialto Standard Drawings, prior to the issuance of a Certificate of Occupancy.

89. The applicant shall construct an 8-inch curb and gutter along the entire frontage of Lowell Street twenty-two (22) feet south of the centerline, in accordance with City of Rialto Standard Drawings, prior to the issuance of a Certificate of Occupancy.

90. The applicant shall construct a 5.5-foot-wide Americans with Disabilities Act (ADA) compliant sidewalk adjacent to the curb along the entire project frontages of Locust Avenue and Lowell Street, in accordance with City of Rialto Standard Drawings, prior to issuance of a Certificate of Occupancy.

91. Prior to occupancy approval – Locust Avenue is designated a Secondary Arterial with 88-foot right-of-way and 64-foot curb to curb dimensions. The developer shall submit street improvement plans and construct the improvements that include, but are not necessarily limited to, the following:

    a. Remove existing pavement 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, for the entire street half-width plus the northbound lane along the project frontage in accordance with City of Rialto Standard Drawings. The final 2-inch cap shall be PG 64-10 ARHM CC G. 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 existing pavement core samples and submitted to the City Engineer for approval. Alternatively, depending on the existing street condition (i.e. taking core samples) and as approved by the City Engineer, a street 2-inch grind and overlay, using PG 64-10 ARHM CC G, may be performed to preserve existing pavement improvements.

92. Prior to occupancy approval – Lowell Street is designated an Industrial Street with 45-foot right- of-way and 44-foot curb to curb dimensions. The developer shall submit street improvement plans and construct the improvements that include, but are not necessarily limited to, the following:

    a. Remove existing pavement 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, for the street half width plus a street 2-inch grind and overlay along the northern half of the street along the project frontage in accordance with City of Rialto Standard Drawings. The final 2-inch cap shall be PG 64-10 ARHM CC G. 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 existing pavement core samples and submitted to the City Engineer for approval. Alternatively, depending on the existing street condition (i.e. taking core samples) and as approved by the City Engineer, a street 2-inch grind and overlay, using PG 64-10 ARHM CC G, may be performed to preserve existing pavement improvements. Should the above improvements be completed by another party, this condition shall be met as satisfied.

93. All sewer mains constructed by the applicant, as necessary, are to become part of the public sewer system and 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.

94. 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.

95. Prior to commencing with any grading, the applicant shall implement the required erosion and dust control measures shall be in place. In addition, the following shall be included if not already identified:

    a. 6 foot high tan colored perimeter screened fencing

    b. Contractor information signage including contact information along the street frontages of Locust Avenue and Lowell Street.

    c. Post dust control signage with the following verbiage: "Project Name, WDID No., IF YOU SEE DUST COMING FROM THIS PROJECT CALL: NAME (XXX) XXX-XXX, If you do not receive a response, please call the AQMD at 1-800-CUT-SMOG/1-800-228-7664"

96. The applicant shall submit full architectural and structural plans with all mechanical, electrical, and plumbing plans, structural calculations, truss calculations and layout, rough grading plans approved by Engineering Services Department, Water Quality Management Plan, Erosion Control Plan, Stormwater Pollution Prevention Plan, and

Title 24 Energy Calculations to the Building Division for plan check and review, prior to the issuance of building permits.

97. The applicant shall provide a Scope of Work on the title page of the architectural plan set. The Scope of Work shall call out all work to be permitted (ex. Main structure, perimeter walls, trash enclosure, etc.).

98. The applicant shall design the structures in accordance with the 2022 California Building Code, 2022 California Mechanical Code, 2022 California Plumbing Code, and the 2022 California Electrical Code, 2022 Residential Code and the 2022 California Green Buildings Standards adopted by the State of California.

99. The applicant shall design the structures to withstand ultimate wind speed of 130 miles per hour, exposure C and seismic zone D.

100. The applicant shall obtain an Electrical Permit from the Building Division for any temporary electrical power required during construction. No temporary electrical power will be granted to a project unless one of the following items is in place and approved by the Building Division: (A) Installation of a construction trailer, or, (B) Security fencing around the area where the electrical power will be located.

101. The applicant shall install any required temporary construction trailer on private property. No trailers are allowed to be located within the public right-of-way. The trailer shall be removed prior to the issuance of a Certificate of Occupancy.

102. The applicant shall design and construct accessible paths of travel from the building's accessible entrances to the public right-of-way, accessible parking, and the trash enclosure. Paths of travel shall incorporate (but not limited to) exterior stairs, landings, walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warning, signage, gates, lifts and walking surface materials, as necessary. The accessible route(s) of travel shall be the most practical direct route between accessible building entrances, site facilities, accessible parking, public sidewalks, and the accessible entrance(s) to the site, California Building Code, (CBC) Chapter 11, Sec, 11A and 11B.

103. Prior to issuance of a Building Permit all of the following must be in place on the Site: a portable toilet with hand wash station, all BMP's, fencing and signage on each adjacent street saying "If there is any dust or debris coming from this site please contact (superintendent number here) or the AQMD if the problem is not being resolved" or something similar to this.

104. The applicant shall provide temporary toilet facilities for the construction workers. The toilet facilities shall always be maintained in a sanitary condition. The construction toilet facilities of the non-sewer type shall conform to ANSI ZA.3.

105. The applicant shall underground all on site utilities to the new proposed structures, prior to the issuance of a Certificate of Occupancy, unless prior approval has been obtained by the utility company or the City.

106. Prior to issuance of Building Permits, site grading final and pad certifications shall be submitted to the Building Division, which include elevation, orientation, and compaction. The certifications are required to be signed by the engineer of record.

107. The applicant shall provide proof of payment to the Rialto Unified School District for all required school fees, prior to the issuance of a building permit.

108. Site facilities such as parking open or covered, recreation facilities, and trash dumpster areas, and common use areas shall be accessible per the California Building Code, Chapter 11.

109. The applicant shall place a copy of the Conditions of Approval herein on within the building plan check submittal set and include the PPD number on the right bottom corner cover page in 20 point bold, prior to the issuance of a building permit.

110. The applicant shall ensure that a minimum of 65% of all construction and demo debris shall be recycled using an approved City of Rialto recycling facility during construction. Copies of receipts for recycling shall be provided to the City Inspector and a copy shall be placed in the office of the construction site.

111. Prior to issuance of Building Permits, on site water service shall be installed and approved by the responsible agency. On site fire hydrants shall be approved by the Fire Department. No flammable materials will be allowed on the site until the fire hydrants are established and approved.

112. Grades for driveway and fire apparatus access roads shall not exceed 12%. Fire Department approval and additional conditions may be required for grades above 12% maximum. Angle of approach and departure for driveways shall not exceed 7 degrees. If Grades are authorized to exceed 12% they shall be concrete with a deep broom finish perpendicular to the access roadway and other special conditions determined by the Fire Marshal.

113. A hazardous materials inventory and disclosure shall be provided with a complete listing of SDS sheets, storage locations, how they are stored, and types of containers. A technical report and opinion prepared by an approved consultant shall be submitted for review and approval prior to or as part of the submission for a building permit. Operational permits may be required and must be applied for prior to certificate occupancy. Application and permits shall be made to San Bernardino County Fire Department Hazardous Materials Divisions CUPA for CUPA compliance. Compliance with disclosure and requirements placed on the project for the CUPA shall be complied with prior to certificate of occupancy.

114. The building has the potential for storage of combustible stock more than 6 ft. in height (rubber tires and/or group A plastics) or commodity storage 12 ft. in height and greater than 500 square feet, meeting the requirements of high-piled combustible storage as defined in Chapter 32 of the California Fire Code. Significant modifications to the structure including, but not limited to, smoke and heat vents or mechanical ventilation, draft curtains, special access doors, upgraded sprinkler systems and hose connection requirements must be achieved in compliance with the California Fire Code Chapter 32 and other applicable Chapters and NFPA 13 requirements should such storage occur. Minimum design densities for fire sprinkler systems within spec. buildings without a known tenant shall be 0.33/3000. If high-piled combustible storage is proposed then plans, specifications, and a technical opinion and report shall be submitted from an approved consultant with the construction drawings for rack systems to ensure fire protection requirements. High piled combustible storage requires an annual operational permit pursuant to the California Fire Code Chapter 1 that requires appropriate fees to be paid prior to issuance and renewal.

115. To determine the acceptability of technologies, processes, products, facilities, materials and uses attending the design, operation or use of a building or premises subject to inspection by the fire code official, the fire code official is authorized to require the owner or agent to provide, without charge to the jurisdiction, a technical opinion and report. The opinion and report shall be prepared by a qualified engineer, specialist, laboratory, or fire safety specialty organization acceptable to the fire code official and shall analyze the fire safety properties of design, operation or use of the building or premises and the facilities and appurtenances situated thereon, to recommend necessary changes. The fire code official is authorized to require design submittals to be prepared by, and bear the stamp of, a registered design professional.

116. Rialto Fire Department at time of plan or permit submission will charge certain fees for plan review and inspections. Fees will be determined at time of plan review and/or inspections.

117. Rialto Fire Department at time of operational permit application will charge certain fees for permit issuance which will have, at a minimum, annual fees charged. Failure to pay required annual fees will be cause to issue a "Cease and Desist" order for the system, use or operation permitted.

118. The proposed project shall comply with the applicable codes and standards of Title 24, Part 1-12. Additional requirements may be made during the building permit process based on system, processes and uses of the building.

119. A fire command center for fire department operations shall be provided for Factories, Mercantile, and storage occupancies. The fire command center shall be a minimum of 200 square feet and meet the requirements of the California Fire Code Chapter 5 Section 508.

120. The required fire flow shall be 4,000 GPM for a 4-hour duration at 20 PSI residual operating pressure pursuant to the California Fire Code Appendix B. Documentation is required from the local water purveyor or an approved third party verifying that the system can meet the required fire flow prior to conditions of approval being established. If a third party is being used, they must be approved by the Fire Marshal. If the system is not capable of meeting the required fire flow documentation shall be provided showing financial arrangements have been made and water system improvement plans have been submitted and approved by Rialto Fire Department and the local water purveyor to upgrade the existing water system prior to release of building permits.

121. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus at 75,000 pounds and shall be surfaced to provide all weather driving capabilities. All weather driving capabilities include pavement, concrete, or other approved products or materials as approved by the fire code official. Turf blocks, ritter rings, turf paver and other similar products shall not be used for fire department access surfacing.

122. Any gate or barrier across a fire access roadway, whether manual or automatic, must meet the Rialto Fire Department requirements and have specific plans and permits approved prior to installation. Gates serving multi-family, assembly, educational, hazardous, institutional, or storage structures must be automatic and meet UL 325 and ASTM F2200 standards. Knox brand key-operated electric key switch keyed to Rialto Fire Department specification are required. The Knox switch shall override all gate functions and open the gate. Other access control systems, such as pre-emption device eyes, are required and must be installed as directed by the Fire Marshal.

123. Water improvement plans shall be approved by Rialto Fire Department. The Developer shall furnish Rialto Fire Department with copies of the water improvement plans designed by a Registered Engineer and/or Licensed Contractor. On-site private fire service mains shall have a minimum of eight (8) inch water mains with six (6) inch laterals and risers. Larger pipes may be required to meet required fire flow requirements. Fire hydrants shall provide one 4" port and 2- 2 ½ ports and must be an approved fire hydrant type. The private fire hydrant system must be reviewed, approved, permitted and installed, tested, and accepted, prior to combustible construction.

124. Fire hydrant water mains that supply two (2) or more fire hydrants shall be looped to provide adequate supply.

125. Buildings that exceed 200,000 square feet, or meet the requirements of the local water purveyor, shall have at least two separate points of connection to a water supply, as approved by Rialto Fire Department and the local water purveyor.

126. Prior to combustibles being brought to the site, the developer shall provide written certification from the local water purveyor, dated within the last thirty days, that:

A. All public fire hydrants or water purveyor connections required for the project have been installed, tested, and approved; and

B. Are permanently connected to the public water main system; and

C. Are capable of supplying the required fire flow as required by Rialto Fire Department.

127. Fire hydrants shall be painted (yellow for public and red for private on-site FH's) per Rialto Fire Department and the local water purveyor standards and be maintained free of obstructions. A five (5) foot (1524 mm) clear space shall be maintained around the circumference of fire hydrants and fire protection systems. Blue reflective raised pavement markers shall be installed on the pavement at approved locations marking each fire hydrant location.

128. Public and private water utility mains must provide the level of reliability/redundancy determined necessary by Rialto Fire Department and the local water purveyor.

129. If any fire hydrant is taken "OUT OF SERVICE" – Rialto Fire Department shall be notified immediately and the hydrant marked, bagged, or otherwise identified as OUT OF SERVICE as directed by the Fire Marshal.

130. Fire lane designations shall be required for all fire access roadways as determined by Rialto Fire Department. Posted signs which state "FIRE LANE, NO PARKING CVC 22500.1" shall be installed every 25 feet along the fire lanes. Curbs shall be painted red and stenciled with white letters indicating the same on the face and top of any curb as directed by Rialto Fire Department. All Fire lanes shall be marked and identified prior to any Certificate of Occupancy being issued.

131. Prior to Fire Department clearance for occupancy, an automatic fire sprinkler system shall be installed. The system shall comply with NFPA #13 Standards for Automatic Fire Sprinkler Systems. Plans will be accepted only electronically and shall include fire sprinkler piping plans and details, hydraulic calculations, and material specifications sheets for all equipment used in the system and shall be submitted per the policy of Rialto Fire Department for electronic submission. These shall be submitted by a State of California Licensed C-16 Contractor for review, approval, and permits must be issued prior to commencing work.

132. Prior to Fire Department Clearance for occupancy, and automatic fire alarm system shall be installed. The system shall comply with NFPA #72 standard for Fire Alarm Systems. Plans and specifications must only be submitted electronically with material specifications sheets for all equipment used in the system and California State Fire Marshal listings (not expired) shall be submitted by a State of California Licensed C-7 and/or C-10 Contractor for review, approval, and permits must be issued prior to commencing work.

133. Prior to final inspection or occupancy, hand portable fire extinguishers are required to be installed as directed by Rialto Fire Department. The size, location, and markings shall be illustrated on the floor plan of the construction documents. Prior to installation the client is directed to request a fire inspection to confirm the locations of the fire extinguishers due to field changes with business systems that could conflict with the construction documents.

134. An automatic smoke removal ventilation system (fusible link type) is required. Roof vents, venting ratios and draft curtains shall be provided in accordance with the California Fire Code, NFPA and all other applicable standards. This information shall be provided in sufficient detail on the building construction drawings and submitted to Rialto Fire Department for review, approval and permits must be issued prior to commencing work.

135. Permanent commercial/industrial three-dimensional street numbers, minimum 12 inches in height with a ½ inch stroke, shall be provided on the address side of the building at the highest point and furthest projection of the structure and on both corners (left and right) of the building facing the street that it is addressed to. The address shall be illuminated and visible from the street and shall not be obstructed in any manner, including landscaping. Roof mounted addressing for aerial support shall be provided for flat roofs or as directed by the fire code official and shall be a minimum of 3-feet in height, face the street in which it is addressed, be contrasting in color and durable enough for the weather conditions in which it will be exposed.

136. Knox emergency access key box is required at each building, with specific mounting locations approved by Rialto Fire Department. For multi-tenant buildings one Knox box shall be provided for every ten tenant spaces and the installation of the Knox box shall be at the fifth (middle) tenant in an approved location. Recessed mount key boxes are required. Premise keys for all buildings, tenants and areas shall be marked/tagged and placed in the box prior to final inspection to ensure emergency access. The building owner/occupants shall provide replacement keys whenever locks are changed.

137. An emergency responder radio coverage plan is required to be submitted, reviewed, approved and permits issued, prior to commencing work. Emergency responder radio coverage must meet the requirements of the California Fire Code, Chapter 5, Section 510 and Rialto Fire Department. Field tests are required prior to final inspection or occupancy.

138. A fire department operational permit is required for certain specific operations regulated by the California Fire Code. The permit is issued after application has been made to Rialto Fire Department and full compliance of the requirements for the operation has been adhered to. An annual fee is charged to the applicant for review and inspection of such permits on an annual basis. Some permits require additional inspections and permit compliance that may require additional fees to be paid semi-annually.

139. Provide plans in a PDF file for pre-fire planning use by the fire department. Information shall include locations of all exits, stairwells and roof access. Also, the location of fire hydrants, fire department connections, post indicator valves, backflow prevention, gas meters, electrical panels, water, fire sprinkler risers and standpipe valves and shutoffs, elevator and electrical equipment rooms, fire alarm panels, and remote annunciators. The symbols used for the pre-fire plan must be obtained from Rialto Fire Department. This plan is required to be submitted prior to any type of certificate of occupancy.

140. The applicant shall illuminate all walkways, passageways, and locations where pedestrians are likely to travel with a minimum of 1.5-foot candles (at surface level) of light during the hours of darkness, or as approved by the Rialto Police Department. Lighting shall be designed/constructed in such a manner as to automatically turn on at dusk and turn off at dawn.

141. The applicant shall illuminate all alleyways, driveways, and uncovered parking areas with a minimum of 1.5-foot candles (at surface level) of light during the hours of darkness, or as approved by the Rialto Police Department. Lighting shall be designed/constructed in such a manner as to automatically turn on at dusk and turn off at dawn.

142. The applicant shall illuminate all loading dock areas, truck well areas, and delivery areas with a minimum of 2.0 foot-candles (at surface level) of light during the hours of darkness, or as approved by the Rialto Police Department. Lighting shall be designed/constructed in such a manner as to automatically turn on at dusk and turn off at dawn.

143. The applicant shall design/construct all lighting fixtures and luminaries, including supports, poles and brackets, in such a manner as to resist vandalism and/or destruction by hand.

144. The applicant shall provide an illuminated channel letter addresses prominently placed on the building to be visible to the front of the location and if applicable, visible from the main street to which they are located (e.g. commercial building facing the interior of the property would require two address signs if located adjacent to a roadway), prior to the issuance of a Certificate of Occupancy.

145. At the discretion of the Rialto Police Department, the applicant shall install exterior security cameras at the location that cover the entire Site, prior to the issuance of a Certificate of Occupancy. The security cameras shall be accessible to the Rialto Police Department via FusionONE web application.

146. The applicant shall install Knox boxes immediately adjacent to the main entrance of the building, at least one (1) rear entrance on the building, and at the gates into the truck court to facilitate the entry of safety personnel to facilitate the entry of safety personnel. The Knox boxes shall be installed in such a manner as to be alarmed, resist vandalism, removal, or destruction by hand, and be fully recessed into the building. The Knox

boxes shall be equipped with the appropriate keys, for each required location, prior to the first day of business. The Knox-Box placement shall be shown on the formal building plan review submittal prior to the issuance of a building permit.

147. The applicant shall prominently display the address on the building rooftop to be visible to aerial law enforcement or fire aircraft. Specifications to be followed for alphanumeric characters are as follows: Three (3) foot tall and six (6) inches thick alphanumeric characters. The alphanumeric characters shall be constructed in such a way that they are in stark contrast to the background to which they are attached (e.g. white numbers and letters on a black background), and resistant weathering that would cause a degradation of the contrast.

148. The applicant shall provide an audible burglar alarm within the building, prior to the issuance of a Certificate of Occupancy. The building shall be alarmed in such a way as to emit a continuous audible notification until reset by responsible personnel (e.g. alarmed exit device / crash bar).

149. The applicant or General Contractor shall identify each contractor and subcontractor hired to work at the job site on a Contractor Sublist form and return it to the Business License Division with a Business License application and the Business License tax fee based on the Contractors tax rate for each contractor.

150. The applicant or General Contractor shall identify each contractor and subcontractor hired to work at the job site on a Contractor Sublist form and return it to the Business License Division with a Business License application and the Business License tax fee based on the Contractors tax rate for each contractor.

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 17th day of December, 2025.

_____

MICHAEL E. STORY, CHAIR
CITY OF RIALTO PLANNING COMMISSION

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO) ss
CITY OF RIALTO)

I, Heidy Gonzalez, Administrative Assistant of the City of Rialto, do hereby certify that the foregoing Resolution No. ____ was duly passed and adopted at a regular meeting of the Planning Commission of the City of Rialto held on the ___th day of ____, 2025.

Upon motion of Planning Commissioner_____., seconded by Planning Commissioner ____, the foregoing Resolution No. ____was duly passed and adopted.

Vote on the motion:

AYES:

NOES:

ABSENT:

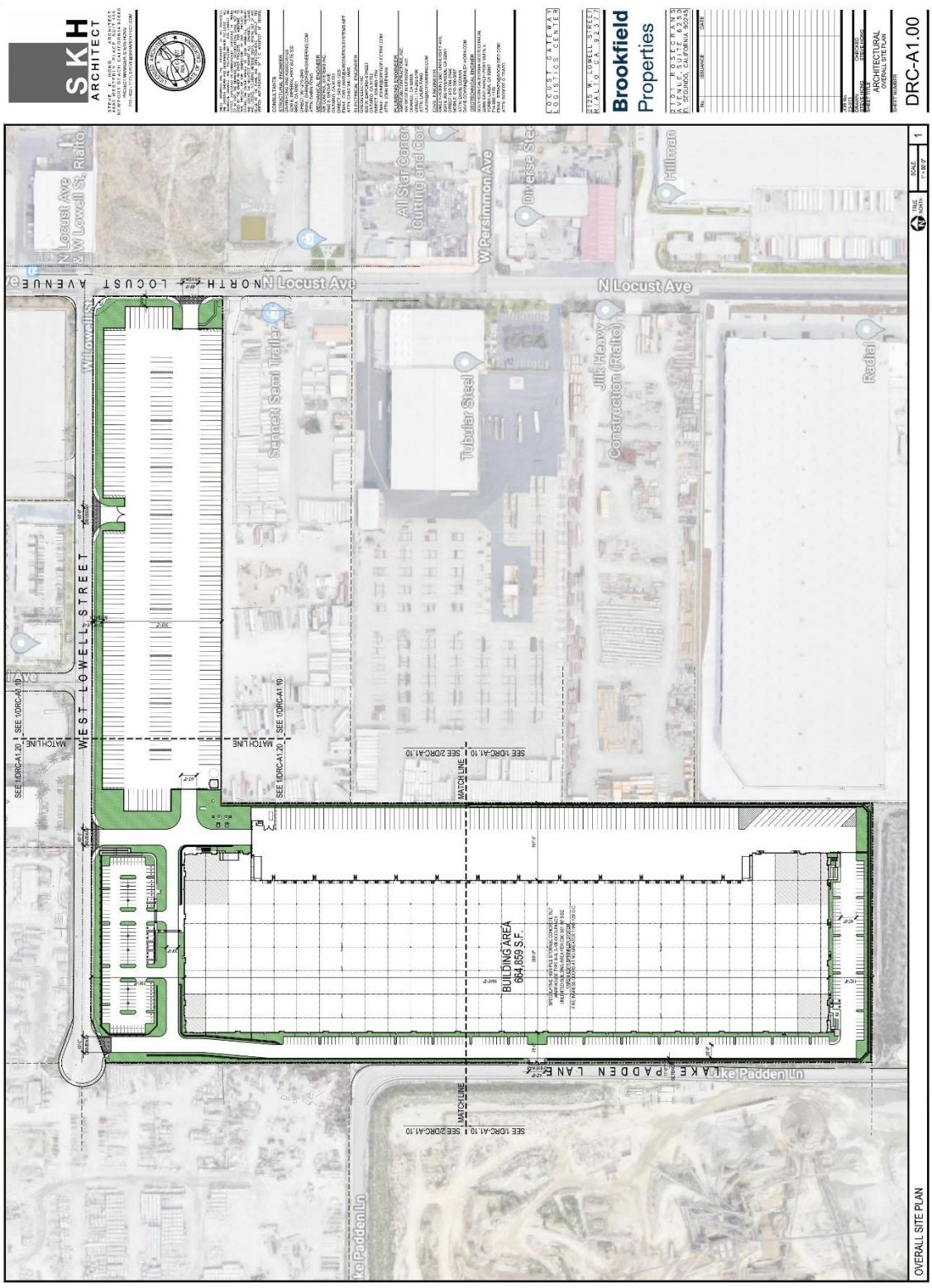
IN WITNESS WHEREOF, I have hereunto set my hand and the Official Seal of the City of Rialto this __th day of ___, 2025.

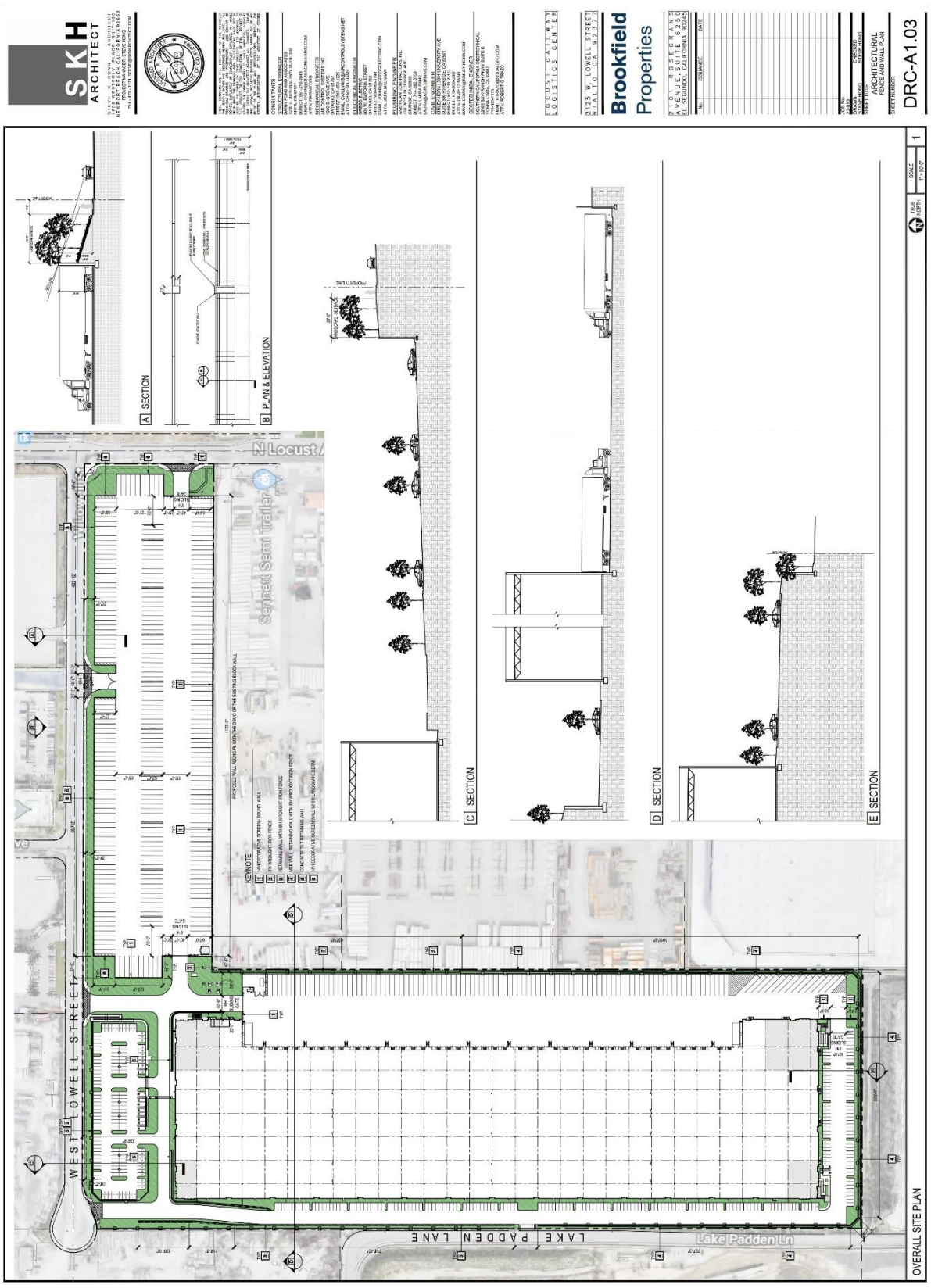
_____

HEIDY GONZALEZ, ADMINISTRATIVE ASSISTANT

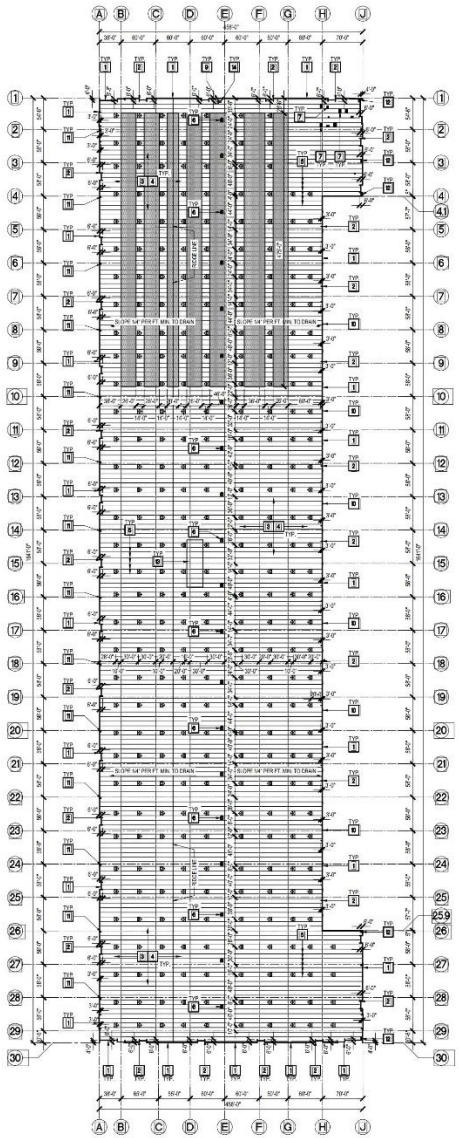
Exhibit "A"

Project Plans




SKH ARCHITECT
ARCHITECTURAL
FENCE AND WALL PLAN
DRC-A1.03
Brookfield Properties
LOCUST GATEWAY LOGISTICS CENTER
2125 W. LOWELL STREET RIALTO, CA 92377
A SECTION
B PLAN & ELEVATION
C SECTION
D SECTION
E SECTION
KEYNOTE
OVERALL SITE PLAN
WEST LOWELL STREET
LAKE PADDEN LANE
N Locust Ave
Lake Padden Ln

GENERAL NOTES
PAINT NOTES
SKH ARCHITECT
Brookfield Properties
LOCUST GATEWAY LOGISTICS CENTER
2725 W. LOWELL STREET CHICAGO, IL 60647
6701 ROSECRANS AVENUE, SUITE 6250 EL SEGUNDO, CALIFORNIA 90245
ARCHITECTURAL OVERALL FLOOR PLAN
DRC-A2.01
POTENTIAL OFFICE
ELECTRICAL ROOM
82 DOCK DOORS
OVERALL FLOOR PLAN



OVERALL ROOF PLAN

TRUE NORTH

SCALE 1" = 70'-0"

1

GENERAL NOTES

1. VERIFY THAT ALL AREAS HAVE A POSITIVE ¼" PER FOOT MIN DRAINAGE PRIOR TO INSTALLATION UNLESS NOTED BY THE STRUCTURAL DRAWINGS.
2. COORDINATE WITH STRUCTURAL DRAWINGS FOR ROOF ELEVATIONS.
3. CONTRACTOR SHALL VERIFY ALL MECHANICAL UNIT LOCATIONS, CURBS AND HOOK UPS WITH SUBCONTRACTORS, MECHANICAL / STRUCTURAL ENGINEERS AND ARCHITECT PRIOR TO INSTALLATION.
4. BEFORE SETTING AND ANCHORING OF ANY ROOF MOUNTED EQUIPMENT CONTRACTOR TO CHECK IF SUCH EQUIPMENT ARE VISIBLE FROM PUBLIC WAY, ALERT THE ARCHITECT IF VISIBLE.
5. PROVIDE INVERTED CAP SHEET CRICKETS ALONG UPPER SLOPE OF ALL SKYLIGHTS, MECHANICAL EQUIPMENT UNITS AND OTHER OBTRANCE TO FACILITATE POSITIVE DRAINAGE.
6. WHEN REQUIRED BY LOCAL JURISDICTION AND PRIOR TO TRUSS INSTALLATION, TRUSS MANUFACTURER TO SUBMIT PLANS TO BUILDING DEPARTMENT FOR APPROVAL.
7. CONTRACTOR SHALL INSURE PROPER JOB SITE STORAGE OF MATERIALS TO MINIMIZE EXPOSURE TO MOISTURE DURING THE CONSTRUCTION CYCLE.
8. CONTRACTOR TO VERIFY ALL ROOF DEPRESSIONS PER STRUCTURAL DRAWINGS.
9. REFER TO PLUMBING DRAWINGS FOR ROOF DRAIN AND SIZING.
10. ALL ROOF FASTENERS SHALL MEET ALL LOCAL CODE AND REGULATIONS AND REQUIREMENTS. PROOF REQUIREMENTS ARE IN PROJECT JURISDICTION AND ALSO FACTORY MUTUAL WIND UPLIFT PRESSURE REQUIREMENTS.
11. WHEN APPLICABLE, FLEXIBLE FLASHING FOR SMOKE VENTS SHALL BE ONE TEMPERATURE RANGE HIGHER THAN THE ESFR SPRINKLER SYSTEM.
12. WHEN APPLICABLE, SIGNAGE STATE SHALL BE REQUIRED IF AREAS FOR "POTENTIAL OFFICES" WILL BE USED FOR HIGH PILE COMMODITIE STORAGE.
13. ROOF DRAINS, OVERFLOW DRAINS AND RAINWATER PIPING WITHIN THE INTERIOR OF THE BUILDING SHALL BE TESTED IN ACCORDANCE WITH THE PROVISIONS OF THE PLUMBING CODE FOR TESTING DRAIN, WASTE, AND VENT SYSTEMS.
14. ROOF DRAINS, OVERFLOW DRAINS AND PIPING WITHIN THE BUILDING SHALL UTILIZE APPROVED DRAINAGE FITTINGS.
15. MANUFACTURE ROOF DRAINS AND OVERFLOWS SHALL BE IAPMO LISTED.
16. REFER TO SSA SHEET FOR MINIMUM ROOFTOP REQUIREMENT.
17. AT THE END OF CONSTRUCTION, CLEAR ALL CONSTRUCTION DEBRIS ON ROOF AND AROUND ROOF DRAINS AND SCUPPERS.

KEYNOTES

1. CONCRETE PARAPET WALL PER STRUCTURAL. PAINT INSIDE FACE AND TOP OF PARAPET WALL WITH DOORMONT BUILDING COLOR WITH KILZ TONGING PAINT. TOP OF PARAPET SHALL BE BACKED SMOOTH.
2. CONCRETE PARAPET RETURN.
3. 4 P.LY. CLASS "A" BUILT UP ROOFING. JOHNS MANVILLE 4-ONC OR EQUAL. PROVIDE 15 YEAR NO DOLLAR WARRANTY WITH 25 YEAR ALTERNATE.
4. WHITE SCRIM UNDER ROOF DECK.
5. STRUCTURAL JOISTS/ORDER BELOW.
6. EXHAUST FAN PER MECHANICAL.
7. MECHANICAL ROOF TOP EQUIPMENT PER MECHANICAL/STRUCTURAL.
8. PLUMBING VENT PIPE PER PLUMBING.
9. 5' WIDE WALK PAD. JOHNS MANVILLE DYNATRED OR EQ.
10. EXTERIOR DOWN SPOUT AND OVERFLOW SCUPPERS.
11. INTERIOR ROOF DRAIN AND OVERFLOW SCUPPERS.
12. INTERIOR ROOF DRAIN AND OVERFLOW DRAIN.
13. ROOF ADDRESS NUMBER, 4ft TEXT, BLACK STENCIL
14. 96" 0.54' ACCESS ROOF HATCH WITH 42" BUILT IN GUARD RAIL.

LEGEND

4'X8' CURB MOUNTED SKYLIGHTS ICC ESR 3177. BRISTOLITE T4896-SS-DB-1-451 OR EQUAL

SKH ARCHITECT
STEVE K HONG ARCHITECT
4500 WESTERLY PLACE, SUITE 100
NEWPORT BEACH, CALIFORNIA 92660
PROJECT MANAGER: STEVE HONG
714-557-1171 EMAIL@SKHARCHITECT.COM

THESE DRAWINGS ARE THE PROPERTY OF THE ARCHITECT THE DESIGNS SHOWN AND DESCRIBED HEREIN INCLUDING ALL ARCHITECTURAL WORKS, ARE AND SHALL REMAIN THE PROPERTY OF THE ARCHITECT. NO PART OF THESE DRAWINGS OR SPECIFICATIONS SHALL BE USED IN WHOLE OR IN PART, THE DRAWINGS AND SPECIFICATIONS SHALL NOT BE LOANED, COPIED OR DISCLOSED TO ANY UNAUTHORIZED PERSON OR ENTITY WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT. ALL RIGHTS OF PROPERTY OR STATUTE THE DESIGN ASPECTS TO HELD HARMLESS, INDEMNIFY AND DEFEND THE ARCHITECT AGAINST ANY AND ALL CLAIMS, DEMANDS, AND COSTS, INCLUDING ATTORNEY COSTS, ARISING OUT OF ANY WILFUL OR THE PUBLIC AND SPECIFICATIONS WITHOUT THE WRITTEN AUTHORIZATION OF THE ARCHITECT OF RECORD.

CONSULTANTS
STRUCTURAL ENGINEER
DAWN PONG AND ASSOCIATES
3230 E. IMPERIAL HWY SUITE 302
BREA, CA 92821
DIRECT: 951-219-2840
EMAIL: DAWN@DP-ENGINEERING.COM
ATTN: DAWN PONG
MECHANICAL ENGINEER
AIR CONTROL SYSTEMS INC.
1942 S. GROVE AVE.
ONTARIO, CA 91761
DIRECT: 345-402-1229
EMAIL: CWILLIAMS@AIRCONTROLSYSTEMS.NET
ATTN: CHAD WILLIAMS
ELECTRICAL ENGINEER
OREGO ELECTRIC
605 W. FOOTHILL BLVD. E
ONTARIO, CA 91762
DIRECT: 909 983 1754
EMAIL: JOHN@OREGOELECTRIC.COM
ATTN: JOHN BRENNAN
PLUMBING ENGINEER
AMERICAN CONTRACTORS, INC.
404 WEST BLUESTEAD AVE.
ORANGE, CA 92865
DIRECT: 714-283-4700
ATTN: LAURA FANG
LAURA@CATLEMING.COM
CIVIL ENGINEER
KIMLEY-HORN | 3801 UNIVERSITY AVE.
SUITE 300 RIVERSIDE, CA 92501
DIRECT: 619-744-0148
MOBILE: 619-300-5987
ATTN: DAVID COWAN
DAVID.COWAN@KIMLEY-HORN.COM
GEOTECHNICAL ENGINEER
SOUTHERN CALIFORNIA GEOTECHNICAL
22965 SAVI RANCH PKWY SUITE E
YORBA LINDA, CA 92887
714-959-1115
EMAIL: RTRAZO@SOCALGEO.COM
ATTN: ROBERT G TRAZO

LOCUST GATEWAY LOGISTICS CENTER

2125 W. LOWELL STREET
RIALTO CA 92377

Brookfield Properties

2101 ROSECRANS AVENUE, SUITE 6250
EL SEGUNDO, CALIFORNIA 90245

No.	ISSUANCE	DATE

JOB No. 23-013
DRAWN: STEVE HONG
CHECKED: STEVE HONG
SHEET TITLE: ARCHITECTURAL
OVERALL ROOF PLAN
SHEET NUMBER: DRC-A2.10

Brookfield Properties

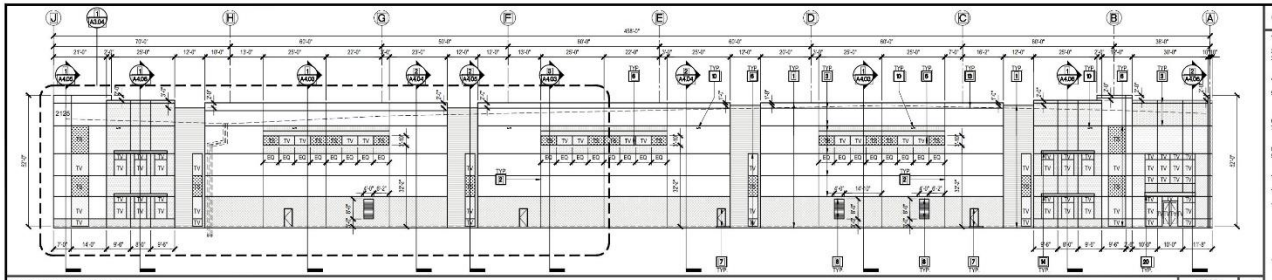
11/19/2025

OVERALL COLORED ELEVATIONS DESIGN

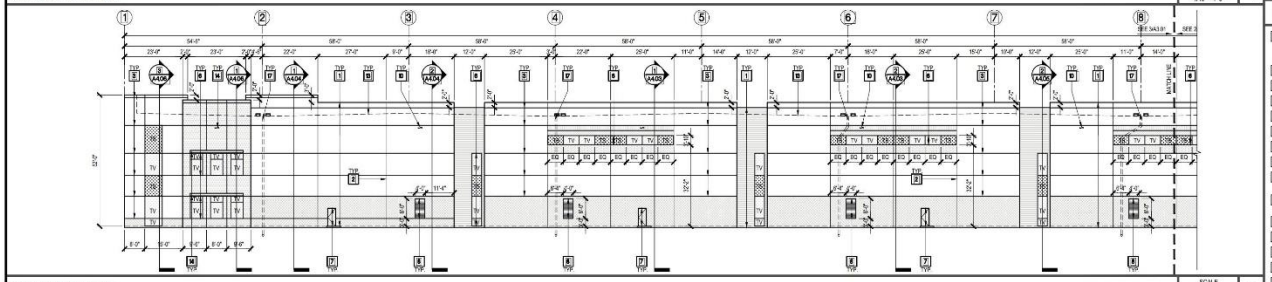
W. LOWELL STREET AND N. LOCUST AVE.

RIALTO, CA

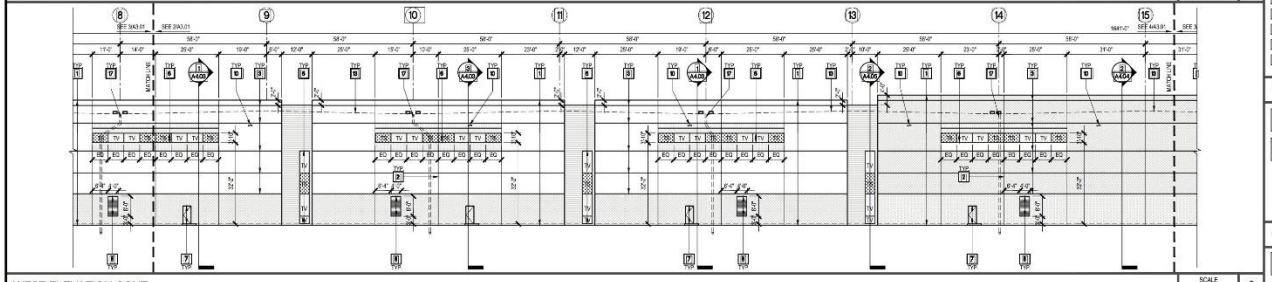
S.K.H. ARCHITECT 23-013



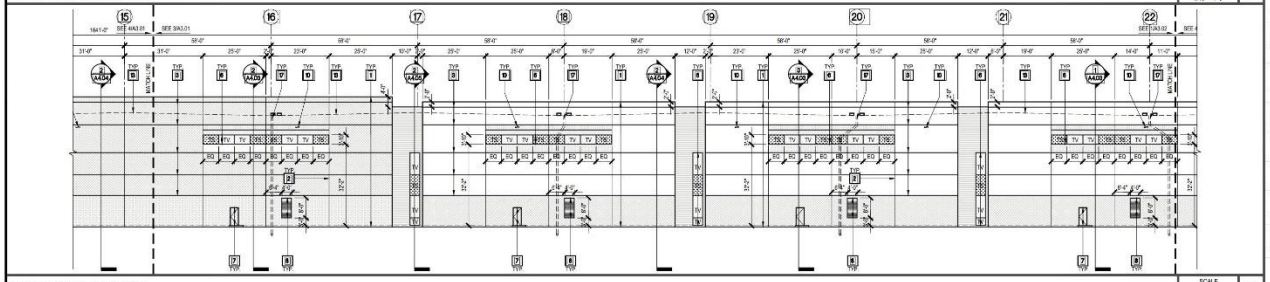
NORTH ELEVATION — SCALE 1/16" = 1'-0" — 1



WEST ELEVATION — SCALE 1/16" = 1'-0" — 2



WEST ELEVATION CONT. — SCALE 1/16" = 1'-0" — 3



WEST ELEVATION CONT. — SCALE 1/16" = 1'-0" — 4

GENERAL NOTES

1. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
3. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND UNITS SHALL BE DESIGNED TO RESIST WIND EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
4. TOP AND BACK SIDE OF PARAPETS TO HAVE SMOOTH SACKED FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
5. FOR SPANDRELS: GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH BY PROVIDING A MINIMUM 8" DIAMETER HOLE ON THE CORNER. DO NOT CORE DRILL. USE PVC PIPE DURING CASTING OF CONCRETE PANEL. REMOVE PVC AND SACK SMOOTH AND MANHOLES.
6. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS
7. PROVIDE SINGLE COAT OF PRIMER (MOLD ON) PLUS COVER UP WITH FIRST COAT OF PAINT TO BE ROLLED ON AND THE SECOND COAT TO BE SPRAYED ON. PROVIDE THIRD LAYER REQUIRED TO ACHIEVE FULL COLOR SATURATION AS REQUIRED.
8. WATER BLAST EXTERIOR FACE OF BUILDING WALLS PRIOR TO PAINT.
9. ALL CONCRETE PANEL JOINTS SHALL BE CLEARED OF DEBRIS BY PRESSURING WASHING THE CAVITY. GRIND ANY SHARP EDGES PRIOR TO APPLY PANEL CAULK JOINT.
10. ALL EXTERIOR DOORS AND LOUVERS SHALL BE FABRICATED AND WEATHER STRIPPED TO WITHSTAND WIND EXPOSURE "C"
11. CONTRACTOR TO PROVIDE MOCK UP PAINT AND FINISHES FOR OWNER AND ARCHITECTS APPROVAL PRIOR TO COMMENCING THE WORK.
12. ALL FINISH MATERIAL SUCH AS ADHESIVES, SEALANTS, PRIMERS AND CAULKS SHALL COMPLY WITH LOCAL OR REGIONAL AIR POLLUTION CONTROL OR AIR QUALITY MANAGEMENT DISTRICT RULES WHERE APPLICABLE. OR SCAQMD RULE 1168 VOC LIMIT IS AS SHOWN ON TABLE 5.504.4.1 AND 5.504.4.2. SUCH PRODUCTS ALSO SHALL COMPLY WITH RULE 1168 PROHIBITION ON THE USER OF CERTAIN TOXIC COMPOUNDS (CHLORODIFORM, ETHYLENE DICHLORIDE, METHYLENE CHLORIDE PERCHLOROETHYLENE AND TRICHLOROTHHFLUOROMETHANE) EXCEPT FOR AEROSOL PRODUCTS AS SPECIFIED IN BELOW
13. AEROSOL ADHESIVES AND SMALLER UNIT SIZES OF ADHESIVES AND SEALANT OR CAULKING COMPOUNDS (IN UNITS OF PRODUCTS, LESS PACKAGING, WHICH DO NOT WEIGH MORE THAN ONE POUND AND DO NOT CONSIST OF MORE THAN 10 FLUID OUNCES SHALL COMPLY WITH STATE, FEDERAL VOC STANDARDS AND OTHER REQUIREMENTS, INCLUDING PROHIBITIONS ON USE OF CERTAIN TOXIC COMPOUNDS

KEYNOTES

1. CONCRETE TILT UP WALL - SEE PAINT AND FINISH LEGEND NEUTRAL WATERPROOF ALL WALLS WHERE GRADE IS HIGHER AND EXPOSED TO THE WEATHER ONE SIDE, WATER PROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MINIMUM OF 6" OF GRAVEL PROVIDE TRENCH DRAIN AT BOTTOM AND DAYLIGHT TO CURB OR TAKE TO STORM DRAIN.
2. CONCRETE TILT PANEL JOINT - DETAIL 2/A2.02 AND NOTE 10 IN GENERAL NOTES
3. PAINTED CONCRETE REVEAL - DETAIL 1/A6.02
4. 8' X 10' OVER HEAD DOOR HIGH DOOR - SEE SHEET A5.01
5. 12' X 14' OVER HEAD DRIVE LEVEL DOOR - SEE SHEET A5.01
6. ALUMINUM STOREFRONT GLAZING SYSTEM - DETAIL 1/SA6.01 AND SEE GLAZING LEGEND BELOW
7. HOLLOW METAL DOOR AND FRAME WITH 4 COMPLETE WEATHER STRIPPING - SEE SHEET A5.01
8. KNF PAINTED METAL LOUVER, REFER TO MECHANICAL FOR SECURITY BAR REQUIREMENTS - DETAIL 1/SA6.02
9. BUILDING ADDRESS PER FIRE DEPARTMENT STANDARDS, 10"H X 2" THICK HIGH DENSITY FOAM TRIM, WITH CNC ROUT LETTER WITH 2" PVC BLACK FACE, EPOXY TO WALL
10. 3'0 LIGHT FIXTURE PER ELECTRICAL - CENTER ON WALL / CONCRETE WALL PANEL, ABOVE AND CENTERED ON DOORS, BETWEEN REVEALS ETC. UNLESS NOTED OTHERWISE
11. CONCRETE RAMP WALL 42" HIGH PER STRUCTURAL
12. CONCRETE FILLED BOLLARD - 7/A6.01
13. ROOF SHEATHING BEYOND PER STRUCTURAL
14. 16'0 ENTERWAY CANOPY - DETAIL 8/A6.02
15. KNOCK OUT PANEL PER STRUCTURAL
16. INTERIOR DRAIN AND OVERFLOW DRAIN BEYOND. SEE SITE PLAN FOR DRAIN THROUGH CURB LOCATION - DETAIL 9/A6.10
17. INTERIOR DRAIN AND OVERFLOW SCUPPERS. SEE SITE PLAN FOR DRAIN THROUGH CURB LOCATION - DETAIL 10/A6.10
18. NOT USED
19. CONCRETE STAIR - 1, 2/A2.03
20. ARCHITECTURAL CANOPY - REYNOBOND COLORWELD 900, PURE WHITE - DETAIL 2/SA6.02

GLAZING LEGEND

TEMPERED VISION GLASS

TEMPERED CONCRETE BACKED SPANDREL GLASS
SINGLE PANE 1" VITRO-AZNO, VISTACOOL PACIFIC WITH HARMONY BLUE SPACI COAT

OFFICE POTENTIAL OFFICE AREAS
SINGLE PANE 1" VITRO-AZNO, VISTACOOL 20 PACIFICA + SOLARBAN 60 (5)
VLT: 39, SHGC: 0.23, U-1/4U-UF: 0.24
1" INSULATED UNIT WITH 1/4 AIRSPACE AND 2(1)" UNITS

WAREHOUSE GLAZING AREA
SINGLE PANE 1" VITRO-AZNO VISTACOOL PACIFICA

COLOR / FINISH LEGEND

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN-WILLIAMS (CUSTOM MATCH) WATER WHITE
EXTRA WHITE BASE
CERTECH GRAY
CF 32 B4 128
L1 - 2 - -
R1 - 1 - -
Y2 - 1 - -

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN-WILLIAMS (CUSTOM MATCH) MIDWAY GREY
EXTRA WHITE BASE
CERTECH GRAY
CF 32 B4 128
B1 - 32 - -
N1 - 24 - -
R2 - 3 - -

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN-WILLIAMS (CUSTOM MATCH) ARGYLE GREY
ULTRADEEP BASE
CERTECH GRAY
CF 32 B4 128
B1 - 32 - -
B4 4 35 - -
W4 6 35 - -
R2 - 10 - -
Y3 - 21 - -

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN-WILLIAMS (CUSTOM MATCH) EVERGREEN BLUE
ULTRADEEP BASE
CERTECH GRAY
CF 32 B4 128
B1 - 13 - -
W4 - 12 - -
L1 9 25 - -
R3 3 7 - -

WOOD SIDING
BEGIN A VARIAGE WOOD TREATMENT - STAIN
FOLLOW MFR RECOMMENDED INSTALLATION

STONE VENEER - SYSTEM
TBSN VENEERS
STAIN IS NOT SUBSTANTIAL (CONCRETE PANEL) ALSO PROVIDE PD (WHITE SCRATCH)
VENEER AS SA 616 OR ANSI 616.1S, FOLLOW MFR RECOMMENDED INSTALLATION

HSS EXTERIOR CANOPY - HIGH PERFORMANCE PAINTED
SW 7005 PURE WHITE

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN-WILLIAMS (CUSTOM MATCH) BLUE
EXTRA WHITE BASE
CERTECH GRAY
CF 32 B4 128
L1 - 12 - -
R2 - 10 - -

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN-WILLIAMS (CUSTOM MATCH) FOGGY DAY
EXTRA WHITE BASE
CERTECH GRAY
CF 32 B4 128
B1 - 15 - -
N1 - 15 - -
R2 - 1 - -

ALL STONE VENEERS SHALL EXTEND MINIMUM 3" BELOW FINISH GRADE, CHECK CIVIL DRAWINGS TO VERIFY THE EXTENT. VENEERS SHALL EXTEND BACK TO ANY CEILING SOFFITS AND PANEL RETURNS WHERE LOCATED. 3 DIMENSIONAL ENDURANCE HAS LIMITATION. THE INTENT IS FOR THE VENEERS TO BE APPLIED TO ANYTHING IN PLANT AND NOT JUST THE FACE AS SHOWN ON THE ENDANCE.

SKH ARCHITECT
STEVE K HONG ARCHITECT
4000 WESTERLY PLACE SUIT 100
NEWPORT BEACH CALIFORNIA 92660
PROJECT MANAGER: STEVE HONG
714 - 922 - 1171, STEVE@SKHARCHITECT.COM

LICENSED ARCHITECT — No. C-27877 — REN. 08/31/13 — STATE OF CALIFORNIA

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CONSULTANTS

STRUCTURAL ENGINEER
DAVID POND AND ASSOCIATES
3230 E. IMPERIAL HWY SUITE 302
BREA, CA 92821
DIRECT: 951-219-2949
EMAIL: DAVID@DPENGINEERING.COM
ATTN: DAVID POND

MECHANICAL ENGINEER
AIR CONTROL SYSTEMS INC.
1940 S. GROVE AVE.
ONTARIO, CA 91761
DIRECT: 909-390-1229
EMAIL: CRAIG@AIRCONTROLSYSTEMS.NET
ATTN: CRAIG WILLIAMS

ELECTRICAL ENGINEER
GRIGG ELECTRIC
900 E. ESPERANZA STREET
SANTA ANA, CA 92701
DIRECT: 949-660-1754
EMAIL: JOHN@GRIGGELECTRIC.COM
ATTN: JOHN BRENNAN

PLUMBING ENGINEER
AMERICAN CONTRACTORS, INC.
400 W. 19 TH STREET, #101
ORANGE, CA 92867
DIRECT: 714-282-0700
ATTN: LAURA FANG
LAURA@ACPLUMBING.COM

CIVIL ENGINEER
KIMLEY-HORN | 3801 UNIVERSITY AVE.
SUITE 300 | RIVERSIDE, CA 92501
DIRECT: 619-744-0145
MOBILE: 619-306-0367
ATTN: DAVID COWAN
DAVID.COWAN@KIMLEY-HORN.COM

GEOTECHNICAL ENGINEER
SOUTHERN CALIFORNIA GEOTECHNICAL
22992 SAVI RANCH PKWY SUITE E
YORBA LINDA, CA 92887
714-685-1119
EMAIL: RTRUAX@SOCALGEO.COM
ATTN: ROBERT G TRUAX

LOCUST GATEWAY LOGISTICS CENTER

2125 W. LOWELL STREET
RIALTO CA 92377

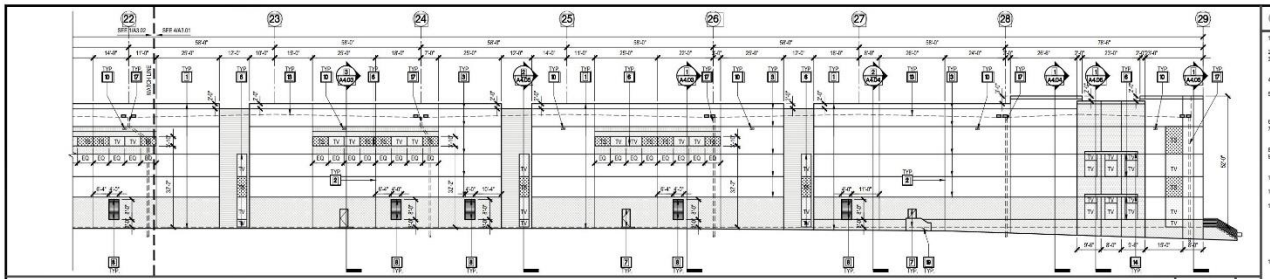
Brookfield Properties

2101 ROSECRANS AVENUE, SUITE 6250
EL SEGUNDO, CALIFORNIA 90245

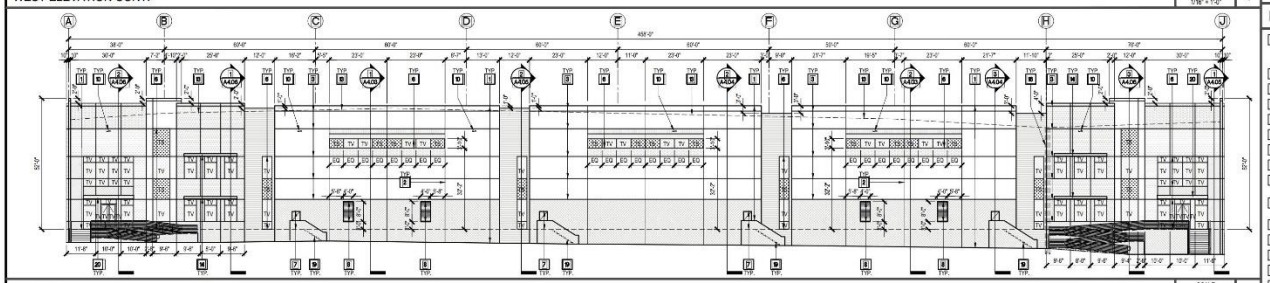
No.	ISSUANCE	DATE

JOB No.: 23-013
DRAWN: STEVE HONG
CHECKED: STEVE HONG
SHEET TITLE: ARCHITECTURAL ELEVATIONS

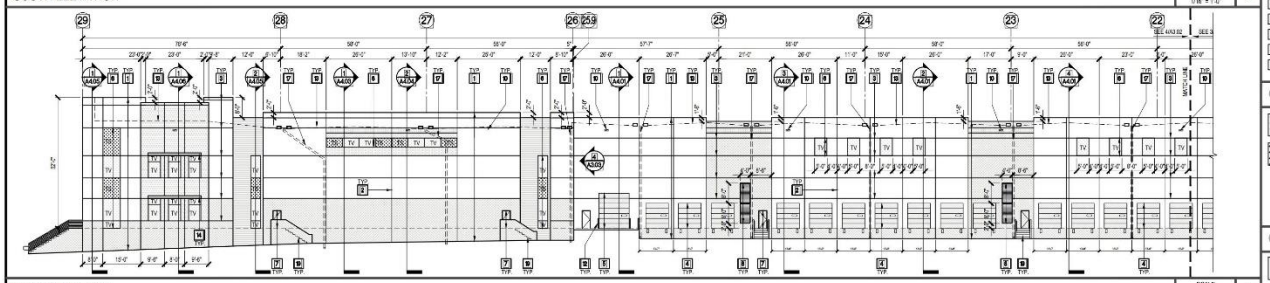
SHEET NUMBER
A3.01



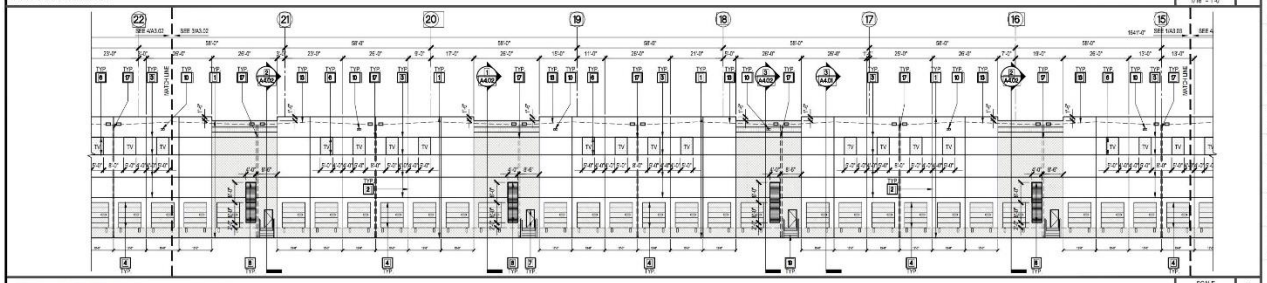
WEST ELEVATION CONT. — SCALE 1/16" = 1'-0" — 1



SOUTH ELEVATION — SCALE 1/16" = 1'-0" — 2



EAST ELEVATION — SCALE 1/16" = 1'-0" — 3



EAST ELEVATION CONT. — SCALE 1/16" = 1'-0" — 4

GENERAL NOTES

1. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
3. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND UNITS SHALL BE DESIGNED TO RESIST WIND EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
4. TOP AND BACK SIDE OF PARAPETS TO HAVE SMOOTH SACKED FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
5. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH BY PROVIDING A MINIMUM 8" DOWN SLOPE FILL ON THE CORNER. DO NOT CORE SHELL: USE PVC PIPE DURING CASTING OF CONCRETE PANEL. REMOVE PVC AND SACK SMOOTH AND DAMAGES.
6. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
7. PROVIDE SINGLE COAT OF PRIMER INSTALLED ON FOLLOWED UP WITH FIRST COAT OF PAINT TO BE ROLLED ON AND THE SECOND COAT TO BE SPRAYED ON. PROVIDE THREE LAYER REQUIRED TO ACHIEVE FULL COLOR SATURATION AS REQUIRED.
8. WATER BLAST EXTERIOR FACE OF BUILDING WALLS PRIOR TO PAINT.
9. ALL CONCRETE PANEL JOINTS SHALL BE CLEANED OF DEBRIS BY PRESSURING WASHING THE CAVITY. GRIND ANY SHARP EDGES PRIOR TO APPLY PANEL CAULK JOINT.
10. ALL EXTERIOR DOORS AND LOUVERS SHALL BE PAINTED AND WEATHER STRIPPED TO WITHSTAND WIND EXPOSURE "C"
11. CONTRACTOR TO PROVIDE MOCK UP PAINT AND FINISHES FOR OWNER AND ARCHITECTS APPROVAL PRIOR TO COMMENCING THE WORK.
12. ALL FINISH MATERIAL SUCH AS ADHESIVES, SEALANTS, PRIMERS AND CAULKS SHALL COMPLY WITH LOCAL OR REGIONAL AIR POLLUTION CONTROL OR AIR QUALITY MANAGEMENT DISTRICT RULES WHERE APPLICABLE, OR SCAQMD RULE 1168 VOC LIMITS AS SHOWN ON TABLES 1 & 4. 1168.41 AND 1.1168.42. SUCH PRODUCTS ALSO SHALL COMPLY WITH RULE 1168 PROHIBITION ON THE USE OF CERTAIN TOXIC COMPOUNDS (CHLOROFORM), ETHYLENE DICHLORIDE, METHYLENE CHLORIDE PERCHLOROETHYLENE AND TRICHLOROETHYLE) EXCEPT FOR EXEMPT PRODUCTS AS SPECIFIED IN BELOW.
13. AEROSOL ADHESIVES AND SMALLER UNIT SIZES OF ADHESIVES, AND SEALANT OR CAULKING COMPOUNDS (IN UNITS OF PRODUCT, NOT LESS PACKAGING, WHICH DO NOT WEIGH MORE THAN ONE POUND AND DO NOT CONSIST OF MORE THAN 16 FLUID OUNCES SHALL COMPLY WITH STATE WIDE VOC STANDARDS AND OTHER REQUIREMENTS, INCLUDING PROHIBITIONS ON USE OF CERTAIN TOXIC COMPOUNDS

KEYNOTES

1. CONCRETE TILT UP WALL - SEE PAINT AND FINISH SCHEDULE FOR WATERPROOF ALL WALLS WHERE GRADE IS HIGHER AND EXPOSED TO THE WEATHER ONE SIDE. WATER PROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MINIMUM OF 6" OF GRAVEL. PROVIDE TRENCH DRAIN AT BOTTOM AND DAYLIGHT TO CURB OR TIME TO STORM DRAIN.
2. CONCRETE TILT PANEL JOINT - DETAIL 2/A0.02 AND NOTE 10 IN GENERAL NOTES
3. PAINTED CONCRETE REVEAL - DETAIL 1/A0.02
4. 8'-0 10' OVER HEAD DOCK HIGH DOOR - SEE SHEET A0.01
5. 10' X 14' OVER HEAD GRADE LEVEL DOOR - SEE SHEET A0.01
6. ALUMINUM STOREFRONT GLAZING SYSTEM - DETAIL 12/A0.02 AND SEE GLAZING LEGEND BELOW
7. 3'X7' HOLLOW METAL DOOR AND FRAME WITH COMPLETE WEATHER STRIPPING - SEE SHEET A0.01
8. KNIFE PAINTED METAL LOUVER, REFER TO MECHANICAL FOR SECURITY BAR REQUIREMENTS - DETAIL 13/A0.02
9. BUILDING ADDRESS PER FIRE DEPARTMENT STANDARDS 18"H X 2" THICK HIGH DENSITY FOAM THIS MATE BOX OF LETTERS WITH 2" PVC BLACK FACE. EPOXY TO WALL
10. 20' LIGHT FIXTURE PER ELECTRICAL, CENTER ON WALL CONCRETE WALL PANEL ABOVE AND CENTERED ON DOORS, BETWEEN REVEALS ETC. UNLESS NOTED OTHERWISE
11. CONCRETE RAMP WALL 42" HIGH PER STRUCTURAL
12. CONCRETE FILLED BOLLARD - 7/A0.01
13. ROOF SHEATHING BEYOND PER STRUCTURAL
14. HSS EYEBROW CANOPY - DETAIL 8/A0.02
15. KNOCK OUT PANEL PER STRUCTURAL
16. INTERIOR DRAIN AND OVERFLOW DRAIN BEYOND. SEE SITE PLAN FOR DRAIN THROUGH CURB LOCATION - DETAIL 6/A0.10
17. INTERIOR DRAIN AND OVERFLOW SCUPPERS. SEE SITE PLAN FOR DRAIN THROUGH CURB LOCATION - DETAIL 14/A0.10
18. NOT USED.
19. CONCRETE STAIR - 1, 2/A0.03
20. ARCHITECTURAL CANOPY - REYNOBOND COLORMIX-D 501, PURE WHITE - DETAIL 2/A0.02

GLAZING LEGEND

TEMPERED VISION GLASS

TEMPERED CONCRETE BACKED SPANDREL GLASS
SINGLE PANE 2" VITROGLAZING VISTACOOL PACIFICA WITH HARMONY BULK DRAB COAT

OFFICE/ADMINISTRATIVE GLASS AREAS:
VITROGLAZING, VISTACOOL (2) PACIFICA + SQ. ARMAN 80 (1)
VLT: 36 SHGC: 0.22, U-VALUE: 0.29
1" INSULATED UNIT WITH 2" AIRSPACE AND (2) 2" LITES

WAREHOUSE GLAZING AREA:
SINGLE PANE 2" LITROGLAZING VISTACOOL PACIFICA

COLOR / FINISH LEGEND

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN-WILLIAMS (CUSTOM MATCH) WINTER WHITE
EXTRA WHITE BASE
COLOR/VARIANT: SW 7004 | LR 84 | LG 2 | MG 1 | MR 1 | MD 1

PAINTED CONCRETE - TILT WALL PANEL
SHERWIN-WILLIAMS (CUSTOM MATCH) MORTAR GREY
EXTRA WHITE BASE
COLOR/VARIANT: SW 7019 | LR 32 | LG 12 | MG 4 | MR 1 | MD 1

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN-WILLIAMS (CUSTOM MATCH) ARCHITECTURE GREY
ULTRAMAX1 BASE
COLOR/VARIANT: SW 7045 | LR 58 | LG 14 | MG 6 | MR 2 | MD 1

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN-WILLIAMS (CUSTOM MATCH) ETTRYSCENT BLUE
ULTRAMAX1 BASE
COLOR/VARIANT: SW 7602 | LR 32 | LG 14 | MG 4 | MR 1 | MD 1

WOOD SIDING
NICHIHA VINTAGE WOOD FIBER CEMENT - CEDAR
FOLLOW MFR RECOMMENDED INSTALLATION

STONE VENEER - CULTURA
IRON MARIONBED
BEAD BLAST SUBSTRATE (CONCRETE PANEL) AND PROVIDE POLYMER MODIFIED MORTAR AND DETAIL 4 FOR ANSI 118.10). FOLLOW MFR RECOMMENDED INSTALLATION

HSS EYEBROW CANOPY - HSS PER ENGINEER. PAINTED SW 7005 PURE WHITE

PAINTED CONCRETE - TILT WALL PANEL
SHERWIN-WILLIAMS (CUSTOM MATCH) PALE BLUE
EXTRA WHITE BASE
COLOR/VARIANT: SW 7602 | LR 32 | LG 14 | MG 4 | MR 1 | MD 1

PAINTED CONCRETE - TILT WALL PANEL
SHERWIN-WILLIAMS (CUSTOM MATCH) FOGGY DAY
EXTRA WHITE BASE
COLOR/VARIANT: SW 7019 | LR 32 | LG 14 | MG 4 | MR 1 | MD 1

ALL STONE VENEERS SHALL EXTEND MINIMUM 3" RETURN FINISH GRADE CHECK CIVIL DRAWINGS TO VERIFY THE EXTENT. VENEERS SHALL EXTEND BACK TO ANY CEILING SOFFITS AND PANEL RETURNS WHERE LOCATED. 3 DIMENSIONAL DRAWINGS HAS LIMITATION. THE INTENT IS FOR THE VENEERS TO BE APPLIED TO AN ENTIRE ELEMENT AND NOT JUST THE FACE AS SHOWN ON THE DRAWINGS.

SKH ARCHITECT
STEVE K. HONG ARCHITECT
4000 MACARTHUR BLVD., SUITE 1100
NEWPORT BEACH, CALIFORNIA 92660
PROJECT MANAGER: STEVE HONG
714-507-1171, STEVE@SKHARCHITECT.COM

THESE DRAWINGS ARE THE PROPERTY OF THE ARCHITECT AND ARE NOT TO BE USED IN WHOLE OR IN PART FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF THE ARCHITECT OF RECORD.

CONSULTANTS

STRUCTURAL ENGINEER
DAWN PONG AND ASSOCIATES
3230 E. IMPERIAL HWY SUITE 302
BREA, CA 92821
DIRECT: 951-219-2840
EMAIL: DAWNPONG@DAWNPONG.COM
ATTN: DAWN TONG

MECHANICAL ENGINEER
AIR CONTROL SYSTEMS INC.
1940 S. GROVE AVE.
ONTARIO, CA 91761
DIRECT: 949-450-1229
EMAIL: CWILLIAMS@AIRCONTROLSYSTEMS.NET
ATTN: CHAD WILLIAMS

ELECTRICAL ENGINEER
GREGG ELECTRIC
605 W. EMERSON STREET
ONTARIO, CA 91762
DIRECT: 909-923-4774
EMAIL: JOHN@GREGGELECTRIC.COM
ATTN: JOHN BRENNAN

PLUMBING ENGINEER
AMERICAN CONTRACTORS, INC.
404 WEST BLUERIDGE AVE.
ORANGE, CA 92865
DIRECT: 714-283-0700
ATTN: LAURA FANG
LAURA@ACTI-ENGINEERING.COM

CIVIL ENGINEER
ASHLEY-HORN | 3801 UNIVERSITY AVE
SUITE 900 RIVERSIDE, CA 92501
DIRECT: 619-744-0348
MOBILE: 619-300-5687
ATTN: DAVID COWAN
DAVID.COWAN@ASHLEY-HORN.COM

GEOTECHNICAL ENGINEER
SOUTHERN CALIFORNIA GEOTECHNICAL
22985 SAVI RANCH PKWY SUITE E
YORBA LINDA, CA 92887
714-685-1115
EMAIL: RTRAZO@SOCALGEO.COM
ATTN: ROBERT G TRAZO

LOCUST GATEWAY LOGISTICS CENTER

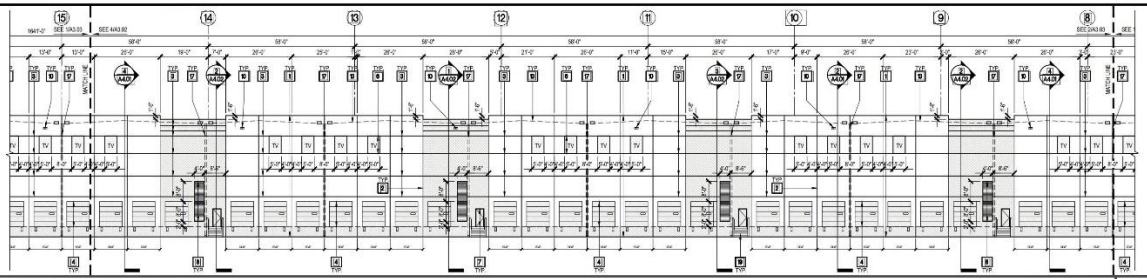
2125 W. LOWELL STREET
RIALTO, CA 92377

Brookfield Properties

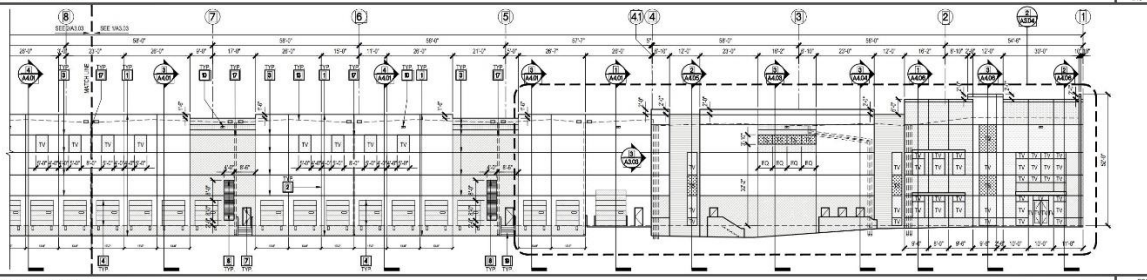
2101 ROSECRANS AVENUE, SUITE 6250
EL SEGUNDO, CALIFORNIA 90245

No.	ISSUANCE	DATE

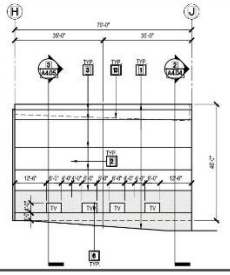
JOB NO.
23-013
DRAWN BY: STEVE HONG
CHECKED BY: STEVE HONG
SHEET TITLE
ARCHITECTURAL ELEVATIONS
SHEET NUMBER
A3.02



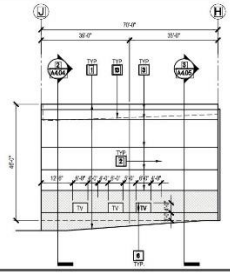
EAST ELEVATION CONT. — SCALE 1/16" = 1'-0" — 1



EAST ELEVATION CONT. — SCALE 1/16" = 1'-0" — 2



NORTHEAST ELEVATION — SCALE 1/16" = 1'-0" — 3



SOUTHEAST ELEVATION — SCALE 1/16" = 1'-0" — 4

GENERAL NOTES

1. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE
3. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND UNITS SHALL BE DESIGNED TO RESIST WIND EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
4. TOP AND BACK SIDE OF PARAPETS TO HAVE SMOOTH SACKED FINISH AND BE PAINTED WITH FLAT ACRYLIC PAINT.
5. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH BY PROVIDING A MINIMUM 2" DIAMETER HOLE IN TOP CORNER, DO NOT CORK OR FILL; USE PVC PIPE DURING CASTING OF CONCRETE PANEL, REMOVE PVC AND SACK SMOOTH AND OVERGLASS.
6. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
7. PROVIDE SMALL DOT OF PRIMER ROLLED ON / FOLLOWED UP WITH FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED ON. PROVIDE THREE (THREE-ROUNDED) TO MATCH FULL COLOR SATURATION AS REQUIRED.
8. WATER BLAST EXTERIOR FACE OF BUILDING WALLS PRIOR TO PAINT.
9. ALL CONCRETE PANEL JOINTS SHALL BE CLEANED OF DEBRIS BY PRESSURING WASHING THE CAVITY. GRIND ANY SHARP EDGES PRIOR TO APPLY PANEL CAULK JOINT.
10. ALL EXTERIOR DOORS AND LOUVERS SHALL BE FABRICATED AND WEATHER STRIPPED TO WITHSTAND WIND EXPOSURE "C"
11. CONTRACTOR TO PROVIDE MOCK UP PAINT AND FINISHES FOR OWNER AND ARCHITECT'S APPROVAL PRIOR TO COMMENCING THE WORK.
12. ALL FINISH MATERIAL SUCH AS ADHESIVES, SEALANTS, PRIMERS AND CAULKS SHALL COMPLY WITH LOCAL OR REGIONAL AIR POLLUTION CONTROL OR AIR QUALITY MANAGEMENT DISTRICT RULES WHERE APPLICABLE, OR SCAQMD RULE 1168 VOC LIMITS AS SHOWN ON TABLE 5.504.4.1 AND 5.504.4.2. SUCH PRODUCTS ALSO SHALL COMPLY WITH RULE 1168 PROHIBITION ON THE USER OF CERTAIN TOXIC COMPOUNDS (DICHLORIDE METHYLENE DICHLORIDE, METHYL ACETONE, CHLORIDE PERCHLOROETHYLENE AND TRICHLOROETHYLEE) EXCEPT FOR AEROSOL PRODUCTS AS SPECIFIED IN RR1168
13. AEROSOL ADHESIVES AND SMALLER UNIT SIZES OF ADHESIVES, AND SEALANT OR CAULKING COMPOUNDS (IN UNITS OF PRODUCTS, LESS PACKAGING, WHICH DO NOT WEIGH MORE THAN ONE POUND AND DO NOT CONSIST OF MORE THAN 16 FLUID OUNCES) SHALL COMPLY WITH STATE, FEDERAL VOC STANDARDS AND OTHER REQUIREMENTS, INCLUDING PROHIBITIONS ON USE OF CERTAIN TOXIC COMPOUNDS.

KEYNOTES

1. CONCRETE TILT UP WALL - SEE PAINT AND FINISH LEGEND 9/01.0 W/ WATERPROOF ALL WALLS WHERE GRADE IS HIGHER AND EXPOSED TO THE WEATHER USE SIDE. WATER PROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MINIMUM OF 9" OF GRAVEL PROVIDE TRENCH DRAIN AT BOTTOM AND DAYLIGHT TO CURB OR TAKE TO STORM DRAIN.
2. CONCRETE TILT PANEL JOINT - DETAIL 2/A5.02 AND NOTE 10 IN GENERAL NOTES
3. PAINTED CONCRETE REVEAL - DETAIL 1/A5.02
4. 8' X 10' OVER HEAD DOOR HIGH DOOR - SEE SHEET A5.01
5. 12' X 14' OVER HEAD GRADE LEVEL DOOR - SEE SHEET A5.01
6. ALUMINUM STOREFRONT GLAZING SYSTEM - DETAIL 5/A5.02 AND SEE GLAZING LEGEND 9/01.0/M
7. 3'0" HOLLOW METAL DOOR AND FRAME WITH COMPLETE WEATHER STRIPPING - SEE SHEET A5.01
8. 6'X6' PAINTED METAL LOUVER, REFER TO MECHANICAL FOR SECURITY BAR REQUIREMENTS - DETAIL 11/A4.02
9. BUILDING ADDRESS PER FIRE DEPARTMENT STANDARDS, 12"H X 2" THICK HIGH DENSITY FOAM THIS MATERIAL BOLT LETTERS WITH 2" PVC BLACK FACE EPOXY TO WALL
10. LED LIGHT FIXTURE PER ELECTRICAL CENTER ON WALL CONCRETE SHALL PANEL ABOVE AND CENTERED ON DOORS, BETWEEN REVEALS ETC. UNLESS NOTED OTHERWISE
11. CONCRETE RAMP WALL AT HIGH PER STRUCTURAL
12. CONCRETE FILLED BOLLARD - 7/A5.01
13. ROOF SHEATHING BEYOND PER STRUCTURAL
14. HSS SYPBROW CANOPY - DETAIL 8/A5.02
15. KNOCK OUT PANEL PER STRUCTURAL
16. INTERIOR DRAIN AND OVERFLOW DRAIN BEYOND. SEE SITE PLAN FOR DRAIN THROUGH CURB LOCATION - DETAIL 9/A5.10
17. IN SYSTEM DRAIN AND OVERFLOW SCUPPERS. SEE SITE PLAN FOR DRAIN THROUGH CURB LOCATION - DETAIL 9/A5.10
18. NOT USED
19. CONCRETE STAIR - 1, 2/A5.03
22. ARCHITECTURAL CANOPY - REYNOBOND COLORFIELD 300, PURE WHITE - DETAIL 3/A5.02

GLAZING LEGEND

TEMPERED VISION GLASS

TEMPERED CONCRETE BACKED SPANDREL GLASS SINGLE PANE 2" VITROGLAZING VISTACOOL PACIFIC WITH HARMONY BLUE OPACI COAT

OFFICE / POTENTIAL OFFICE AREAS:
VITROGLAZING 1/8 PGCOOL 22 PACIFICA + SOLARBAN 60 (2)
VLT: 39 SHGC: 0.22 U VALUE: 0.29
1" INSULATED UNIT WITH 1" AIRSPACE AND (1) 4" LINITS

WAREHOUSE (2) ATRIC AREA
SINGLE PANE 2" VITROGLAZING VISTALCOOL PACIFICA

COLOR / FINISH LEGEND

PAINTED CONCRETE - EXTERIOR PAINT — SHERWIN WILLIAMS (CUSTOM MATCH) SPECIFIC WHITE — EXTRA WHITE BASE — OZ/COLORMAT OZ 32 64 128; 51 - 2 - - -; 52 - 1 - - -; 91 - 1 - - -

PAINTED CONCRETE - EXTERIOR PAINT — SHERWIN WILLIAMS (CUSTOM MATCH) MORTAR GREY — EXTRA WHITE BASE — OZ/COLORMAT OZ 32 64 128; 51 - 63 - - -; 52 - 38 - - -; 91 - 1 - - -; 92 - 1 - - -

PAINTED CONCRETE - EXTERIOR PAINT — SHERWIN WILLIAMS (CUSTOM MATCH) ARIDI-STEDTUE GREY — ULTRADEEP BASE — OZ/COLORMAT OZ 32 64 128; 51 4 - - -; 52 6 - - -; 91 6 25 - - -; 92 - 15 - - -; 93 - 21 - - -

PAINTED CONCRETE - EXTERIOR PAINT — SHERWIN WILLIAMS (CUSTOM MATCH) EPPER/BIGCENT BLUE — ULTRADEEP BASE — OZ/COLORMAT OZ 32 64 128; 51 - 10 - - -; 91 - 12 - - -; 92 - 5 35 - - -; 93 2 7 - - -

WOOD SIDING — SCHEMA VERTIGE WOOD FIBER CEMENT - CEDAR — 1/2 LONG WITH RITZ CRAFT METHOD INSTALLATION

STONE VENEER - DEKTON — KOAN NEBULA — HEAD BLAST SMOOTH FACE CONCRETE PANELS AND PROVIDE POLYMER MODIFIED MORTAR MIX AS PER 4 OR 4MOD 116 TEL FOLLOW MFR RECOMMENDED INSTALLATION

HSS SYPBROW CANOPY - HIGH PERFORMANCE PAINTED — SW 7005 PURE WHITE

PAINTED CONCRETE - EXTERIOR PAINT — SHERWIN WILLIAMS (CUSTOM MATCH) PAINT BLUE — EXTRA WHITE BASE — OZ/COLORMAT OZ 32 64 128; 51 - 22 1 - -; 52 - 19 - - -

PAINTED CONCRETE - EXTERIOR PAINT — SHERWIN WILLIAMS (CUSTOM MATCH) FOGGY DAY — EXTRA WHITE BASE — OZ/COLORMAT OZ 32 64 128; 51 - 16 - - -; 52 - 13 - - -; 92 - 1 - - -

ALL STONE VENEERS SHALL EXTEND MINIMUM 2' BELOW FINISH GRADE. CHECK CIVIL DRAWINGS TO VERIFY THE EXTENT. VENEERS SHALL EXTEND BACK TO ANY OPENING SOFFITS AND PANEL RETURNS WHERE - (DEPTH) 3 DIMENSIONAL DRAWINGS HAS LIMITATION. THE INTENT IS FOR THE VENEERS TO BE APPLIED TO AN ENTIRE ELEMENT AND NOT JUST THE FACE AS SHOWN ON THE DRAWINGS.

SKH ARCHITECT
STEVE K HONG ARCHITECT
4200 WESTERLY PLACE, SUITE 108
NEWPORT BEACH CALIFORNIA 92660
PROJECT MANAGER: STEVE HONG
714-833-1171, STEVE@SKHARCHITECT.COM

REGISTERED ARCHITECT — No. C-28812 — STEVEN K. HONG — STATE OF CALIFORNIA

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CONSULTANTS

STRUCTURAL ENGINEER
DARIN FONG AND ASSOCIATES
1230 E. IMPERIAL HWY SUITE 302
BREA, CA 92821
DIRECT: 951-779-9969
EMAIL: DARIN@DFENGINEERING.COM
ATTN: DARIN FONG

MECHANICAL ENGINEER
AIR CONTROL SYSTEMS INC.
9440 S. CENTER AVE
ONTARIO, CA 91761
PHONE: 909-930-1326
EMAIL: CWILLIAMS@AIRCONTROLSYSTEMS.NET
ATTN: CRAIG WILLIAMS

ELECTRICAL ENGINEER
OREGG ELECTRIC
1030 W. ESPERANZA STREET
ANAHEIM, CA 92802
DIRECT: 909-963-1784
EMAIL: JOHN@OREGGELECTRIC.COM
ATTN: JOHN BRYNHAN

PLUMBING ENGINEER
AMERICAN CONTRACTORS, INC.
464 WEST ELLERSLIE AVE.
ORANGE, CA 92865
DIRECT: 714-282-0703
ATTN: LAURA FANG
LAURA@ACPLUMBING.COM

CIVIL ENGINEER
KIMLEY-HORN | 3801 UNIVERSITY AVE,
SUITE 300 RIVERSIDE, CA 92501
(951) 27-1836-714-0440
MOBILE: 619-363-9087
ATTN: DAVID COWAN
DAVID.COWAN@KIMLEY-HORN.COM

GEOTECHNICAL ENGINEER
SOUTHERN CALIFORNIA GEOTECHNICAL
23985 SAVI RANCH PKWY SUITE E
YORBA LINDA, CA 92887
714-693-1175
EMAIL: RTRAUT@SCGCINFO.COM
ATTN: ROBERT G TRAUT

LOCUST GATEWAY LOGISTICS CENTER

2125 W. LOWELL STREET
RIALTO, CA 92377

Brookfield Properties

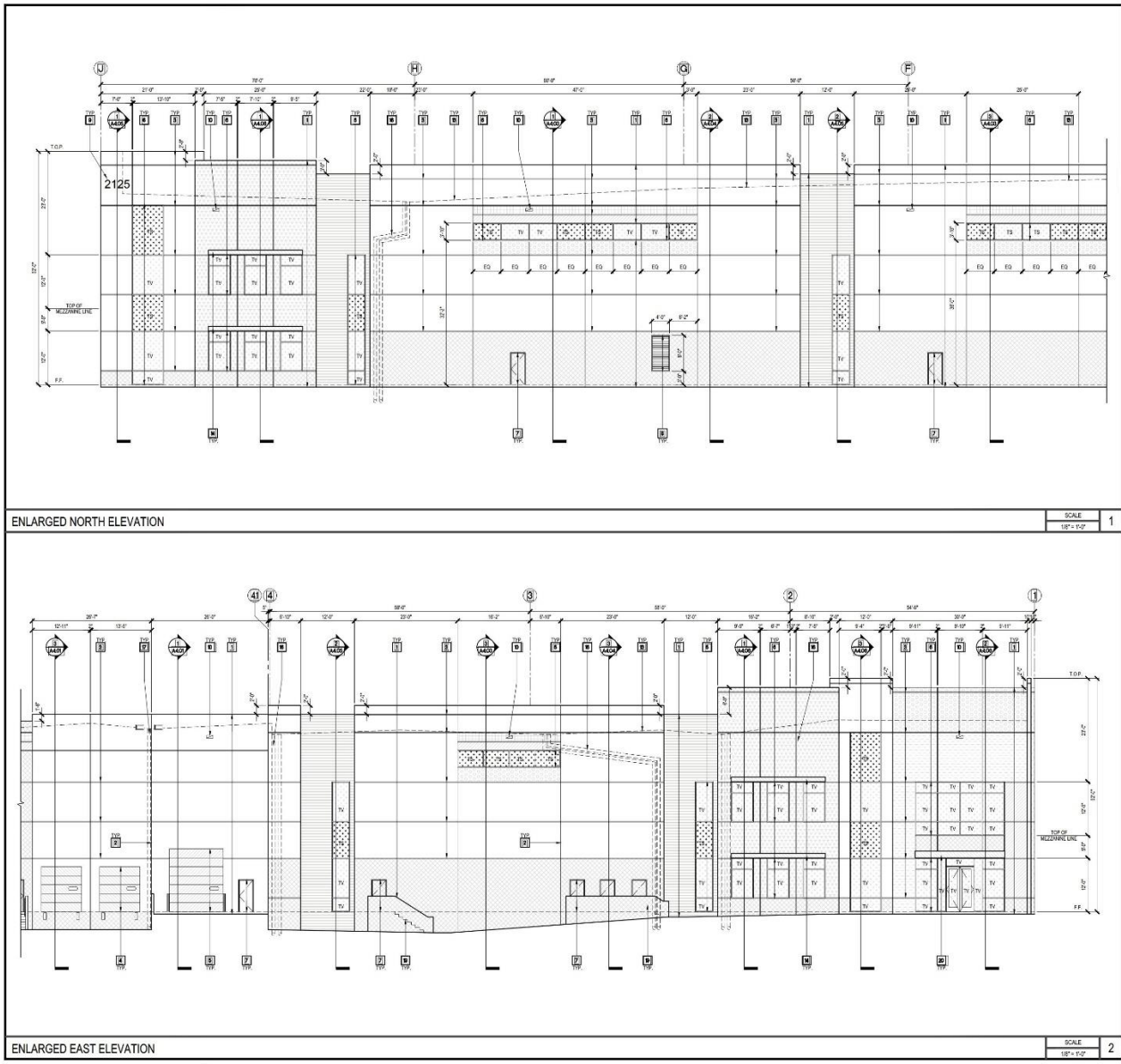
2101 ROSECRANS AVENUE, SUITE 8250
EL SEGUNDO, CALIFORNIA 90245

No.	ISSUANCE	DATE

JOB No.
A-20
DRAWN: STEVE HONG — CHECKED: STEVE HONG

SHEET TITLE
ARCHITECTURAL ELEVATIONS

SHEET NUMBER
A3.03



GENERAL NOTES

1. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
3. STOREFRONT CONSTRUCTION: GLASS, METAL, ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST WIND EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
4. TOP AND BACK SIDE OF PARAPETS TO HAVE SMOOTH SACKED FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
5. FOR SPANDREL GLAZING: ALLOW SPACE BEHIND SPANDREL TO BREATHE BY PROVIDING A MINIMUM 2" SHAFT STYLE OUT ON THE CORNER. DO NOT CORK DRILL.
6. USE PVC PIPE DURING CASTING OF CONCRETE PANEL. REMOVE PVC AND SACK SMOOTH AND CAREFULLY.
7. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
8. PROVIDE SINGLE COAT OF PRIMER (ROLLER ON) FOLLOWED UP WITH FIRST COAT OF PAINT TO BE ROLLER ON AND THE SECOND COAT TO BE SPRAYED ON. PROVIDE THIRD LAYER REQUIRED TO ACHIEVE FULL COLOR SATURATION AS REQUIRED.
9. WATER BLAST EXTERIOR FACE OF BUILDING WALLS PRIOR TO PAINT.
10. ALL CONCRETE PANEL JOINTS SHALL BE CLEARED OF DEBRIS BY PRESSURE WASHING THE CAVITY. GRIND ANY SHARP EDGES PRIOR TO APPLY PANEL CAULK JOINT.
11. ALL EXTERIOR DOORS AND LOUVERS SHALL BE FABRICATED AND WEATHER STRIPPED TO WITHSTAND WIND EXPOSURE "C".
12. CONTRACTOR TO PROVIDE MOCK UP PAINT AND FINISHES FOR OWNER AND ARCHITECTS APPROVAL PRIOR TO COMPENCING THE WORK.
13. ALL FINISH MATERIAL SUCH AS ADHESIVES, SEALANTS, PRIMERS AND CAULKS SHALL COMPLY WITH LOCAL OR REGIONAL AIR POLLUTION CONTROL OR AIR QUALITY MANAGEMENT DISTRICT RULES WHERE APPLICABLE. OR SCAQMD RULE 1168 VOC LIMITS AS SHOWN ON TABLE 5 SHALL AND 5.5M 4.2. SUCH PRODUCTS ALSO SHALL COMPLY WITH RULE 1168 PROHIBITION ON THE USER OF CERTAIN TOXIC COMPOUNDS (ON CHLOROFORM, ETHYLENE DICHLORIDE, METHYLENE CHLORIDE PERCHLOROETHYLENE AND TRICHLOROETHYLEE) EXCEPT FOR AEROSOL PRODUCTS AS SPECIFIED IN BELOW.
14. AEROSOL ADHESIVES AND SMALL FILLER UNIT SIZES OF ADHESIVES, AND SEALANT OR CAULKING COMPOUNDS (IN UNITS OF PRODUCTS, LESS PACKAGING, WHICH DO NOT WITCH MORE THAN ONE POUND AND DO NOT CONSIST OF MORE THAN 16 FLUID OUNCES) SHALL COMPLY WITH STATE WIDE VOC STANDARDS AND OTHER REQUIREMENTS, INCLUDING PROHIBITIONS ON USE OF CERTAIN TOXIC COMPOUNDS.

KEYNOTES

1. CONCRETE TILT UP WALL, SEE PAINT AND FINISH LEGEND BELOW. WATERPROOF ALL WALLS WHERE GRADE IS HIGHER AND EXPOSED TO THE WEATHER ONE SIDE. WATER PROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MINIMUM OF 6" OF GRAVEL. PROVIDE TRENCH DRAIN AT BOTTOM AND EACH JOINT TO CURB OR TAKE TO STORM DRAIN.
2. CONCRETE TILT PANEL JOINT - DETAIL 2/A5.02 AND NOTE 10 IN GENERAL NOTES
3. PAINTED CONCRETE REVEAL - DETAIL 7/A5.02
4. 9'X 10' OVER HEAD DOOR -HIGH DOOR - SEE SHEET A5.01
5. 12' X 14' OVER HEAD GRADE LEVEL DOOR - SEE SHEET A5.01
6. ALUMINUM STOREFRONT GLAZING SYSTEM - DETAIL 1/2A5.02 AND SEE GLAZING LEGEND BELOW
7. 3'X7' HOLLOW METAL DOOR AND FRAME WITH COMPLETE WEATHER STRIPPING - SEE SHEET A5.01
8. EMT PAINTED METAL LOUVER. REFER TO MECHANICAL FOR SIZE/PITT BAR REQUIREMENTS - DETAIL 11/A4.02
9. BUILDING ADDRESS PER FIRE DEPARTMENT STANDARDS. 12"H X 2" THICK HIGH DENSITY FOAM W/ STATIC SOLID LETTER W/ 3M 2" PVC BLACK FACE. EPOXY TO WALL
10. LED LIGHT FIXTURE PER ELECTRICAL. CENTER ON WALL CONCRETE WALL PANEL ABOVE AND CENTERED ON DOORS. BE WEISH MEASS ETC. UNLESS NOTED OTHERWISE.
11. CONCRETE RAMP WALL 42" HIGH PER STRUCTURAL
12. CONCRETE FILLED BOLLARD - 10/A5.01
13. ROOF SHEATHING BEYOND PER STRUCTURAL
14. HSS EYEBROW CANOPY - DETAIL 9/A5.02
15. KNOCK OUT PANEL PER STRUCTURAL
16. NOT USED.
17. CONCRETE STAIR - 1, 2/A5.03
18. ARCHITECTURAL CANOPY - REYNOBOND COLORWELD 500, PURE WHITE - DETAIL 2/A5.02

GLAZING LEGEND

TEMPERED VISION GLASS

TEMPERED CONCRETE BACKED SPANDREL GLASS
SINGLE PANE 1" VITROGLAZING VISTACOOL PACIFICA
WITH HARMONY BLUE OPACI COAT

GREEN (MODERATE SHGC) GLASS:
VITROGLAZING VISTACOOL (TM) PACIFICA + SOLARBAN 60 (TM)
VLT: 39, SHGC: 0.22, U VALUE: 0.29
1" INSULATED UNIT WITH 2" AIRSPACE AND (2) 2" UNITS

WAREHOUSE GLAZING AREA:
SINGLE PANE 1" VITROGLAZING VISTALCOOL PACIFICA

COLOR / FINISH LEGEND

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN WILLIAMS (CUSTOM MATCH) WHITE SWISS
EXTRA WHITE BASE
SEE COLORMART
CT 31 1/8
L1 - 2 - -
R1 - 1 - -
R2 - 1 - -

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN WILLIAMS (CUSTOM MATCH) NORTH GREY
EXTRA WHITE BASE
SEE COLORMART
CC 32 84 128
B1 - 4 - -
M1 - 39 - -
R2 - 3 - -

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN WILLIAMS (CUSTOM MATCH) ARCHITECTURE GREY
ULTRADEEP BASE
SEE COLORMART
CC 32 84 128
B1 - 4 - -
M1 - 6 - -
R1 - 23 - -
R3 - 21 - -

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN WILLIAMS (CUSTOM MATCH) EPPERSIDENT BLUE
ULTRADEEP BASE
SEE COLORMART
CC 32 84 128
B1 - 19 - -
M1 - 52 - -
L1 - 5 - -
R3 - 7 - -

WOOD SIDING
MC-BRA VINTAGE WOOD FIBER CEMENT - CEDAR
FOLLOW MFR'S RECOMMENDED INSTALLATION

STONE VENEER - STATION
TILSA MARMORO
TO MATCH JUST SUBSTRATE (CONCRETE PANEL) AND PROVIDE POLYMER MODIFIED MORTAR AND 45 SLX OR MVR 118 (R) FOR LOW MFR RECOMMENDED INSTALLATION

HSS EYEBROW CANOPY - HIGH PERFORMANCE PAINTED
SW 7069 IRON ORE

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN WILLIAMS (CUSTOM MATCH) PANT 39 LF
EXTRA WHITE BASE
SEE COLORMART
CT 31 1/8
L1 - 22 - -
R3 - 45 - -

PAINTED CONCRETE - EXTERIOR PAINT
SHERWIN WILLIAMS (CUSTOM MATCH) FOGGY DAY
EXTRA WHITE BASE
SEE COLORMART
CC 32 84 128
B1 - 15 - -
M1 - 50 - -
R2 - 1 - -

ALL STONE VENEERS SHALL EXTEND MINIMUM 8" BEYOND FINISH GRADE. CHECK CIVIL DRAWINGS TO VERIFY THE EXTENT. VENEERS SHALL EXTEND BACK TO ANY GLAZING SOFFITS AND PANEL RETURNS (TYP ALL LOCATIONS). DIMENSIONAL DRAWINGS HAS LIMITATION. THE INTENT IS FOR THE VENEERS TO BE APPLIED TO AN ENTIRE ELEMENT AND NOT JUST THE FACE AS SHOWN ON THE DRAWINGS.

SKH ARCHITECT
STEVE K. HONG ARCHITECT
4000 WESTERLY PLACE SUITE 100
NEWPORT BEACH, CALIFORNIA 92660
PROJECT MANAGER: STEVE HONG
714 - 622 - 1171, STEVE@SKHARCHITECT.COM

REGISTERED ARCHITECT STEVE K. HONG No. C-20677 RENEWAL 08/31/2017 STATE OF CALIFORNIA

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CONSULTANTS
STRUCTURAL ENGINEER
DARIN FONG AND ASSOCIATES
3230 E. IMPERIAL HWY SUITE 332
BEA, CA 92671
DIRECT: 951-210-2840
EMAIL: DARINDEP@ONEINLIVING.COM
ATTN: DARIN FONG

MECHANICAL ENGINEER
AIR CONTROL SYSTEMS INC.
1040 S. GROVE AVE.
ONTARIO, CA 91761
DIRECT: 909-923-1229
EMAIL: CWILLIAMS@AIRCONTROLSYSTEMS.NET
ATTN: CRAIG WILLIAMS

ELECTRICAL ENGINEER
GREGG ELECTRIC
606 W. SIMPORIA STREET
ONTARIO, CA 91762
DIRECT: 909-983-1784
EMAIL: JOHN@GREGGELECTRIC.COM
ATTN: JOHN BRENNAN

PLUMBING ENGINEER
AMERICAN CONTRACTORS, INC.
464 WEST BLUERIDGE AVE
ORANGE, CA 92865
DIRECT: 714-282-6700
ATTN: LAURA FANG
LAURA@ACPLUMBING.COM

CIVIL ENGINEER
KIMLEY-HORN | 3801 UNIVERSITY AVE., SUITE 300 RIVERSIDE, CA 92501
DIRECT: 619-744-5148
MOBILE: 619-360-0687
ATTN: DAVID COWAN
DAVID.COWAN@KIMLEY-HORN.COM

GEOTECHNICAL ENGINEER
SOUTHERN CALIFORNIA GEOTECHNICAL
23995 SAN JUANICO PKWY SUITE E
YORBA LINDA, CA 92887
714-686-1116
EMAIL: RTRAZO@SOCALGEO.COM
ATTN: ROBERT G. TRAZO

LOCUST GATEWAY LOGISTICS CENTER

2125 W. LOWELL STREET
RIALTO CA 92377

Brookfield Properties

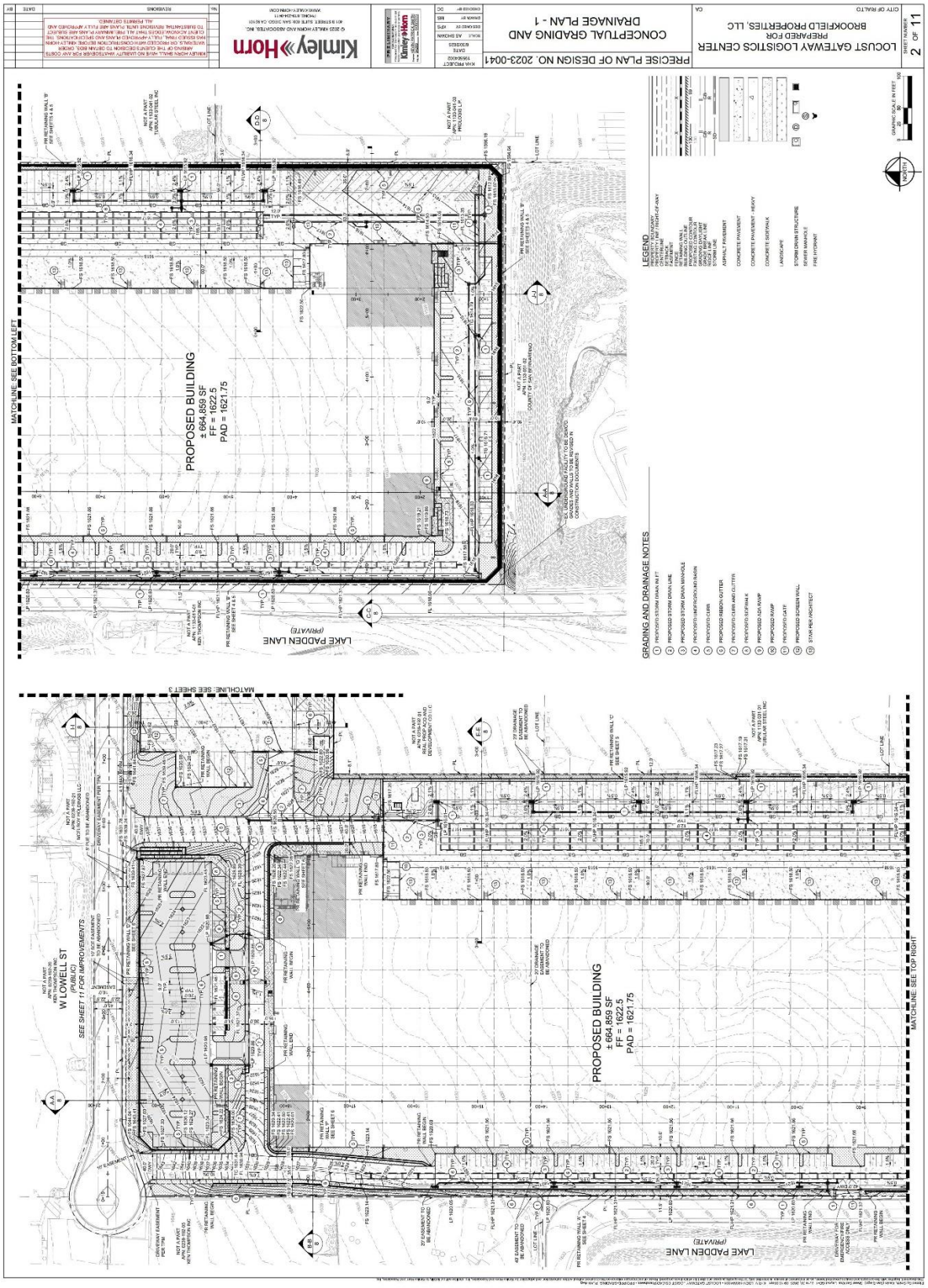
2101 ROSECRANS AVENUE, SUITE 6250
EL SEGUNDO, CALIFORNIA 90245

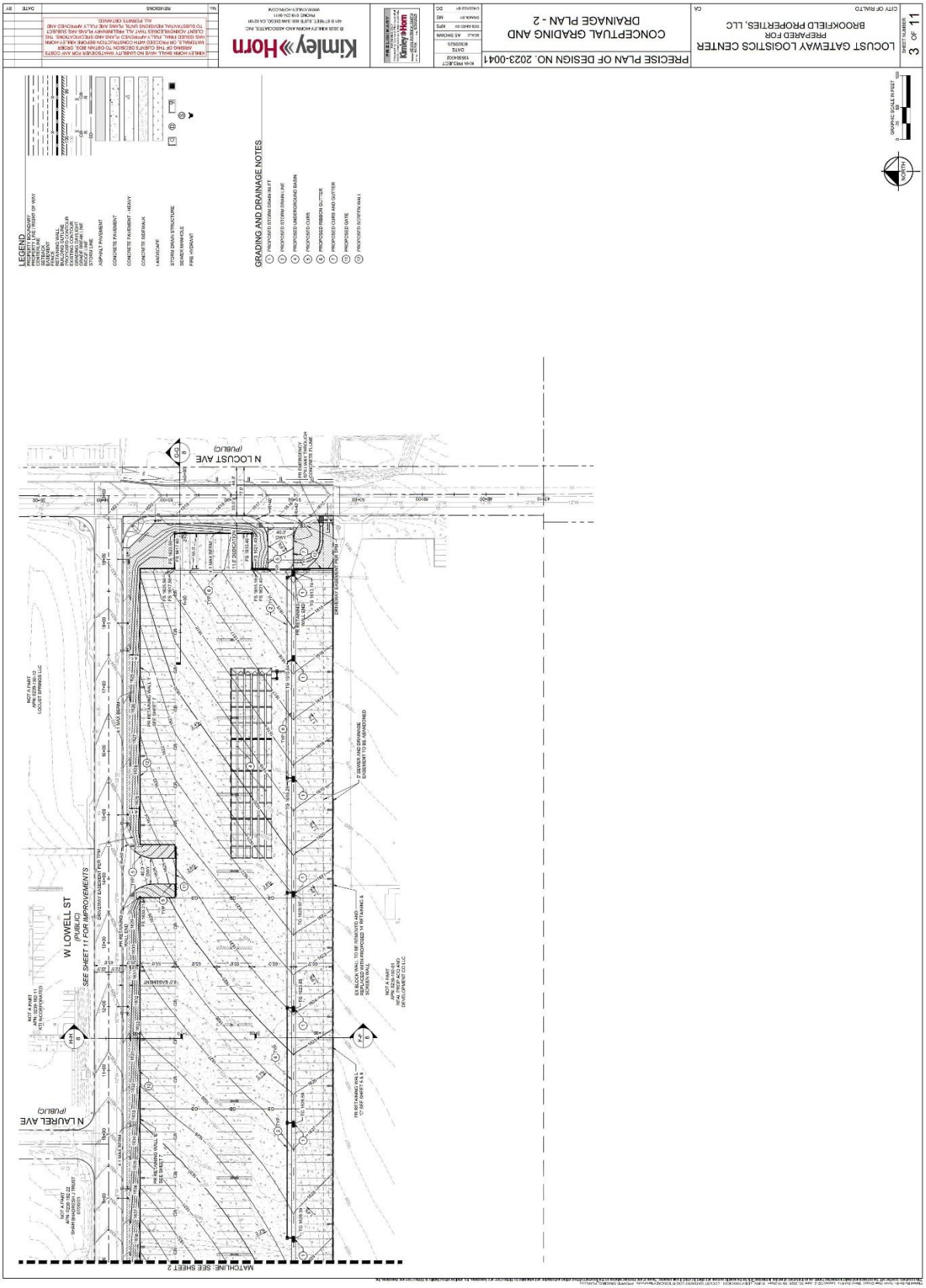
No.	ISSUANCE	DATE

JOB No.
PROJECT
DRAWN
STEVE HONG
CHECKED
STEVE HONG

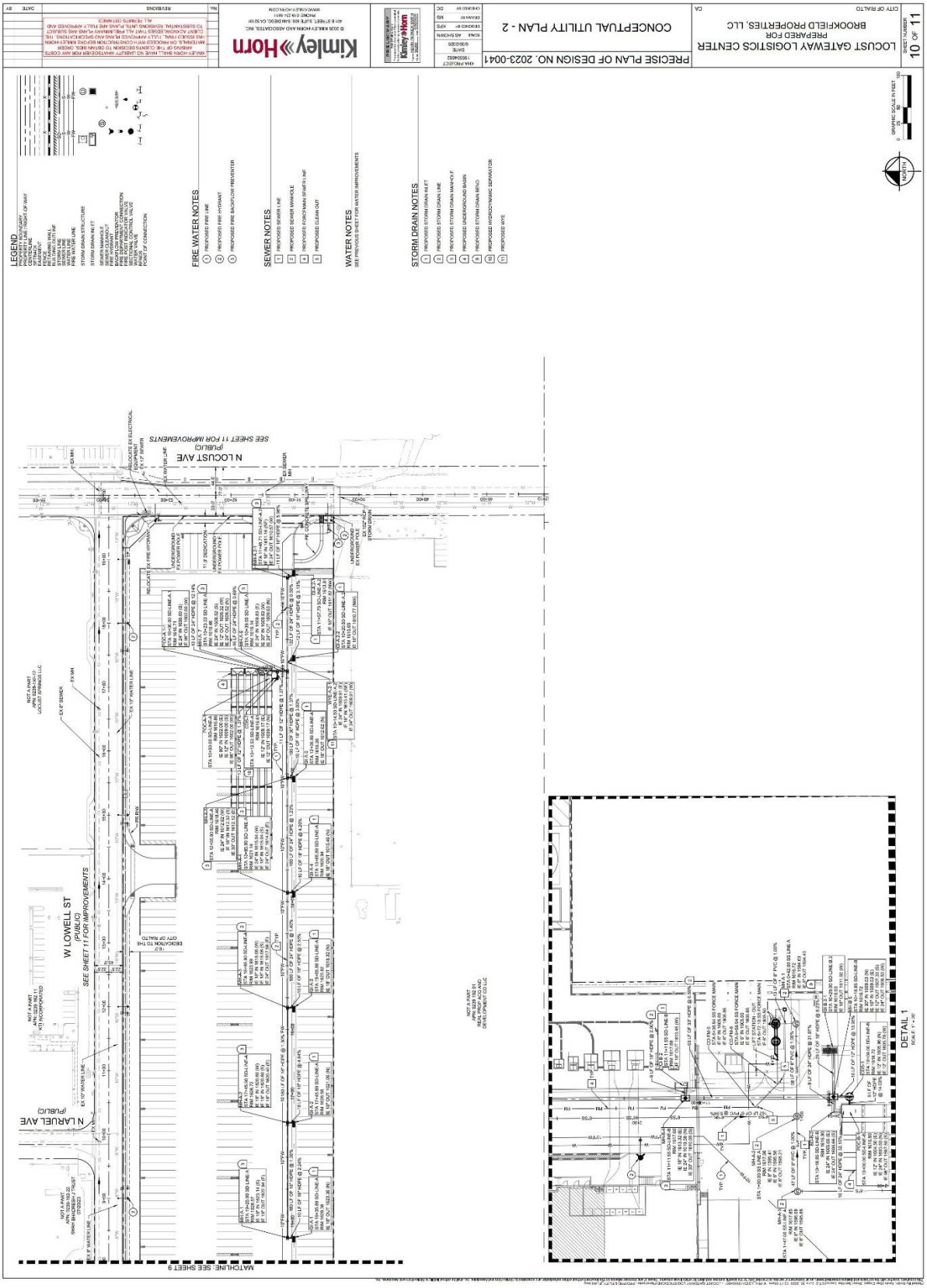
SHEET TITLE
ARCHITECTURAL
ELEVATIONS

SHEET NUMBER
A3.04


LOCUST GATEWAY LOGISTICS CENTER
PREPARED FOR
BROOKFIELD PROPERTIES, LLC
CONCEPTUAL GRADING AND DRAINAGE PLAN - 1
PRECISE PLAN OF DESIGN NO. 2023-0041
Kimley»Horn
PROPOSED BUILDING
± 664,859 SF
FF = 1622.5
PAD = 1621.75
LAKE PADDEN LANE (PRIVATE)
W LOWELL ST (PUBLIC)
MATCHLINE: SEE BOTTOM LEFT
MATCHLINE: SEE SHEET 3
MATCHLINE: SEE TOP RIGHT
SEE SHEET 11 FOR IMPROVEMENTS
LEGEND
GRADING AND DRAINAGE NOTES


LOCUST GATEWAY LOGISTICS CENTER
PREPARED FOR
BROOKFIELD PROPERTIES, LLC
CITY OF RIALTO
CA
PRECISE PLAN OF DESIGN NO. 2023-0041
CONCEPTUAL GRADING AND DRAINAGE PLAN - 2
Kimley»Horn
SHEET NUMBER
3 OF 11
LEGEND
GRADING AND DRAINAGE NOTES
N LOCUST AVE (PUBLIC)
W LOWELL ST (PUBLIC)
SEE SHEET 11 FOR IMPROVEMENTS
N LAUREL AVE (PUBLIC)
MATCHLINE- SEE SHEET 2
GRAPHIC SCALE IN FEET
NORTH

PRECISE PLAN OF DESIGN NO. 2023-0041
CONCEPTUAL UTILITY PLAN - 1
LOCUST GATEWAY LOGISTICS CENTER
PREPARED FOR
BROOKFIELD PROPERTIES, LLC
CITY OF RIALTO
SHEET NUMBER 9 OF 11
Kimley»Horn
PROPOSED BUILDING
± 664,859 SF
FF = 1622.5
LAKE PADDEN LANE
(PRIVATE)
W LOWELL ST
(PUBLIC)
MATCHLINE: SEE SHEET 10
MATCHLINE: SEE TOP RIGHT
LEGEND
STORM DRAIN NOTES
FIRE WATER NOTES
SEWER NOTES
WATER NOTES


LOCUST GATEWAY LOGISTICS CENTER
PREPARED FOR
BROOKFIELD PROPERTIES, LLC
CITY OF RIALTO
CA
PRECISE PLAN OF DESIGN NO. 2023-0041
CONCEPTUAL UTILITY PLAN - 2
10 OF 11
Kimley»Horn
LEGEND
FIRE WATER NOTES
SEWER NOTES
WATER NOTES
STORM DRAIN NOTES
GRAPHIC SCALE IN FEET
NORTH
N LOCUST AVE
(PUBLIC)
SEE SHEET 11 FOR IMPROVEMENTS
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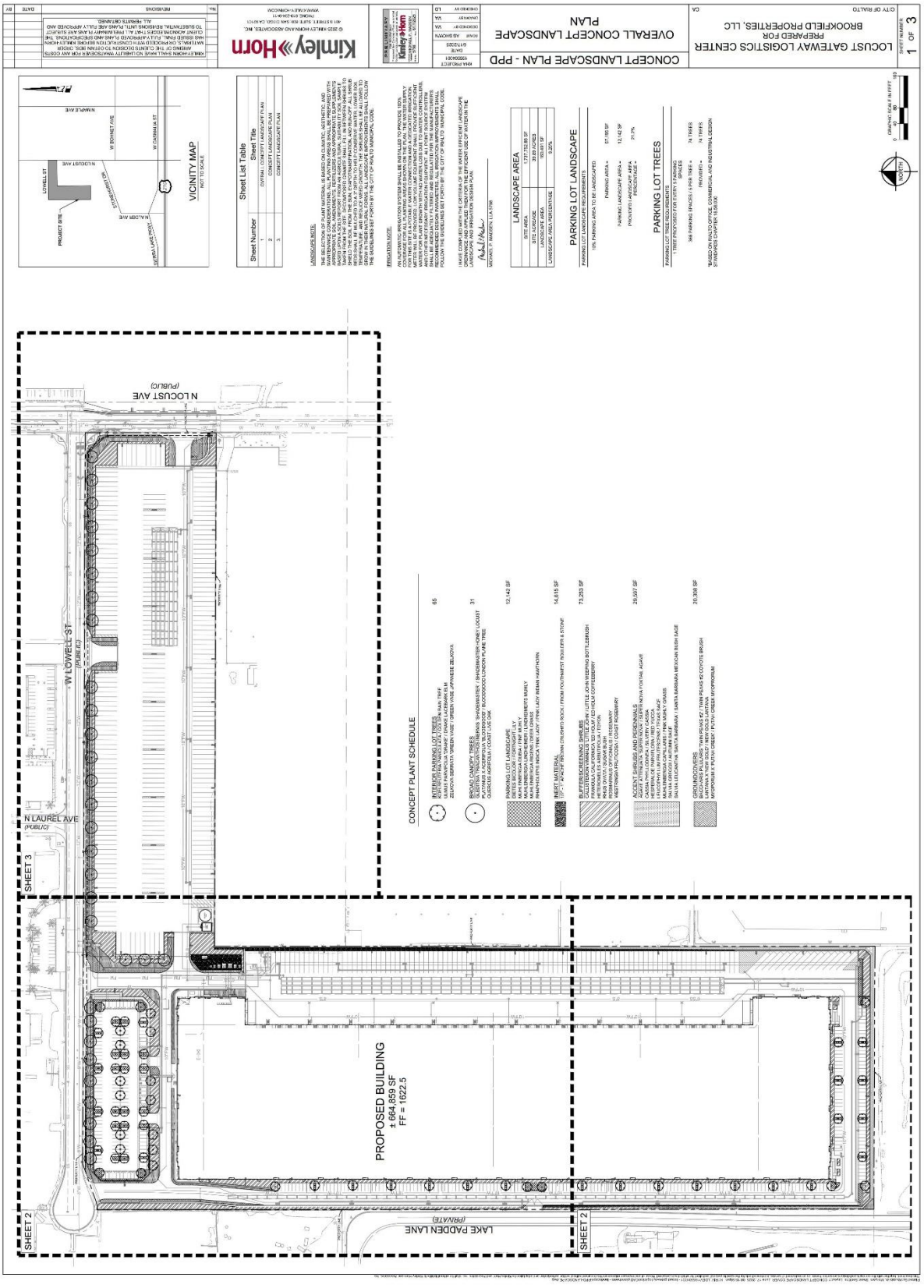
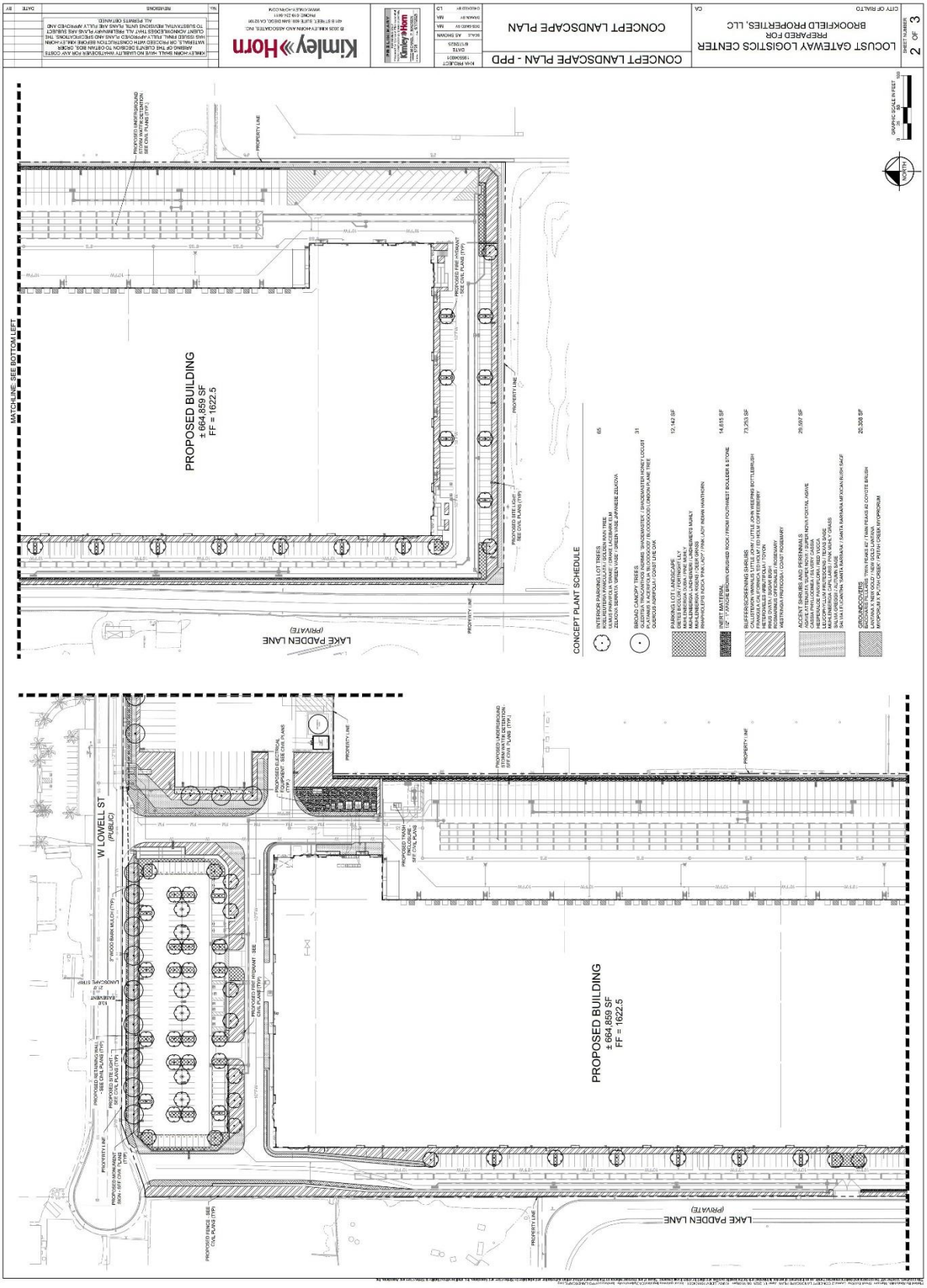
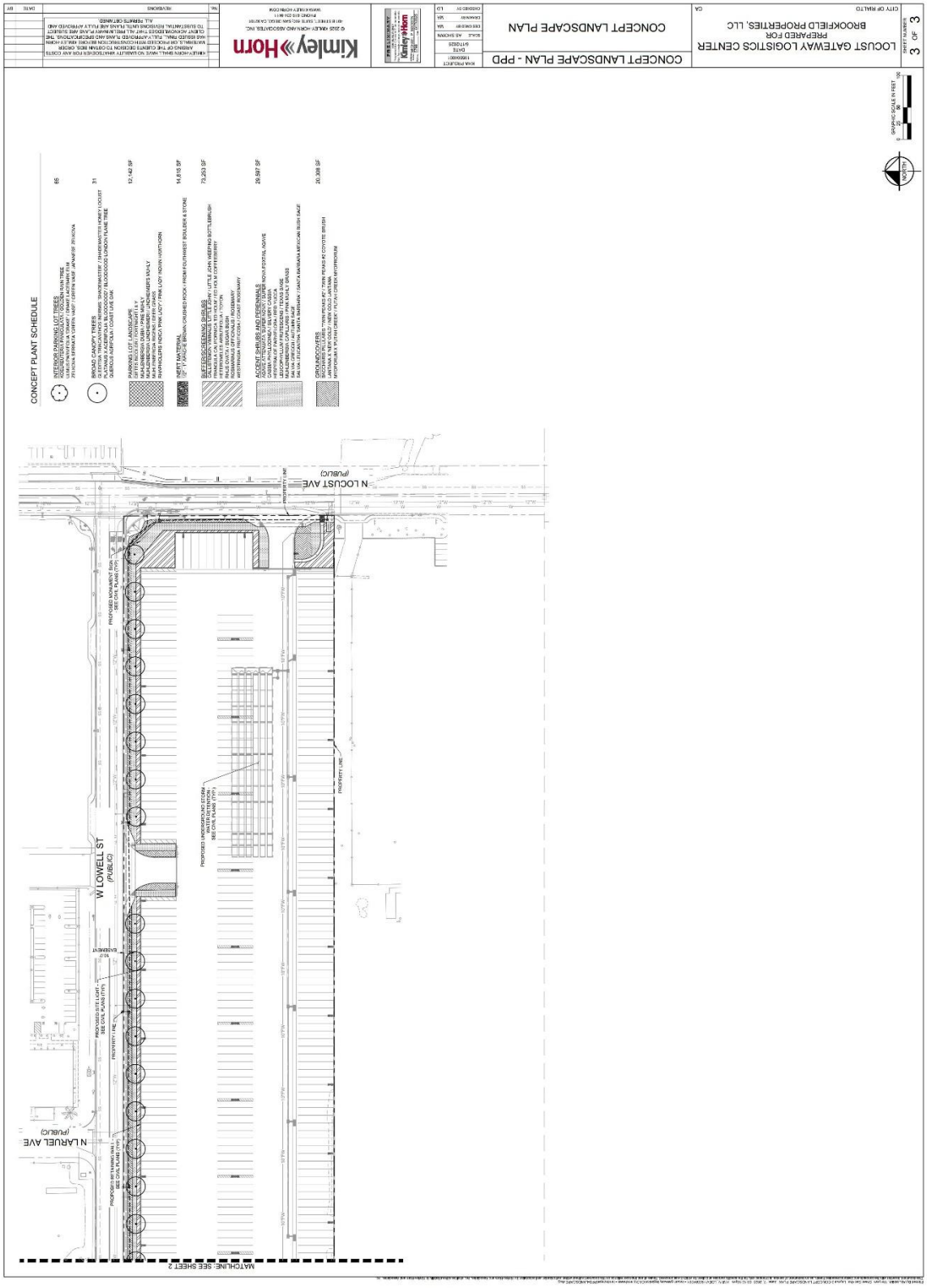
(PUBLIC)
N LARUEL AVE
(PUBLIC)
DEDICATION TO THE CITY OF RIALTO
MATCHLINE: SEE SHEET 9
DETAIL 1


LOCUST GATEWAY LOGISTICS CENTER
PREPARED FOR
BROOKFIELD PROPERTIES, LLC
CITY OF RIALTO
OVERALL CONCEPT LANDSCAPE PLAN
CONCEPT LANDSCAPE PLAN - PPD
Kimley»Horn
VICINITY MAP
NOT TO SCALE
Sheet List Table
Sheet Number
Sheet Title
LANDSCAPE NOTE:
IRRIGATION NOTE:
LANDSCAPE AREA
PARKING LOT LANDSCAPE
PARKING LOT TREES
CONCEPT PLANT SCHEDULE
PROPOSED BUILDING
± 664,459 SF
FF = 1622.5
N LOCUST AVE
(PUBLIC)
W LOWELL ST
(PUBLIC)
N LAUREL AVE
(PUBLIC)
LAKE PADDEN LANE
(PRIVATE)
SHEET 2
SHEET 3
NORTH


LOCUST GATEWAY LOGISTICS CENTER
PREPARED FOR
BROOKFIELD PROPERTIES, LLC
CITY OF RIALTO
CA
CONCEPT LANDSCAPE PLAN
CONCEPT LANDSCAPE PLAN - PPD
Kimley»Horn
SHEET NUMBER
2 OF 3
GRAPHIC SCALE IN FEET
NORTH
MATCHLINE: SEE BOTTOM LEFT
PROPOSED BUILDING
± 664,859 SF
FF = 1622.5
LAKE PADDEN LANE
(PRIVATE)
CONCEPT PLANT SCHEDULE
INTERIOR PARKING LOT TREES
BROAD CANOPY TREES
PARKING LOT LANDSCAPE
ACCENT SHRUBS AND PERENNIALS
GROUNDCOVERS
W LOWELL ST
(PUBLIC)
PROPOSED BUILDING
± 664,859 SF
FF = 1622.5
LAKE PADDEN LANE
(PRIVATE)

1776



End of Exhibit A

RESOLUTION NO. 2025-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL ADOPT AN ORDINANCE APPROVING A DEVELOPMENT AGREEMENT BETWEEN THE CITY OF RIALTO AND IV5 LOCUST GATEWAY LOGISTICS CENTER, LLC REGARDING THE LOCUST GATEWAY DEVELOPMENT PROJECT.

WHEREAS, the applicant, IV5 Locust Gateway Logistics Center LLC, ("Applicant") proposes to develop and operate a 664,859 square foot industrial warehouse building with associated paving, landscaping, fencing, lighting, and drainage improvements ("Project") on approximately 38.89 gross acres (38.78 net acres) of land (APN: 0239-192-23) located at the southwest corner of Locust Avenue and Lowell Street within the General Manufacturing (I-GM) land use district of the Rialto Airport Specific Plan ("Site"); and

WHEREAS, the Project is also referred to as the Locust Gateway Development Project; and

WHEREAS, in accordance with the provisions of Chapter 18.79 (Development Agreements) of the Rialto Municipal Code, the applicant intends to enter into a development agreement with the City of Rialto to memorialize certain benefits and terms related to the Project, and the applicant agreed to apply for Development Agreement No. 2024-0002 ("Development Agreement"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Tentative Parcel Map No. 2023-0006, also referred to as Tentative Parcel Map No. 20809 ("TPM No. 20809") to provide public right-of-way dedications and to resolve underlying past recordings and instruments related to the Site; and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0032 ("CDP No. 2023-0032") to facilitate the development and operation of a 664,859 square foot industrial warehouse building on the Site; and

WHEREAS, in conjunction with the Project, the applicant has applied for Precise Plan of Design No. 2023-0041 ("PPD No. 2023-0041") to facilitate the development of a 664,859 square foot industrial warehouse building with associated paving, landscaping, fencing, lighting, and drainage improvements on the Site; and

WHEREAS, as part of the Development Agreement, the Applicant agrees to contribute $4,000,000 to the City of Rialto, prior to the issuance of a Certificate of Occupancy for the Project; and

WHEREAS, as part of the Development Agreement, City Council of the City of Rialto may use the $4,000,000 contribution at its sole discretion; and

WHEREAS, as part of the Development Agreement, the City of Rialto agrees to vest the Project entitlements for five (5) years, with a possible five (5) year extension, and freeze the Development Impact Fee rates for the Project at the current Fiscal Year 2025/2026 rates; and

WHEREAS, California Government Code Section 65864 and Chapter 18.79 of Title 18 of the Rialto Municipal Code authorizes the City Council to enter into development agreements; and

WHEREAS, pursuant to Section 18.79.040 of the Rialto Municipal Code, the Planning Commission shall hold a public hearing for any proposed development agreement and forward a recommendation to the City Council for action; and

WHEREAS, on December 17, 2025, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on the Development Agreement, took testimony, at which time it received input from staff, the City Attorney, and the Applicant; heard public testimony; discussed the Development Agreement; 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. An Environmental Impact Report (Environmental Assessment Review No. 2023-0051) 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 create unavoidable significant impacts to greenhouse gas emissions. On December 17, 2025, by Resolution No. _____, the Planning Commission recommended that the City Council certify the above-reference Environmental Impact Report, make certain findings, and adopt a Statement of Overriding

Considerations and a Mitigation Monitoring and Reporting Plan, which Resolution No. _____ together with the above-referenced Environmental Impact Report are incorporated herein by reference. The Planning Commission further finds that the Development Agreement is within the scope of the above-referenced Environmental Impact Report. Accordingly, the Planning Commission has forwarded, or is forwarding, a recommendation to the City Council to adopt the above-referenced Environmental Impact Report prepared for the Project.

SECTION 3. Based upon the forgoing and substantial evidence presented to the Planning Commission during the public hearing conducted with regard to the Development Agreement, including, but not limited to, written staff reports, verbal testimony, presentation by City staff, and other supporting documents, the Planning Commission hereby finds that the Development Agreement between the City of Rialto and the Applicant is consistent with the General Plan and the Rialto Airport Specific Plan because it will strengthen and diversify the economic base, provide employment opportunities, and maintain a positive business climate.

SECTION 4. Based upon the forgoing and substantial evidence presented to the Planning Commission during the public hearing conducted with regard to the Development Agreement, including, but not limited to, written staff reports, verbal testimony, presentation by City staff, and other supporting documents, the Planning Commission hereby recommends that the City Council adopt an Ordinance approving the Development Agreement between the City of Rialto and the Applicant, attached hereto as Exhibit A.

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

PASSED, APPROVED AND ADOPTED this 17th day of December, 2025.

_____
MICHAEL E. STORY, CHAIR
CITY OF RIALTO PLANNING COMMISSION

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO) ss
CITY OF RIALTO)

I, Heidy Gonzalez, Administrative Assistant of the City of Rialto, do hereby certify that the foregoing Resolution No. ____ was duly passed and adopted at a regular meeting of the Planning Commission of the City of Rialto held on the ___th day of ____, 2025.

Upon motion of Planning Commissioner_____., seconded by Planning Commissioner ____, the foregoing Resolution No. ____was duly passed and adopted.

Vote on the motion:

AYES:

NOES:

ABSENT:

IN WITNESS WHEREOF, I have hereunto set my hand and the Official Seal of the City of Rialto this __th day of ___, 2025.

_____
HEIDY GONZALEZ, ADMINISTRATIVE ASSISTANT

EXHIBIT A

ORDINANCE NO. XXXX

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RIALTO, CALIFORNIA, APPROVING A DEVELOPMENT AGREEMENT BETWEEN THE CITY OF RIALTO AND IV5 LOCUST GATEWAY LOGISTICS CENTER, LLC REGARDING THE LOCUST GATEWAY DEVELOPMENT PROJECT.

WHEREAS, the applicant, IV5 Locust Gateway Logistics Center LLC, ("Applicant") proposes to develop and operate a 664,859 square foot industrial warehouse building with associated paving, landscaping, fencing, lighting, and drainage improvements ("Project") on approximately 38.89 gross acres (38.78 net acres) of land (APN: 0239-192-23) located at the southwest corner of Locust Avenue and Lowell Street within the General Manufacturing (I-GM) land use district of the Rialto Airport Specific Plan ("Site"); and

WHEREAS, the Project is also referred to as the Locust Gateway Development Project; and

WHEREAS, in accordance with the provisions of Chapter 18.79 (Development Agreements) of the Rialto Municipal Code, the applicant intends to enter into a development agreement with the City of Rialto to memorialize certain benefits and terms related to the Project, and the applicant agreed to apply for Development Agreement No. 2024-0002 ("Development Agreement"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Tentative Parcel Map No. 2023-0006, also referred to as Tentative Parcel Map No. 20809 ("TPM No. 20809") to provide public right-of-way dedications and to resolve underlying past recordings and instruments related to the Site; and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0032 ("CDP No. 2023-0032") to facilitate the development and operation of a 664,859 square foot industrial warehouse building on the Site; and

WHEREAS, in conjunction with the Project, the applicant has applied for Precise Plan of Design No. 2023-0041 ("PPD No. 2023-0041") to facilitate the development of a 664,859 square foot industrial warehouse building with associated paving, landscaping, fencing, lighting, and drainage improvements on the Site; and

WHEREAS, as part of the Development Agreement, the Applicant agrees to contribute $4,000,000 to the City of Rialto, prior to the issuance of a Certificate of Occupancy for the Project; and

WHEREAS, as part of the Development Agreement, City Council of the City of Rialto may use the $4,000,000 contribution at its sole discretion; and

WHEREAS, as part of the Development Agreement, the City of Rialto agrees to vest the Project entitlements for five (5) years, with a possible five (5) year extension, and freeze the Development Impact Fee rates for the Project at the current Fiscal Year 2025/2026 rates; and

WHEREAS, California Government Code Section 65864 and Chapter 18.79 of Title 18 of the Rialto Municipal Code authorizes the City Council to enter into development agreements; and

WHEREAS, pursuant to Section 18.79.040 of the Rialto Municipal Code, the Planning Commission shall hold a public hearing for any proposed development agreement and forward a recommendation to the City Council for action; and

WHEREAS, on December 17, 2025, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on the Development Agreement, took testimony, at which time it received input from staff, the City Attorney, and the Applicant; heard public testimony; discussed the Development Agreement; closed the public hearing; and adopted a resolution recommending that the City Council adopt an ordinance approving the Development Agreement; and

WHEREAS, on January 27, 2026, the City Council of the City of Rialto conducted a duly noticed public hearing, as required by law, on the Development Agreement, took testimony, at which time it received input from the staff, the City Attorney, and the Applicant; heard public testimony; discussed the Development Agreement; and closed the public hearing; and

NOW THEREFORE, THE CITY COUNCIL AND RIALTO HOUSING AUTHORITY OF THE CITY OF RIALTO FINDS AND ORDAINS AS FOLLOWS:

Section 1. The above recitals are all true and correct and are hereby adopted as findings.

Section 2. An Environmental Impact Report (Environmental Assessment Review No. 2023-0051) 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 create unavoidable significant

impacts to greenhouse gas emissions. On January 27, 2026, by Resolution No. _____, the City Council certified the above-reference Environmental Impact Report, made certain findings, and adopted a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Plan, which Resolution together with the above-referenced Environmental Impact Report are incorporated herein by reference. The City Council finds that the Development Agreement is within the scope of the above-referenced Environmental Impact Report.

Section 3. Based upon the forgoing and substantial evidence presented to the City Council, including, but not limited to, the staff report to the City Council, the presentation to the City Council, supporting documents, and public testimony, the City Council finds that the Development Agreement between the City of Rialto and the Applicant, attached hereto as Exhibit A, is consistent with the General Plan and the Rialto Airport Specific Plan because it will strengthen and diversify the economic base, provide employment opportunities, and maintain a positive business climate.

Section 4. Based upon the forgoing and substantial evidence presented to the City Council, including, but not limited to, the staff report to the City Council, the presentation to the City Council, supporting documents, and public testimony, the Development Agreement between the City of Rialto and the Applicant, as set forth in Exhibit A, is hereby approved, subject to minor, conforming and clarifying changes consistent with the terms thereof as may be approved by the City Manager in consultation with the City Attorney. The City Council hereby authorizes the City Manager to execute the Development Agreement and all documents required to implement the Development Agreement on behalf of the City.

Section 5. The City Clerk shall certify to the adoption of this Ordinance, and cause the same to be published in the local newspaper, and the same shall take effect thirty (30) days after its date of adoption.

PASSED, APPROVED AND ADOPTED this ____ day of _____, 2026.

_____
JOE BACA, MAYOR

ATTEST:

_____

BARBARA MCGEE, CITY CLERK

APPROVED AS TO FORM:

_____

ERIC S. VAIL, CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO) ss
CITY OF RIALTO)

I, BARBARA MCGEE, City Clerk of the City of Rialto, do hereby certify that the foregoing Resolution No. _____ was duly passed and adopted at a regular meeting of the City Council of the City of Rialto held on the _____ day of _____, 2026.

Upon motion of Councilmember _____, seconded by Councilmember _____, the foregoing Resolution No. _____ was duly passed and adopted.

Vote on the motion:

AYES:

NOES:

ABSENT:

IN WITNESS WHEREOF, I have hereunto set my hand and the Official Seal of the City of Rialto this _____ day of _____, 2026.

_____
BARBARA MCGEE, CITY CLERK

Exhibit A

Recording Requested by and When Recorded Return to:

City Clerk
City of Rialto
290 W. Rialto Avenue
Rialto, CA 92376

Exempt from Recording Fees per Govt. Code §§ 6103 and 27383

SPACE ABOVE THIS LINE FOR RECORDER'S USE

Assessor's Parcel No: _____

DEVELOPMENT AGREEMENT

BY AND BETWEEN

CITY OF RIALTO

AND

IV5 Locust Gateway Logistics Center, LLC

FOR LOCUST GATEWAY DEVELOPMENT PROJECT
(SCH# 2024061274)

Effective Date: _____, 2026

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DEVELOPMENT AGREEMENT

THIS DEVELOPMENT AGREEMENT ("**Agreement**") dated for reference purposes as of _____, 2026 ("**Agreement Date**"), is entered into by and between IV5 Locust Gateway Logistics Center, LLC ("**Developer**") and the CITY OF RIALTO, a California municipal corporation ("**City**"). Developer and City are sometimes referred to individually herein as a "**Party**" and collectively as the "**Parties**."

RECITALS

This Agreement is entered into on the basis of the following facts, understandings and intentions of the Parties. The following recitals are a substantive part of this Agreement; capitalized terms used herein and not otherwise defined are defined in Article 1 of this Agreement.

A. In order to strengthen the public planning process, encourage private participation in comprehensive planning and reduce the economic costs and risks of development, the Legislature of the State of California enacted section 65864 *et seq*. of the Government Code ("**Development Agreement Statute**"), which authorizes a city and a developer having a legal or equitable interest in real property to enter into a binding, long-term development agreement, establishing certain development rights in the property.

B. In accordance with the Development Agreement Statute, the City Council has adopted a development agreement ordinance codified as Chapter 18.79 of the City's Municipal Code ("**Development Agreement Ordinance**"), which authorizes the execution of development agreements and sets forth the required contents and form of those agreements. The provisions of the Development Agreement Statute and the City's Development Agreement Ordinance are collectively referred to herein as the "**Development Agreement Law**."

C. Developer is the fee owner of that certain real property consisting of approximately 39.91 acres located at the southwest corner of Locust Avenue and Lowell Street, designated as APN: 0239-192-23 and more particularly described and depicted in Exhibit A attached hereto and incorporated herein ("**Property**"). The Property is currently undeveloped.

D. Developer intends to develop the Property with an approximately 665,000 square foot industrial warehouse building and associated paving, landscaping, lighting, fencing, and drainage improvements, as more particularly shown in those certain Development Plans, prepared by [_____], dated _____, 202_, entitled "Planning Package for ____ Locust Gateway Development Project" ("**Project**"). The Project site plan is depicted in Exhibit B.

E. This Agreement sets forth, among other things, the applicable fees, policies and zoning requirements that apply to development of the Project, and provides Developer with a vested right to develop the Project on the Property in accordance with the entitlements approved by the City for the Project as well as the City's General Plan, and the other relevant land use designations and zoning provisions applicable to the Property, each as in effect as of the Effective Date, and more particularly defined in Recital H, below as "Existing Approvals" and this Agreement.

F. The City has prepared a draft Initial Study and Environmental Impact Report for the Project ("**EIR**") and held hearings pursuant to the California Environmental Quality Act ("**CEQA**") (Public Resources Code §§ 21000 *et seq.*). On _____, 202_, the City circulated the Draft EIR for public review and comment for a period through _____, 202_. City published the Final EIR, including Response to Comments, on _____, 202_.

G. The Planning Commission on _____, 202_, recommended the following action by adoption of Resolutions Nos. _____ and _____ to the City Council: certification of the EIR, approval of Tentative Parcel Map No. 2023-0006, Conditional Development Permit No. 2023-0032, Precise Plan of Design No. 2023-0041, and this Agreement.

H. Prior to or concurrently with approval of this Agreement, the City has taken or will take the following actions to review and plan for the future development and use of the Project (collectively, the "**Existing Approvals**"):

1. Certification of the EIR by Resolution No. 20__-____ adopted by the City Council on _____, 20__;

2. Adoption of the Mitigation Monitoring and Reporting Program by Resolution No. 20__-____, adopted by the City Council on _____, 20__;

3. Approval of Tentative Parcel Map No. 2023-0006, by Resolution No. 20__-____, adopted by the City Council on _____, 20__; and

4. Approval of Conditional Development Permit No. 2023-0032, by Resolution No. 20__-____, adopted by the City Council on _____, 20__; and

5. Approval of Precise Plan of Design No. 2023-0041, by Resolution No. 20__-____, adopted by the City Council on _____, 20__.

I. Under this Agreement, Developer will provide substantial public benefits in connection with the Project including a contribution of $4,000,000 to the City in community benefits, as more specifically described in Article 6 and Exhibit D to this Agreement.

J. City has determined that by entering into this Agreement, City will further the purposes set forth in the Development Agreement Ordinance and City will benefit from public benefits provided by the Developer to complete improvements within the Rialto Airport Specific Plan area and other areas of the City, with specific projects yet to be determined by the City Council.

K. For the reasons recited herein, City and Developer have determined that the Project is a development for which this Agreement is appropriate. This Agreement will eliminate uncertainty regarding Project Approvals, thereby encouraging planning for, investment in, and commitment to use and development of the Property. Development of the Property in accordance with the terms of this Agreement will in turn provide substantial public benefits to the City, thereby achieving the goals and purposes for which the Development Agreement Law was enacted.

L. The terms and conditions of this Agreement have undergone review by City staff,

the Planning Commission and the City Council at publicly noticed meetings, and have been found to be fair, just and reasonable, in conformance with the Development Agreement Law and the goals, policies, standards and land use designations specified in the General Plan, and consistent with the requirement under Government Code Section 65867.5, and further, the City Council finds that the economic interests of City's citizens and the public health, safety and welfare will be best served by entering into this Agreement.

M. City has approved this Agreement by Ordinance No. ____, adopted by the City Council on _____, 202_ ("**Enacting Ordinance**").

NOW, THEREFORE, in consideration of the mutual promises, covenants and provisions set forth herein, the receipt and adequacy of which are hereby acknowledged, the Parties agree as follows:

AGREEMENT

ARTICLE 1.
DEFINITIONS

Definitions.

"**Agreement**" means this Development Agreement.

"**Agreement Date**" means the reference date identified in the preamble to this Agreement.

"**Annual Review Form**" is defined in Section 7.2.1.

"**Applicable City Regulations**" means (a) the permitted uses of the Property, , the regulations for industrial uses, the intensity of use, the height, bulk and space requirements, including massing, of the proposed buildings, off-street parking and loading, provisions for reservation or dedication of land for public purposes, the conditions, terms, restrictions, and requirements for subsequent discretionary actions, the provisions for public improvements and financing of public improvements, and other terms and conditions of development applicable to the Property as set forth in the General Plan of the City on the Effective Date, the Municipal Code of the City on the Effective Date, and the other ordinances, policies, rules, regulations, standards and specifications of the City in effect on the Effective Date; (b) New City Laws that apply to the Property as set forth in Section 4.3.3, 4.3.4 or 4.3.6 herein; and (c) regulations that apply to the Property as set forth in Section 4.3.1 and 4.3.2 herein.

"**Applicable Law**" means (a) all State and Federal laws and regulations applicable to the Property and the Project as enacted, adopted and amended from time to time and (b) the Applicable City Regulations.

"**CEQA**" is defined in Recital F.

"**Changes in the Law**" is defined in Section 4.3.6.

"**City**" means city of Rialto, a California municipal corporation.

"**City Council**" means City Council of the City of Rialto.

"City Parties" means the City and its elected Councilmembers, boards, commissioners, officers, agents, and employees.

"City Manager" means the City of Rialto's City Manager, or his or her designee.

"**Claims**" means liabilities, obligations, orders, claims, losses, damages, fines, penalties and expenses, including, but not limited to, reasonable attorneys' fees and costs.

"**Connection Fees**" means those fees charged by City or by a utility provider to utility users as a cost for connecting to water, sanitary sewer and other applicable utilities.

"**Default**" is defined in Section 12.1.

"**Developer**" means IV5 Locust Gateway Logistics Center, LLC and its successors and assigns.

"**Development Agreement Law**" is defined in Recital B.

"**Development Agreement Ordinance**" is defined in Recital B.

"**Development Agreement Statute**" is defined in Recital A.

"**Effective Date**" is defined in Section 3.1.

"**Enacting Ordinance**" is defined in Recital M.

"Environmental Impact Report" or **"EIR"** is defined in Recital F.

"**Exactions**" means exactions imposed by City as a condition of developing the Project as more particularly set forth in Section 5.2 and in connection with Subsequent Project Approvals, as set forth in Section 11.2 of this Agreement which may include requirements for acquisition, dedication or reservation of land; and obligations to construct on-site or off-site public and private infrastructure improvements such as roadways, utilities or other improvements necessary to support the Project, whether such exactions constitute subdivision improvements, mitigation measures in connection with environmental review of the Project, or impositions made under Applicable City Regulations. For purposes of this Agreement, Exactions do not include Impact Fees.

"**Existing Approvals**" is defined in Recital H.

"**General Plan**" means the General Plan of the City of Rialto in effect as of the Effective Date.

"**Impact Fees**" means the monetary fees and impositions more particularly set forth in Section 5.1.1, below and in Exhibit C, attached, hereto, other than taxes and assessments, charged by City in connection with a development project for the purpose of defraying all or a portion of the cost of mitigating the impacts of a development project or development of the public facilities

and services related to a development project, including any "fee" as that term is defined by Government Code section 66000(b). For purposes of this Agreement, a monetary fee or imposition that meets both the definition of an Impact Fee and the definition of an Exaction will be considered an Impact Fee.

"**Initial Term**" is defined in Section 3.2.1.

"**Insubstantial Amendment**" is defined in Section 9.2.

"**Litigation Challenge**" is defined in Section 11.6.2.

"**MMRP**" means the Mitigation Monitoring and Reporting Program adopted by the City Council in connection with its certification of the EIR.

"**Mortgage**" is defined in Section 8.1.

"**Mortgagee**" is defined in Section 8.1.

"**Municipal Code**" means the Municipal Code of the City of Rialto in effect as of the Effective Date.

"**New City Laws**" means and includes any ordinances, resolutions, orders, rules, official policies, standards, specifications, guidelines or other regulations, which are promulgated or adopted by the City (including but not limited to any City agency, body, department, officer or employee) or its electorate (through the power of initiative or otherwise) after the Effective Date.

"**Notice**" is defined in Section 13.7.

"**Other Agency Fees**" is defined in Section 5.1.4.

"**Other Agency Subsequent Project Approvals**" means Subsequent Project Approvals to be obtained from entities other than City.

"**Party/Parties**" is defined in the introductory paragraph preceding the Recitals of this Agreement.

"**Permitted Delay**" is defined in Section 13.2.

"**Planning Commission**" means the Planning Commission of the City of Rialto.

"**Prevailing Wage Laws**" is defined in Section 5.3.

"**Processing Fees**" means all fees charged on a City-wide basis to cover the cost of City processing of development project applications, including any required supplemental or other further environmental review, plan checking (time and materials) and inspection and monitoring for land use approvals, design review, grading and building permits, General Plan maintenance fees, and other permits and entitlements required to implement the Project, which are in effect at the time those permits, approvals or entitlements are applied for, and which fees are intended to cover the City's actual and reasonable costs of processing the foregoing.

"**Project**" is defined in Recital D.

"**Project Approvals**" means the Existing Approvals and, when and as approved in accordance with the terms of this Agreement, the Subsequent Project Approvals.

"**Property**" is defined in Recital C.

"**Subsequent Project Approvals**" is defined in Section 11.1.

"**Term**" is defined in Section 3.2.1.

ARTICLE 2.
GENERAL PROVISIONS

Ownership of Property. The Parties hereby acknowledge that, as of the Effective Date, Developer has a fee interest in the Property.

ARTICLE 3.
EFFECTIVE DATE; OPERATIVE DATE; TERM; FORCE MAJEURE; REPRESENTATIONS

Effective Date. This Agreement shall become effective the date that is thirty (30) days after the date the Enacting Ordinance is adopted ("**Effective Date**").

Term.

3.2.1 Term of Agreement. The "**Term**" of this Agreement shall commence on the Effective Date and shall expire on the fifth (5th) anniversary of the Effective Date, unless extended or earlier terminated as provided herein.

3.2.2 Extension of Term. Upon Developer's request made by Notice given no earlier than six (6) months, but no later than two (2) months, prior to expiration of the original Term, the Term of this Agreement shall be automatically extended for one (1) additional five (5) year period beyond the original Term, so long as Developer is not, as of the date of the Notice, in material uncured breach of this Agreement and is not in the process of curing said breach, as determined by City following a special review pursuant to Article 6, so long as City undertakes the special review on its own initiative and completes the special review no later than six (6) months prior to expiration of the original Term.

3.2.3 Upon extension of the Term in accordance with Section 3.2.2, City will execute, in recordable form, any instrument which Developer may reasonably require to evidence the extension, provided that Developer requests in writing that the City execute such instrument.

3.2.4 Effect of Termination. Upon the expiration of the Term, this Agreement shall be deemed terminated and of no further force and effect, subject, however, to the provisions set forth in Section 12.7.

City Representations and Warranties. City represents and warrants to Developer that:

3.3.1 City is a municipal corporation, and has all necessary powers under the laws of the State of California to enter into and perform the undertakings and obligations of City under this Agreement.

3.3.2 The execution and delivery of this Agreement and the performance of the obligations of City hereunder have been duly authorized by all necessary City Council action and all necessary approvals have been obtained.

3.3.3 This Agreement is a valid obligation of City and is enforceable in accordance with its terms.

3.3.4 The foregoing representations and warranties are made as of the Agreement Date. During the Term of this Agreement, City shall, upon learning of any fact or condition which would cause any of the warranties and representations in this Section 3.3 not to be true, immediately give written Notice of such fact or condition to Developer.

Developer Representations and Warranties. Developer represents and warrants to City that:

3.4.1 Developer is duly organized, validly existing and in good standing under the laws of the State of California and has all necessary powers under the laws of the State of California to own property interests and in all other respects enter into and perform the undertakings and obligations of Developer under this Agreement.

3.4.2 The execution and delivery of this Agreement and the performance of the obligations of Developer hereunder have been duly authorized by all necessary corporate, partnership or company action and all necessary shareholder, member or partner approvals have been obtained.

3.4.3 This Agreement is a valid obligation of Developer and is enforceable in accordance with its terms.

3.4.4 Developer has not (i) made a general assignment for the benefit of creditors, (ii) filed any voluntary petition in bankruptcy or suffered the filing of any involuntary petition by Developer's creditors, (iii) suffered the appointment of a receiver to take possession of all, or substantially all, of Developer's assets, (iv) suffered the attachment or other judicial seizure of all, or substantially all, of Developer's assets, (v) admitted in writing its inability to pay its debts as they come due, or (vi) made an offer of settlement, extension or composition to its creditors generally.

The foregoing representations and warranties are made as of the Agreement Date. During the Term of this Agreement, Developer shall, upon learning of any fact or condition which would cause any of the warranties and representations in this Section 3.4 not to be true, immediately give written Notice of such fact or condition to City.

ARTICLE 4.
DEVELOPMENT OF PROPERTY

Vested Rights. City hereby grants to Developer a vested right to develop and construct the Project at the Property, including all on-site and off-site improvements authorized by, and in accordance with, the Project Approvals. Except as otherwise provided in this Agreement, no New City Laws that conflict with this Agreement, the Applicable City Regulations, or the Project Approvals shall apply to the Project or the Property. For purposes of this Section and Section 4.3, the word "**conflict**" means any modifications that purport to: (i) limit the Project Approvals, including but not limited to the permitted uses of the Property, the intensity of use, the height, bulk and space requirements, including massing and location, of the proposed buildings, and off-street parking and loading,; (ii) impose requirements for reservation or dedication of land for public purposes or requirements for infrastructure, public improvements, or public utilities, other than as provided in the Project Approvals; (iii) impose conditions upon development of the Property other than as permitted by Applicable Law, Changes in the Law, and the Project Approvals; (iv) limit the timing, phasing, sequencing, or rate of development of the Property; (v) limit the location of building sites, grading or other improvements on the Property in a manner that is inconsistent with the Existing Approvals; (vi) limit or control the ability to obtain public utilities, services, infrastructure, or facilities (provided, however, nothing herein shall be deemed to exempt the Project or the Property from any water use rationing requirements that may be imposed on a City-wide basis from time to time in the future or be construed as a reservation of any existing sanitary sewer or potable water capacity); (vii) require the issuance of additional permits or approvals by the City other than those required by Applicable Law and the Existing Approvals; (viii) increase the permitted Impact Fees or add new Impact Fees, except as permitted by Section 5.1 of this Agreement; (ix) establish, enact, increase, or impose against the Project or the Property any special taxes or assessments other than those specifically permitted by this Agreement, including Section 5.5; or (x) impose against the Project any condition, dedication or other Exaction not specifically authorized by Applicable Law or the Project Approvals. To the extent that New City Laws conflict with the vested rights granted pursuant to this Agreement, they shall not apply to the Property or the Project, except as provided in Section 4.3, below.

Development and Design Standards. The Project shall be developed in conformance with the Existing Approvals and Applicable City Regulations, including the General Plan and the zoning in effect as of the Effective Date. The design, permitted uses, FAR, maximum height and size of buildings, massing and location regulations, number and type of parking spaces and loading docks, and development standards shall all be in accordance with the Existing Approvals and Applicable City Regulations.

Reservations of Authority. Notwithstanding any other provision of this Agreement to the contrary, the following regulations and provisions shall apply to the development of the Project:

4.3.1 Procedural Rules. Regulations relating to hearing bodies, petitions, applications, notices, findings, records, hearings, reports, recommendations, appeals and any other matter of procedure then applicable in City at the time of building permit application;

4.3.2 Uniform Construction Codes. Regulations governing construction standards and specifications, including but not limited to City's building code, plumbing code, mechanical code, electrical code, fire code and grading code, and all other uniform construction codes then applicable in City at the time of building permit application;

4.3.3 New City Laws Not in Conflict. New City Laws applicable to the Property or Project, which do not conflict with this Agreement or the Project Approvals, including but not limited to Developer's vested rights under Section 4.1 above;

4.3.4 New City Laws- Health and Safety. New City Laws which may be in conflict with this Agreement, but which are necessary to protect the physical health and safety of the public.

4.3.5 Exactions. Exactions for Subsequent Project Approvals, if applicable, permitted by Section 11.2.

4.3.6 Changes in the Law. As provided in Section 65869.5 of the Development Agreement Law, this Agreement shall not preclude the applicability to the Project of changes in laws, regulations, plans or policies, to the extent that such changes are specifically mandated and required by changes in State or Federal laws or by changes in laws, regulations, plans or policies of special districts or other governmental entities, other than the City, created or operating pursuant to the laws of the State of California ("**Changes in the Law**"). In the event Changes in the Law prevent or preclude compliance with one or more provisions of this Agreement, the Parties shall meet and confer in good faith in order to determine whether such provisions of this Agreement shall be modified or suspended, or performance thereof delayed, as may be necessary to comply with Changes in the Law. Following the meeting between the Parties, the provisions of this Agreement may, to the extent feasible, and upon mutual agreement of the Parties, be modified or suspended, but only to the minimum extent necessary to comply with such Changes in the Law. In such event, this Agreement together with any required modifications shall continue in full force and effect. Nothing in this Agreement shall preclude Developer from contesting by any available means (including administrative or judicial proceedings) such Changes in the Law or their applicability to the Project and, in the event that such challenge is successful, this Agreement shall remain unmodified and in full force and effect, unless the Parties mutually agree otherwise.

Regulation by Other Public Agencies. Developer acknowledges and agrees that other public agencies not within the control of City may possess authority to regulate aspects of the development of the Property separately from or jointly with City, and this Agreement does not limit the authority of such other public agencies. Developer shall, at the time required by Developer in accordance with Developer's construction schedule, apply for all such other permits and approvals as may be required by other governmental or quasi-governmental entities in connection with the development of, or the provision of services to, the Project. Developer shall also pay all required fees when due to such public agencies. Developer acknowledges that City does not control the amount of any such fees. City shall reasonably cooperate with Developer in Developer's effort to obtain such permits and approvals; provided, however, City shall have no obligation to incur any costs, without compensation or reimbursement by Developer, or to amend any policy, regulation or ordinance of City in connection therewith.

Life of Project Approvals. The term of any and all Project Approvals shall automatically be extended for the longer of the Term of this Agreement or the term otherwise applicable to such Project Approvals.

Initiatives. If any New City Law is enacted or imposed by an initiative or referendum, which New City Law would conflict with the Project Approvals or this Agreement or reduce the development rights or assurances provided by this Agreement, such New City Law shall not apply to the Property or Project; provided, however, the Parties acknowledge that City's approval of this Agreement is a legislative action subject to referendum. Without limiting the generality of the foregoing, no moratorium or other limitation (whether relating to the rate, timing, phasing or sequencing of development, whether imposed by ordinance, initiative, resolution, policy, order or otherwise, and whether enacted by the City Council, an agency of City, the electorate, or otherwise) affecting subdivision maps, use permits, building permits, occupancy permits, or other entitlements to use that are approved or to be approved, issued or granted by City shall apply to the Property or Project. Developer agrees and understands that City does not have authority or jurisdiction over any other public agency's ability to grant governmental approvals or permits or to impose a moratorium or other limitations that may affect the Project. City shall reasonably cooperate with Developer and, at Developer's expense, shall undertake such actions as may be necessary to ensure this Agreement remains in full force and effect. City, except to submit to vote of the electorate initiatives and referendums required by law to be placed on a ballot and fulfill any legal responsibility to defend a ballot measure passed by its voters, shall not support, adopt or enact any New City Law, or take any other action which would violate the express provisions or spirit and intent of this Agreement.

Timing of Development. Developer shall meet its obligation to provide the public benefits described in Article 6 within the times provided therein. However, and not in limitation of any of the foregoing, since the California Supreme Court held in *Pardee Construction Co. v. City of Camarillo*, 37 Cal.3d 465 (1984), that the failure of the parties therein to consider, and expressly provide for, the timing of development resulted in a later-adopted initiative restricting the timing of development to prevail over such parties' agreement, it is the desire of the Parties hereto to avoid that result. Therefore, notwithstanding the adoption of an initiative after the Effective Date by City's electorate to the contrary, the Parties acknowledge that, except as otherwise provided for in the Existing Approvals, Developer shall have the vested right (but not the obligation) to develop the Project in such order and at such rate and at such times as Developer deems appropriate in the exercise of its business judgment.

Expansion of Development Rights. If any New City Laws or Changes in Law expand, extend, enlarge or broaden Developer's rights to develop the Project, then, (a) if such law is mandatory, the provisions of this Agreement shall be modified as may be necessary to comply or conform with such new law, and (b) if such law is permissive, the provisions of this Agreement may be modified by mutual written agreement of the Parties. Immediately after enactment of any such new mandatory law, upon Developer's written request, the Parties shall meet and confer in good faith for a period not exceeding sixty (60) days (unless such period is extended by mutual written consent of the Parties) to prepare such modification, and Developer shall have the right to challenge City's refusal to apply any new law mandating expansion of Developer's rights under this Agreement, and in the event such challenge is successful, this Development Agreement shall be modified to comply with, or conform to, the new law. After enactment of any such new permissive law, upon Developer's written request, the Parties shall meet and confer in good faith for a period not exceeding sixty (60) days (unless such period is extended by written consent of the Parties) to discuss and, if applicable, prepare such proposed modification, provided that such modification shall be subject to City's written approval in its sole and absolute discretion,

No Reservation of Sanitary Sewer or Potable Water Capacity. City has found the Project to be consistent with the General Plan which anticipates that there will be sufficient potable water and sanitary sewer capacity to serve future development contemplated by the General Plan, including the Project. However, nothing in this Agreement is intended to exempt the Project from any water use rationing requirements that may be imposed on a City-wide basis from time to time in the future or be construed as a reservation of any existing sanitary sewer or potable water capacity.

ARTICLE 5.
OTHER RIGHTS AND OBLIGATIONS OF THE PARTIES

Fees.

5.1.1 Impact Fees. City and Developer understand and agree that the Impact Fees associated with the Project are as set forth in Exhibit C, attached hereto, are a material consideration for Developer agreeing to develop the Project, whereby the Developer shall pay the Impact Fees prior to issuance of the final Certificate of Occupancy for the building shown in the Existing Approvals. Once the Impact Fees are paid Developer shall not be required to re-pay the Impact fees in the event of an act of God which requires re-construction of the project according to the Existing Approvals. For the period commencing on the Effective Date and continuing until expiration of the Impact Fee Limitation Period (defined below), Developer shall pay when due all existing Impact Fees applicable to the Project in accordance with this Agreement in effect as of the Agreement Date at the lower of (i) the rates in effect as of the Agreement Date, including all existing fee escalation provisions or (ii) the rates in effect when such existing Impact Fees are due and payable, and shall not be required to pay any escalations in such Impact Fees in excess of the fee escalation provisions in any Impact Fee in effect as of the Agreement Date or new Impact Fees enacted or established after the Agreement Date. As used herein the term "**Impact Fee Limitation Period**" means the period commencing on the Effective Date and expiring on the 10th anniversary thereof. Except as otherwise provided in this Section 5.1.1, Developer agrees to pay when due any and all existing, increased or modified Impact Fees, at the rates then in effect at the time Certificates of Occupancy are issued on any or all portions of the Project so long as any new fees or increases in existing fees from the amount existing as of the Agreement Date are uniformly applied by City to all substantially similar types of development projects and properties and are consistent with the provisions of applicable California law, including the provisions of Government Code Section 66000 et seq., and all applicable nexus and rough proportionality tests and other legal requirements.

5.1.2 Processing Fees. Subject to Developer's right to protest and/or pursue a challenge in law or equity to any new or increased Processing Fees, City may charge and Developer agrees to pay all Processing Fees which are in effect on a City-wide basis at the time permits, approvals or entitlements are applied for.

5.1.3 Connection Fees. Developer shall pay connection fees assessed by utility providers and other agencies assessing such fees at the rates in effect from time to time.

5.1.4 Other Agency Fees. Nothing in this Agreement shall preclude City from collecting fees from Developer that are lawfully imposed on the Project by another agency having

jurisdiction over the Project, which the City is required to collect pursuant to Applicable Law ("**Other Agency Fees**").

Exactions. City may impose and Developer shall comply with those Exactions required by this Agreement and the Existing Approvals, and Subsequent Project Approvals, if applicable, in accordance with Section 11.2 below.

Prevailing Wage.

5.3.1 Prevailing Wage Indemnity. Developer shall defend (with counsel reasonably acceptable to the City), indemnify, assume all responsibility for, and hold harmless City Parties from and against any and all present and future Claims arising out of or in any way connected with Developer's or its contractors' or subcontractors' obligations to comply with all State Labor Code requirements and implementing regulations of the Department of Industrial Relations pertaining to "public works," including the payment of prevailing wages for any work identified in the Existing Approvals that may constitute a "public work" (collectively, "**Prevailing Wage Laws**"), including all Claims that may be made by contractors, subcontractors or other third party claimants pursuant to Labor Code sections 1726 and 1781.

5.3.2 Release of City. Developer hereby waives and releases City Parties from any and all manner of Claims or other compensation whatsoever, in law or equity, of whatever kind or nature, whether known or unknown, direct or indirect, foreseeable or unforeseeable, absolute or contingent, now existing or which may in the future arise, including lost business opportunities or economic advantage, and special and consequential damages, arising out of directly or directly, or in any way connected with Developer's obligation to comply with all Prevailing Wage Laws. Developer is aware of and familiar with the provisions of Section 1542 of the California Civil Code which provides as follows:

> A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS THAT THE CREDITOR OR RELEASING PARTY DOES NOT KNOW OR SUSPECT TO EXIST IN HIS OR HER FAVOR AT THE TIME OF EXECUTING THE RELEASE AND THAT, IF KNOWN BY HIM OR HER, WOULD HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR OR RELEASED PARTY.
>
> INITIALS: DEVELOPER _____

5.3.2 This Section 5.3 shall survive the expiration or sooner termination of this Agreement.

Other Financing Mechanisms. Without limitation of and in addition to the provisions of this Agreement, upon Developer's request, City will give good faith consideration to establishing any other mechanism that is legal and available to the City to aid in financing the construction of Project facilities and infrastructure. These mechanisms may include, without limitation, direct funding of condemnation costs and construction costs, acquisition of improvements, establishing reserve accounts to fund capital improvement program projects, Landscaping and Lighting Districts, Geological Hazard Abatement Districts or other similar mechanisms. Any such request by Developer must be made to the City Manager in written form and must outline the purposes for

which any such mechanism will be established or issued, the general terms and conditions upon which it will be established or issued and a proposed timeline for its establishment or issuance. City reserves full and complete discretion with respect to consideration of any proposed alternative funding mechanisms and nothing in this Agreement is intended to or shall limit City's ability to approve or disapprove such mechanisms in its sole discretion and nothing in this Agreement is intended to or shall prejudge or commit to City regarding the findings and determinations to be made with respect thereto.

Taxes and Assessments. Developer covenants and agrees to pay prior to delinquency all existing taxes and assessments and any and all new taxes or assessments that are adopted after the Effective Date and which conform to the terms of this Agreement, including this Section. As of the Agreement Date, City is unaware of any pending efforts to initiate, or consider applications for new or increased special taxes or assessments covering the Property, or any portion thereof. City shall retain the ability to initiate or process applications for the formation of new assessment districts or imposition of new taxes covering all or any portion of the Property. City may impose new taxes and assessments, other than Impact Fees, on the Property in accordance with the then applicable laws, but only if such taxes or assessments are adopted by or after Citywide voter approval, or approval by landowners subject to such taxes or assessments, and are imposed on other land and projects of the same category within the jurisdiction of City in a reasonably proportional manner as determined by City, and, as to assessments, only if the impact thereof does not fall disproportionately on the Property as compared to the benefits accruing to the Property as indicated in the engineers report for such assessment district. Nothing herein shall be construed so as to limit Developer from exercising whatever rights it may otherwise have in connection with protesting or otherwise objecting to the imposition of taxes or assessments on the Property.

5.5.1 Tax Localization Plan and Requirements.

(a) Developer shall use commercially reasonable efforts to require the incorporation of requirements substantially in the form set forth in Exhibit F in its contracts with general contractors performing work at the Project Site, in connection with causing sales and use tax arising from purchases of materials, fixtures or equipment for the Project to be allocated to the City, to the extent allowed by law (the "**Tax Localization Plan**"). Developer shall use commercially reasonable efforts to direct its general contractors to comply with the Tax Localization Plan. In order to monitor compliance with the Tax Localization Plan, Developer shall designate a representative for the purpose of semiannual review with the City of relevant documents and filings with the State Board of Equalization that are not subject to a confidentiality agreement. Developer shall be responsible for the administrative expenses incurred in connection with the implementation of the Tax Localization Plan and, further, Developer shall assist City, at Developer's sole expense, in defending against any administrative proceedings instituted by the State Board of Equalization or the California Department of Tax and Fee Administration ("CDTFA") relating to whether the City is the proper point of sale location.

5.6 City Acceptance of Project Offsite Public Improvements. City agrees and acknowledges that City's timely acceptance of the Project Offsite Public Improvements upon their completion is crucial for the release of Developer's bonds for the improvements, provided that the Project Offsite Public Improvements are constructed in accordance with the City's requirements, including, but not limited to, the City's standard plans and drawings for public improvements,

Standard Specifications for Public Works Construction or Caltrans Standard Specifications ("Public Improvements Requirements"). After the completion of the Project Offsite Public Improvements, Developer shall notify City in writing of such completion. Within thirty (30) days of receipt of such notice, the City's Director of Public Works/City Engineer (or his or her designee) shall review the Project Offsite Public Improvements to determine compliance thereof with the Public Improvements Requirements, and shall provide notice of such determination to Developer. If City's Director of Public Works/City Engineer (or his or her designee) determines that the Project Offsite Public Improvements are in compliance with the Public Improvements Requirements, then City shall accept the Project Offsite Public Improvements. In the event that the City's Director of Public Works/City Engineer (or his or her designee) determines that the Project Offsite Public Improvements are not in compliance with the Public Improvements Requirements, Developer shall carry out such work as may be required to achieve such compliance.

ARTICLE 6.
PUBLIC BENEFITS

In consideration of the rights and benefits conferred by City to Developer under this Agreement, upon issuance of a Certificate of Occupancy for the building shown in the Existing Approvals, Developer shall perform and provide the Public Benefit obligations described in Exhibit D, some of which exceed those dedications, conditions, and exactions which may be imposed under Applicable Law. Once the Public Benefits are paid, Developer shall not be required to re-pay the Public Benefit fees in the event of an act of God which requires re-construction of the project according to the Existing Approvals.

ARTICLE 7.
ANNUAL REVIEW

Periodic Review. As required by California Government Code Section 65865.1 and the Development Agreement Ordinance, City and Developer shall review this Agreement and all actions taken pursuant to the terms of this Agreement with respect to the development of the Project every twelve (12) months to determine good faith compliance with this Agreement. Specifically, City's annual review shall be conducted for the purposes of determining good faith compliance by Developer with its obligations under this Agreement. Each annual review shall also document Developer's progress toward completion of Project components.

Process. The annual review shall be conducted as provided in the Development Agreement Law and City's Development Agreement Ordinance, as modified by this Agreement, as follows:

7.2.1 By the anniversary of the Effective Date each year, the Developer shall provide documentation of its good faith compliance with the Agreement during the previous calendar year, including a completed Annual Review Form in the form prepared and approved by the City Manager ("**Annual Review Form**"). Promptly upon receipt of Developer's completed Annual Review Form, the City Manager shall review the Annual Review Form and shall reasonably determine, on the basis of substantial evidence, whether the Developer has complied with the provisions of this Agreement.

7.2.2 City Manager's Report to Council.

(a) If the City Manager reasonably finds good faith compliance by Developer with the terms of this Agreement, the City Manager shall provide a report and such finding of compliance to the City Council at a regular meeting of the City Council. If the City Manager reasonably finds that Developer has not complied in good faith with the terms of this Agreement, the City Manager shall notify the Developer thereof in writing and, thereafter, City Manager shall provide a report and such finding of noncompliance to the City Council at a meeting of the City Council that describes the manner in which Developer has failed to comply; reasonable terms of compliance, if any; and reasonable time for Developer to meet the terms of compliance, if any. The report and finding of compliance or noncompliance pursuant to this Section 7.2.2(a) shall also be provided to Developer at least 10 days prior to any such meeting of the City Council. At a meeting held pursuant to this Section 7.2.2(a), the City Council may, on the basis of substantial evidence, take one of the following actions:

a. Issue a finding of compliance with or without modification.

b. Issue a finding of noncompliance, with or without modification, that includes reasonable terms of compliance and reasonable time for Developer to meet such terms of compliance. If Developer fails to act in good faith to comply with such terms of compliance within such time period, then the City may terminate this Agreement.

c. Amend this Agreement, provided that any such amendment shall be subject to Section 9.1.

d. Issue a finding of noncompliance, with or without modification, and terminate this Agreement.

No Waiver. Failure of City to conduct an annual review shall not constitute a waiver by the City of its rights to otherwise enforce the provisions of this Agreement nor shall Developer have or assert any defense to such enforcement by reason of any such failure to conduct an annual review.

ARTICLE 8.
MORTGAGEE PROTECTION

Mortgagee protection. This Agreement shall not prevent or limit Developer in any manner, at Developer's sole discretion, from encumbering the Property or any portion thereof or any improvement thereon by any mortgage, deed of trust or other security device securing financing with respect to the Property ("**Mortgage**"). This Agreement shall be superior and senior to any lien placed upon the Property or any portion thereof after the date of recording the Agreement, including the lien of any Mortgage. Notwithstanding the foregoing, no breach hereof shall defeat, render invalid, diminish or impair the lien of any Mortgage made in good faith and for value, but all of the terms and conditions contained in this Agreement shall be binding upon and effective against and shall run to the benefit of any person or entity, including any deed of trust beneficiary or mortgagee ("**Mortgagee**"), who acquires title or possession to the Property, or any portion thereof, by foreclosure, trustee's sale, deed in lieu of foreclosure or otherwise.

Mortgagee Not Obligated. No Mortgagee (including one who acquires title or possession to the Property, or any portion thereof, by foreclosure, trustee's sale, deed in lieu of foreclosure or otherwise) shall have any obligation to construct or complete construction of improvements, or to guarantee such construction or completion; provided, however, that unless a new entitlement application for a new project is approved, a Mortgagee shall not be entitled to devote the Property to any use except in full compliance with this Agreement and the other Project Approvals nor to construct any improvements thereon or institute any uses other than those uses or improvements provided for or authorized by this Agreement, or otherwise under the Project Approvals. Except as otherwise provided in this Section 8.2, all of the terms and conditions contained in this Agreement and the other Project Approvals shall be binding upon and effective against and shall run to the benefit of any person or entity, including any Mortgagee, who acquires title or possession to the Property, or any portion thereof.

Notice of Default to Mortgagee. If City receives a notice requesting a copy of any Notice of Default given to Developer hereunder to be given to Developer's Mortgagee, specifying the address for service thereof, either from: (i) a Mortgagee that includes a copy of the recorded deed of trust or other security instrument securing the Mortgagee's interest in the Property, or (ii) from Developer acknowledging that the Mortgagee is the mortgagee for the Property ("Mortgagee Notice"), then City agrees to deliver to such Mortgagee, concurrently with service thereon to Developer, any Notice of Default given to Developer, provided that the Parties agree that City's obligations under this Section 8.3 shall be considered satisfied if City delivers any such Notice of Default to the last known address of service that the City has on record pursuant to a Mortgagee Notice. Notwithstanding anything to the contrary, City's noncompliance with the requirements of this Section 8.3 shall not affect the City's rights to enforce this Agreement against Developer, as set forth in Article 12.

Right to Cure. In the event of a Default by Developer, any Mortgagee shall have the right during the same period and for an additional 20 day period thereafter, and in the same manner that is available to Developer pursuant to section 12.1 to cure, remedy, or cause to be cured or remedied, such Default, and City shall accept such performance by or at the insistence of the Mortgagee as if the same had been timely made by Developer; provided, however, that (a) if such Default cannot reasonably be cured within the timeframes set forth in this Section 8.4, a Mortgagee shall be allowed additional time as is reasonably necessary to cure the failure so long as such Mortgagee commences to cure such Default within the timeframes provided in this Section 8.4 and thereafter diligently prosecutes the cure to completion and (b) if possession of the Property (or portion thereof) is required to effectuate such cure or remedy, the Mortgagee shall be deemed to have timely cured or remedied if it commences the proceedings necessary to obtain possession thereof within sixty (60) days of the Notice of Default being sent by the City in accordance with the provisions of Section 8.3, diligently pursues such proceedings to completion, and, after obtaining possession, diligently completes such cure or remedy. Further, any such cure provided by Mortgagee pursuant to this Agreement shall be in compliance with the Project Approvals and Article 12 shall apply thereto.

No Supersedure. Nothing in this Article 8 shall be deemed to supersede or release a Mortgagee or modify a Mortgagee's obligations under any subdivision or public improvement agreement or other obligation incurred with respect to the Project outside of this Agreement, nor shall any

provision of this Article 8 constitute an obligation of City to such Mortgagee, except as to the notice requirements of Section 8.3 and the acceptance of cure pursuant to Section 8.4.

Technical Amendments to Article 8. City agrees to reasonably consider and approve interpretations and/or technical amendments to the provisions of this Agreement that are required by lenders for the acquisition and construction of the Project on the Property or any refinancing thereof and to otherwise cooperate in good faith, at Developer's expense, to facilitate Developer's negotiations with lenders.

ARTICLE 9.
AMENDMENT

Amendment of Agreement By Mutual Consent. This Agreement may be amended in writing from time to time by mutual consent of the Parties hereto or their successors-in-interest or assigns.

Insubstantial Amendments to Agreement. Any amendment to this Agreement which, in the context of the overall Project contemplated by this Agreement, does not substantially affect (i) the Term of this Agreement; (ii) permitted uses of the Property; (iii) provisions for the reservation or dedication of land, if applicable; (iv) conditions, terms, restrictions or requirements for subsequent discretionary actions; (v) the approved FAR; (vi) the maximum height or size of proposed buildings; or (vi) the nature, timing of delivery, or scope of public improvements required by the Existing Approvals or Subsequent Project Approvals (if applicable), shall be deemed an "**Insubstantial Amendment**" and shall not, except to the extent otherwise required by law or this Agreement, require notice or public hearing before the parties may execute an amendment hereto. The City Manager shall have the authority to execute an Insubstantial Amendment or, in his or her reasonable discretion, seek approval of an Insubstantial Amendment by City resolution.

Requirement for Writing. No modification, amendment or other change to this Agreement or any provision hereof shall be effective for any purpose unless specifically set forth in a writing which refers expressly to this Agreement and is signed by duly authorized representatives of both Parties or their successors.

Amendments to Development Agreement Statute. This Agreement has been entered into in reliance upon the provisions of the Development Agreement Statute as those provisions existed as of the Agreement Date. No amendment or addition to those provisions which would materially affect the interpretation or enforceability of this Agreement shall be applicable to this Agreement, unless such amendment or addition is specifically required by the California State Legislature, or is mandated by a court of competent jurisdiction. In the event of the application of such a change in law, the Parties shall meet in good faith to determine the feasibility of any modification or suspension that may be necessary to comply with such new law or regulation and to determine the effect such modification or suspension would have on the purposes and intent of this Agreement. Following the meeting between the Parties, the provisions of this Agreement may, to the extent feasible, and upon mutual agreement of the Parties, be modified or suspended but only to the minimum extent necessary to comply with such new law or regulation. If such amendment or change is permissive (as opposed to mandatory), this Agreement shall not be affected by same unless the Parties mutually agree in writing to amend this Agreement to permit such applicability. Developer and/or City shall have the right to challenge any new law or regulation preventing

compliance with the terms of this Agreement, and in the event such challenge is successful, this Agreement shall remain unmodified and in full force and effect.

Operating Memoranda. The provisions of this Agreement require a close degree of cooperation between City and Developer and development of the Property hereunder may demonstrate that refinements and clarifications are appropriate with respect to the details of performance of City and Developer. If and when, from time to time, during the Term of this Agreement, City and Developer agree that such clarifications are necessary or appropriate, City and Developer may effectuate such clarifications through operating memoranda approved by City and Developer, which, after execution, shall be attached hereto as addenda and become a part hereof, and may be further clarified from time to time as necessary with future approval by City and Developer. No such operating memoranda shall constitute an amendment to this Agreement requiring public notice or hearing. The City Manager, in consultation with the City Attorney, shall make the determination on behalf of City whether a requested clarification may be effectuated pursuant to this Section 9.5 or whether the requested clarification is of such a character to constitute an amendment hereof pursuant to Section 9.1 or Section 9.2 above. The City Manager shall be authorized to execute any operating memoranda hereunder on behalf of City.

ARTICLE 10.
ASSIGNMENT

Assignment. Because of the necessity to coordinate development of the entirety of the Property pursuant to plans for the Project, particularly with respect to the provision of on- and off-site public improvements and public services and benefits, certain restrictions on the right of Developer to assign or transfer its interest under this Agreement with respect to the Property, or any portion thereof, are necessary in order to assure the achievement of the goals, objectives and public benefits of the Project and this Agreement. Developer agrees to and accepts the restrictions set forth in this Article 10 as reasonable and as a material inducement to City to enter into this Agreement.

Notice of Assignment. Developer shall provide the City with written notice of any proposed transfer or assignment of Developer's rights or obligations hereunder (each, an "**Assignment**") at least thirty (30) days prior to such Assignment. The Developer, without the consent of the City, may assign rights or delegate obligations under this Agreement in whole or in part to a subsidiary, parent or other affiliated entity. If the Developer proposes a transfer or assignment to a non-affiliated entity, it shall request City's reasonable consent to such Assignment, as provided herein. Each such notice of proposed Assignment shall be accompanied by reasonable (non-confidential) evidence of the corporate, limited liability company or other legal entity's existence and good standing and a proposed form of Assignee's assumption of Developer's obligations hereunder substantially in the form of Exhibit E, which would be recorded in the Official Records of San Bernardino County concurrent with the transfer. Developer shall pay the actual costs borne by City in connection with its review of the proposed Assignment, including the costs incurred by the City Attorney's Office.

Release of Developer. Notwithstanding any sale, transfer or assignment of all or a portion of the Property, Developer shall continue to be obligated under this Agreement as to all or the portion of the Property so transferred unless City has consented to the Assignment as provided above, or where the City's consent is not required as is the case for any Other Permitted Transfer, as defined below in Section 10.6. If the required City consent is given (or City consent is not required), then Developer shall be released from any further liability or obligation under this Agreement related to the transferred Property provided: (i) neither Developer nor Assignee is in Default under this Agreement at the time of such transfer; (ii) Developer and Assignee have executed and acknowledged and delivered to City for recordation in the Official Records of the County of San Bernardino an assignment and assumption agreement substantially in the form of Exhibit E attached hereto; and (iii) the Assignee has expressly assumed for the benefit of City the obligations of Developer as to the portion of the Property so transferred. No release of Developer shall be effective unless and until each of the above conditions have been met. Notwithstanding anything to the contrary contained in this Agreement, if an Assignee Defaults under this Agreement, such Default shall not constitute a Default by Developer (or any other Assignee) with respect to any other portion of the Property hereunder and shall not entitle City to terminate or modify this Agreement with respect to such other portion of the Property.

Partial Assignment. Subject to the limitations set forth in this Article 10, in the event of a transfer of a portion of the Property, Developer shall have the right to assign its rights, duties and obligations under this Agreement that are applicable to the transferred portion, and retain all rights, duties and obligations applicable to the retained portions of the Property. Upon Developer's request, City, at Developer's expense, shall cooperate with Developer and any proposed Assignee to allocate rights, duties and obligations under this Agreement and the Project Approvals between the assigned portion of the Property and the retained Property. Assignee shall succeed to the rights, duties and obligations of Developer only with respect to the parcel or parcels, or portion of the Property so purchased, transferred, ground leased or assigned, and Developer shall continue to be obligated under this Agreement with respect to any remaining portions of the Property retained by Developer and not assigned.

Successive Assignment. In the event there is more than one Assignment under the provisions of this Article 10, the provisions of this Article 10 shall apply to each successive Assignment and Assignee.

Other Permitted Transfers. Notwithstanding anything herein to the contrary, the Developer is not required to obtain the City's consent or approval for any of the following: (i) granting easements, leases or licenses or modifying existing easements to facilitate development or operation of the Property consistent with the Project Approvals; (ii) encumbering the Property or any portion hereof or of the improvements thereon by a Mortgage securing financing with respect to the Property or Project; (iii) transferring all or a portion of the Property pursuant to a foreclosure, conveyance in lieu of foreclosure, or other remedial action in connection with a Mortgage, or to any transferee from a Mortgagee or owner of the Property upon foreclosure or after a conveyance in lieu of foreclosure; (iv) transferring any completed components of the Project, provided the City has issued an Occupancy Permit for such components and all Impact and Public Benefit fees have been paid according to this Agreement; (v) transfers to an affiliate of Developer; and (vi) transfers to a qualified third-party developer.

ARTICLE 11.
COOPERATION AND IMPLEMENTATION

Subsequent Project Approvals. Certain subsequent land use approvals, entitlements, and permits other than the Existing Approvals, may be necessary or desirable for implementation of the Project ("**Subsequent Project Approvals**"). The Subsequent Project Approvals may include, the following: major amendments of the Existing Approvals that are not Insubstantial Amendments as described in Section 9.2 above, grading permits, building permits, sewer and water connection permits, certificates of occupancy, lot line adjustments, site plans, development plans, land use plans, building plans and specifications including those necessary to incorporate California Green Building Standards or to pursue LEED certification, parcel maps and/or subdivision maps, conditional use permits, variances, design review, demolition permits, improvement agreements, encroachment permits, and any amendments to, or repealing of, any of the foregoing. As required by Government Code Section 65867.5, any tentative map prepared for the Project shall comply with the water supply verification requirements set forth in Government Code Section 66473.7.

Scope of Review of Subsequent Project Approvals. With the Existing Approvals, City has made a final policy decision that the Project is in the best interests of the public health, safety and general welfare. Applications for Subsequent Project Approvals that are consistent with this Agreement and the Existing Approvals shall be processed and considered in a manner consistent with the vested rights granted by this Agreement and shall be deemed to be tools to implement those final policy decisions, and shall be reasonably approved by City so long as they are consistent with this Agreement and the Existing Approvals. While City expressly reserves its discretion with respect to all Subsequent Project Approvals, City agrees that it shall not use its authority in considering any application for a Subsequent Project Approval to change the policy decisions reflected by the Existing Approvals, including by reducing the density, massing, permitted parking, or changing the permitted uses of the Property or the permitted rate of development, or otherwise to prevent development of the Project as set forth in the Existing Approvals.

City reserves reasonable discretion to impose appropriate reasonable future Exactions in connection with issuance of Subsequent Project Approvals, provided that in exercising its discretion in connection with consideration of Subsequent Project Approvals, City agrees that City shall not revisit the fundamental policy decisions reflected by the Existing Approvals or impose any Exactions that would (i) conflict with the Applicable City Regulations or the Existing Approvals as set forth in Section 4.1 herein unless expressly permitted by Sections 4.3 or Section 11.6.6. Subject to the foregoing, Exactions imposed on Subsequent Project Approvals shall be reasonable and may include dedications of land for public uses and requirements that Developer construct or cause the construction of ancillary public rights-of-way and internal streets, utilities, and public facilities, including all applicable in-tract subdivision improvements. At such time as any Subsequent Project Approval applicable to the Property is approved by City, then such Subsequent Project Approval shall become subject to all the terms and conditions of this Agreement applicable to Project Approvals and shall be treated as a "Project Approval" under this Agreement.

11.3 Processing.

11.3.1 Developer Covenant. Developer acknowledges that City cannot begin processing applications for Subsequent Project Approvals until Developer submits complete applications on a timely basis. Developer shall use diligent good faith efforts to (i) provide to City in a timely manner any and all documents, applications, plans, and other information necessary for City to carry out its obligations hereunder; and (ii) cause Developer's planners, engineers, and all other consultants to provide to City in a timely manner all such documents, applications, plans and other materials required under Applicable Law. It is the express intent of Developer and City to cooperate and diligently work to obtain any and all Subsequent Project Approvals.

11.3.2 City Covenant. Upon submission by Developer of all appropriate applications and Processing Fees for any pending Subsequent Project Approval, City shall, to the full extent allowed by Applicable Law, promptly and diligently, subject to City ordinances, policies and procedures regarding hiring and contracting, commence and complete all steps necessary to act on Developer's currently pending Subsequent Project Approval applications including: (i) providing at Developer's expense and subject to Developer's request and prior approval, reasonable overtime staff assistance, additional staff and/or staff consultants for concurrent, expedited planning and processing of each pending Subsequent Project Approval application; (ii) if legally required, providing notice and holding public hearings; and (iii) acting on any such pending Subsequent Project Approval application.

Other Agency Approvals. Other public agencies not within the control of City may possess authority to regulate aspects of the development of the Property separately from or jointly with City, and this Agreement does not limit the authority of such other public agencies. Nevertheless, City shall be bound by, and shall abide by, its covenants and obligations under this Agreement in all respects when dealing with any such agency regarding the Property. City shall cooperate with Developer, at Developer's expense, to the extent appropriate and as permitted by law, in Developer's efforts to obtain, as may be required, Other Agency Subsequent Project Approvals.

Mitigation Measures. Developer shall, at its sole cost and expense, comply with or cause compliance with the MMRP requirements as applicable to the Property and Project.

Cooperation in the Event of Legal Challenge.

11.6.1 No Delay. The filing of any third party lawsuit(s) against City or Developer relating to this Agreement, the Project Approvals or construction of the Project shall not delay or stop the development, processing or construction of the Project or approval of any Subsequent Project Approvals, unless the third party obtains a court order preventing the activity, and in such case, the Term shall toll unless or until the dispute is resolved City shall not stipulate to or cooperate in the issuance of any such order.

11.6.2 Cooperation by Parties. City and Developer shall cooperate in the defense of any court action or proceeding instituted by a third party or other governmental entity or official challenging the validity of any provision of this Agreement or the Project Approvals ("**Litigation Challenge**"), and the Parties shall keep each other informed of all developments relating to such defense, subject only to confidentiality requirements that may prevent the communication of such information. If Developer opts not to contest or defend such Litigation Challenge, City shall have no obligation to do so, but shall have the right to do so at its own expense.

11.6.3 Potential Joint Defense. If Developer desires to contest or defend a Litigation Challenge and the Parties determine to undertake a joint defense or contest of such Litigation Challenge: i) the Parties will cooperate in the joint defense or contest of such challenge; ii) Developer shall select the attorney(s) to undertake such defense, subject to City's approval, which shall not be unreasonably withheld; iii) Developer will take the lead role in defending such Litigation Challenge; iv) upon Developer's request, City shall enter into a joint defense agreement in a form reasonably acceptable to the City Attorney to facilitate the sharing of materials and strategies related to the defense of such Litigation Challenge without waiver of attorney client privilege; v) Developer shall reimburse City, within forty-five (45) days following City's written demand therefor, which may be made on a quarterly basis, during the course of such litigation, all reasonable costs incurred by City in connection with the Litigation Challenge.

11.6.4 Potential Separate Defense. If Developer desires to contest or defend any Litigation Challenge and if at any time one or both of the Parties determine that they require separate representation: i) Developer shall take the lead role in defending such Litigation Challenge; ii) Developer shall be separately represented by legal counsel of its choice; iii) in any action or proceeding, City shall be separately represented by the legal counsel of its choice, selected after consultation with Developer, with reasonable costs of such representation to be paid by Developer; iv) Developer shall reimburse City, within forty-five (45) days following City's written demand therefor, which may be made from time to time during the course of such litigation, all reasonable costs incurred by City in connection with the Litigation Challenge; and v) upon Developer's request, City shall enter into a joint defense agreement in a form reasonably acceptable to the City Attorney to facilitate the sharing of materials and strategies related to the defense of such Litigation Challenge without waiver of attorney client privilege.

11.6.5 Cost Awards and Proposed Settlements. Developer shall indemnify, defend, and hold harmless City Parties from and against any damages, attorneys' fees or cost awards, including attorneys' fees awarded under Code of Civil Procedure section 1021.5, assessed or awarded against City by way of judgment, settlement, or stipulation. Developer will promptly pay any judgment rendered against the City Parties in connection with a Litigation Challenge Developer will save and hold the City Parties from any failure to so pay any such judgment. Any proposed settlement of a Litigation Challenge by a Party shall be subject to the approval of the other Party, such approval not to be unreasonably withheld, conditioned or delayed. If the terms of the proposed settlement would constitute an amendment or modification of this Agreement or any Project Approvals, the settlement shall not become effective unless such amendment or modification is approved by City in accordance with Applicable Law, and City reserves its full legislative discretion with respect thereto.

11.6.6 Revision to Project. In the event of a court order issued as a result of a successful Litigation Challenge, the City shall, to the extent permitted by law or court order, in good faith seek to comply with the court order in such a manner as will maintain the integrity of the Project Approvals and avoid or minimize to the greatest extent possible (i) any impact to the development of the Project as provided for in, and contemplated by, the Project Approvals, or (ii) any conflict with the Project Approvals or frustration of the intent or purpose of the Project Approvals.

11.6.7 Extension of Term. Anything in this Agreement to the contrary notwithstanding, the Term and any extension thereof will automatically be extended by the number of days in the period commencing on the date of filing of any claim, action, or proceeding of the type described in Section 11.6.1 and ending on the date that the claim, action, or proceeding is either settled or fully and finally resolved in City's and Developer's favor, as evidenced by the expiration of all appeal periods with no further appeal being filed or the issuance of a full, final, and non-appealable judgment or decision. City will execute, in recordable form, any instrument which Developer may reasonably require to evidence the extension.

11.6.8. The obligations to indemnify, defend, and hold harmless under this Section 11.6 shall survive the expiration or sooner termination of this Agreement.

Subsequent CEQA Review. The City has prepared and certified the EIR, which evaluates the environmental effects of the Project, and has imposed all feasible mitigation measures to reduce the significant environmental effects of the Project. The Parties understand that the EIR is intended to be used not only in connection with the Existing Approvals, but also, to the extent legally permitted, in connection with any necessary Subsequent Project Approvals. However, the Parties acknowledge that certain Subsequent Project Approvals may legally require additional analysis under CEQA. Nothing contained in this Agreement is intended to prevent or limit the City from complying with CEQA. In acting on Subsequent Project Approvals, City will rely on the EIR to the fullest extent permissible by CEQA as determined by City in its reasonable discretion. In the event supplemental or additional review is required for a Subsequent Project Approval, City shall limit such supplemental or additional review to the scope of analysis mandated by CEQA in light of the scope of City's reasonable discretion to be exercised in connection with the Subsequent Project Approval. Developer acknowledges that, if the City determines based upon supplemental or additional CEQA review that the Project will result in new significant effects or substantially increase the severity of effects that were identified in the EIR, City may require additional feasible mitigation measures necessary to mitigate such impacts. In the event further mitigation measures are identified by such additional environmental review, City may require, and Developer shall comply at its expense with, all feasible mitigation measures necessary to substantially lessen new or substantially more severe significant environmental impacts of the Project, which were not foreseen at the time of execution of this Agreement.

ARTICLE 12.
DEFAULT; REMEDIES; TERMINATION

Breach and Default. Subject to Permitted Delay and a Mortgagee's right to cure under Section 8.4, failure by a Party to perform any material action or covenant required by this Agreement (not including any failure by Developer to perform any term or provision of any other Project Approval) within thirty (30) days following receipt of written Notice from the other Party specifying the failure shall constitute a "**Default**" under this Agreement; provided, however, that if the failure to perform cannot be reasonably cured within such thirty (30) day period, a Party shall be allowed additional time as is reasonably necessary to cure the failure so long as such Party commences to cure the failure within the thirty (30) day period and thereafter diligently prosecutes the cure to completion. Any Notice of Default given hereunder shall specify in detail the nature of the failures in performance that the noticing Party claims constitutes the Default, all facts constituting evidence of such failure, and the manner in which such failure may be satisfactorily cured in accordance

with the terms and conditions of this Agreement. During the time periods herein specified for cure of a failure of performance, the Party charged therewith shall not be considered to be in Default for purposes of (a) termination of this Agreement, (b) institution of legal proceedings with respect thereto, or (c) issuance of any approval with respect to the Project. The waiver by either Party of any Default under this Agreement shall not operate as a waiver of any subsequent breach of the same or any other provision of this Agreement.

Termination. In the event of a Default by a Party, the non-defaulting Party shall have the right to institute legal proceedings pursuant to Section 12.3 and/or terminate this Agreement upon giving notice of intent to terminate pursuant to Government Code Section 65868. Following notice of intent to terminate, the matter shall be scheduled for consideration and review in the manner set forth in Government Code Section 65867. Following consideration of the evidence presented in said review before the City Council, a Party alleging Default by the other Party may give written notice of termination of this Agreement to the other Party. Termination of this Agreement shall be subject to the provisions of Section 12.7 hereof. In the event that this Agreement is terminated pursuant to Section 7.2.4 herein or this Section 12.2 and the validity of such termination is challenged in a legal proceeding that results in a final decision that such termination was improper, then this Agreement shall immediately be reinstated as though it had never been terminated.

Legal Actions.

12.3.1 Institution of Legal Actions. In addition to any other rights or remedies, a Party may institute legal action to cure, correct or remedy any Default, to enforce any covenants or agreements herein, to enjoin any threatened or attempted violation thereof, or to obtain any other remedies consistent with the terms of this Agreement.

12.3.2 Acceptance of Service of Process. In the event that any legal action is commenced by Developer against City, service of process on City shall be made by personal service upon the City Clerk of City or in such other manner as may be provided by law. In the event that any legal action is commenced by City against Developer, service of process on Developer shall be made by personal service upon Developer's registered agent for service of process, or in such other manner as may be provided by law.

Rights and Remedies Are Cumulative. The rights and remedies of the Parties are cumulative, and the exercise by a Party of one or more of such rights or remedies shall not preclude the exercise by it, at the same or different times, of any other rights or remedies for the same Default or any other Default by the other Party, except as otherwise expressly provided herein.

No Damages. In no event shall a Party, or its boards, commissions, officers, agents or employees, be liable in damages for any Default under this Agreement, it being expressly understood and agreed that the sole legal remedy available to a Party for a breach or violation of this Agreement by the other Party shall be an action in mandamus, specific performance or other injunctive or declaratory relief to enforce the provisions of this Agreement by the other Party, or to terminate this Agreement. This limitation on damages shall not preclude actions by a Party to enforce payments of monies or the performance of obligations requiring an obligation of money from the other Party under the terms of this Agreement, including, but not limited to, obligations to pay attorneys' fees and obligations to advance monies or reimburse monies. In connection with the

foregoing provisions, each Party acknowledges, warrants and represents that it has been fully informed with respect to, and represented by counsel of such Party's choice in connection with, the rights and remedies of such Party hereunder and the waivers herein contained, and after such advice and consultation has presently and actually intended, with full knowledge of such Party's rights and remedies otherwise available at law or in equity, to waive and relinquish such rights and remedies to the extent specified herein, and to rely to the extent herein specified solely on the remedies provided for herein with respect to any breach of this Agreement by the other Party.

Resolution of Disputes. With regard to any dispute involving the Project, the resolution of which is not provided for by this Agreement or Applicable Law, a Party shall, at the request of the other Party, meet with designated representatives of the requesting Party promptly following its request. The Parties to any such meetings shall attempt in good faith to resolve any such disputes. Nothing in this Section 12.6 shall in any way be interpreted as requiring that Developer and City reach agreement with regard to those matters being addressed, nor shall the outcome of these meetings be binding in any way on City or Developer unless expressly agreed to in writing by the Parties to such meetings.

Survival. In the event this Agreement expires or is terminated, neither Party shall have any further rights or obligations hereunder, except for those obligations of Developer set forth in Section 5.3 (Prevailing Wage Requirements), Section 11.6 (Cooperation in the Event of Legal Challenge) or expressly set forth herein as surviving the expiration or termination of this Agreement. The termination or expiration of this Agreement shall not affect the validity of the Project Approvals (other than this Agreement).

Effects of Litigation. In the event litigation is timely instituted, and a final judgment is obtained, which invalidates in its entirety this Agreement, neither Party shall have any obligations whatsoever under this Agreement, except for those obligations which by their terms survive termination hereof.

California Claims Act. Compliance with the procedures set forth in this Article shall be deemed full compliance with the requirements of the California Claims Act (Government Code Section 900 et seq.) including, but not limited to, the notice of an event of default hereunder constituting full compliance with the requirements of Government Code Section 910.

ARTICLE 13.
MISCELLANEOUS

Incorporation of Recitals; Introductory Paragraph; Exhibits. The Recitals contained in this Agreement, the introductory paragraph preceding the Recitals and the Exhibits attached hereto are hereby incorporated into this Agreement as if fully set forth herein.

Permitted Delay. Performance by either of the Parties of an obligation hereunder shall be excused during any period of "**Permitted Delay**." Permitted Delay shall mean delay beyond the reasonable control of a Party caused by (a) calamities, including without limitation earthquakes, floods, and fire; (b) civil commotion; (c) riots or terrorist acts; (d) strikes or other forms of material labor disputes; (e) shortages of materials or supplies; or (f) vandalism. A Party's financial inability to perform or obtain financing or adverse economic conditions generally shall not be grounds for

claiming a Permitted Delay. The Party claiming a Permitted Delay shall notify the other Party of its intent to claim a Permitted Delay, the specific grounds of the same and the anticipated period of the Permitted Delay within thirty (30) business days after the occurrence of the conditions which establish the grounds for the claim. If notice by the Party claiming such extension is sent to the other Party more than thirty (30) business days after the commencement of the cause, the period shall commence to run only thirty (30) business days prior to the giving of such notice. The period of Permitted Delay shall last no longer than the conditions preventing performance ("**Duration of Permitted Delay**"). The Permitted Delay shall extend the Term of this Agreement by the Duration of Permitted Delay.

13.4 Indemnity. Developer shall indemnify, at City's request defend, and hold the City Parties harmless from and against any and all Claims arising directly as a result of Developer's acts, omissions, negligence or willful misconduct in connection with Developer's performance under this Agreement or arising directly as a result of Developer's (or Developer's contractors, subcontractors, agents, or employees) work performed in connection with the development of the Property or the Project, including but not limited to Claims involving bodily injury, death or property damage. Developer's indemnification obligations set forth in this Section shall not apply to the extent any such Claims are the result of the active negligence or willful misconduct of any City Party.

i. Developer will defend any action or actions filed against the City Parties in connection with any Claims and will pay all costs and expenses, including but not limited to reasonable legal costs and attorneys' fees incurred in connection therewith.

ii. Developer will promptly pay any judgment rendered against the City Parties for any Claims arising out of or in connection with the Developer's performance under this Agreement and Developer will save and hold the City Parties from any failure to so pay any such judgment.

iii. In the event any of the City Parties is made a party to the action or proceeding filed or prosecuted against for such damages or other claims caused directly by a Default of Developer under this Agreement, Developer agrees to pay the City Parties any and all reasonable out-of-pocket costs and expenses actually incurred by the City Parties in such action or proceeding, including by not limited to reasonable legal costs and attorneys' fees.

The obligations to indemnify, defend, and hold harmless under this Section 13.3 shall survive the expiration or sooner termination of this Agreement.

13.4 Severability. If any term or provision of this Agreement, or the application of any term or provision of this Agreement to a particular situation, is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining terms and provisions of this Agreement, or the application of this Agreement to other situations, shall continue in full force and effect unless amended or modified by mutual consent of the Parties.

13.5 Construction. Each reference herein to this Agreement or any of the Existing Approvals or Subsequent Project Approvals shall be deemed to refer to the Agreement, Existing Approval or

Subsequent Project Approval as it may be amended from time to time, whether or not the particular reference refers to such possible amendment. Section headings in this Agreement are for convenience only and are not intended to be used in interpreting or construing the terms, covenants or conditions of this Agreement. This Agreement has been reviewed and revised by legal counsel for City and Developer, and no presumption or rule that ambiguities shall be construed against the drafting party shall apply to the interpretation or enforcement of this Agreement. Unless the context clearly requires otherwise, (i) the plural and singular numbers shall each be deemed to include the other; (ii) the masculine, feminine, and neuter genders shall each be deemed to include the others; (iii) "shall," "will," or "agrees" are mandatory, and "may" is permissive; (iv) "or" is not exclusive; (v) "include," "includes" and "including" are not limiting and shall be construed as if followed by the words "without limitation," and (vi) "days" means calendar days unless specifically provided otherwise.

13.6 Covenants Running with the Land. Except as otherwise more specifically provided in this Agreement, this Agreement and all of its provisions, rights, powers, standards, terms, covenants and obligations, shall be binding upon the Parties and their respective successors (by merger, consolidation, or otherwise) and assigns, and all other persons or entities acquiring the Property, or any interest therein or portion thereof, and shall inure to the benefit of the Parties and their respective successors and assigns, as provided in Government Code section 65868.5.

13.7 Notices. Any notice or communication required hereunder between City and Developer, or assignee, if applicable ("**Notice**") must be in writing, and may be given either personally, by registered or certified mail (return receipt requested), or by Federal Express or other similar courier promising overnight delivery. If personally delivered, a Notice shall be deemed to have been given when delivered to the party to whom it is addressed. If given by registered or certified mail, such Notice shall be deemed to have been given and received on the first to occur of (i) actual receipt by any of the addressees designated below as the Party to whom Notices are to be sent, or (ii) five (5) days after a registered or certified letter containing such Notice, properly addressed, with postage prepaid, is deposited in the United States mail. If given by Federal Express or similar courier, a Notice shall be deemed to have been given and received on the date delivered as shown on a receipt issued by the courier. Any Party hereto may at any time, by giving ten (10) days written Notice to the other Party hereto, designate any other address in substitution of the address to which such Notice shall be given. Such Notices shall be given to the Parties at their respective addresses set forth below.

To City: City of Rialto
Community Development Department
150 S. Palm Avenue
Rialto, CA 92376
Attention: City Manager

With a copy to:	Burke, Williams & Sorensen, LLP 1770 Iowa Avenue, Suite 240 Riverside, CA 92507 Attention: Eric S. Vail, Rialto City Attorney
To Developer:	IV5 Locust Gateway Logistics Center, LLC Attn: Carly Smith, Senior Vice President, Deputy General Counsel 1180 Peachtree Street NE, Suite 1575 Atlanta, GA 30309
With a copy to:	IV5 Locust Gateway Logistics Center, LLC c/o Brookfield 333 South Grand Avenue, Suite 300 Los Angeles, CA 90071
With a copy to:	Matthew Wm. Nelson, Esq. Fennemore LLP 550 East Hospitality Lane, Suite 350 San Bernardino, CA 92408

13.8 Counterparts and Exhibits; Entire Agreement. This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original. This Agreement, together with the Project Approvals and attached Exhibits, constitutes the final and exclusive understanding and agreement of the Parties and supersedes all negotiations or previous agreements of the Parties with respect to all or any part of the subject matter hereof.

13.9 Recordation of Agreement. Pursuant to California Government Code Section 65868.5, no later than ten (10) days after the Effective Date, the City Clerk shall record an executed copy of this Agreement in the Official Records of the County of San Bernardino. Thereafter, if this Agreement is terminated, modified or amended, the City Clerk shall record notice of such action in the Official Records of the County of San Bernardino.

13.10 No Joint Venture or Partnership. It is specifically understood and agreed to by and between the Parties hereto that: (i) the subject development is a private development; (ii) City has no interest or responsibilities for, or duty to, third parties concerning any public improvements until such time, and only until such time, that City accepts the same pursuant to the provisions of this Agreement or in connection with the various Existing Approvals or Subsequent Project Approvals; (iii) Developer shall have full power over and exclusive control of the Project herein described, subject only to the limitations and obligations of Developer under this Agreement, Existing Approvals, Subsequent Project Approvals, and Applicable Law; and (iv) City and Developer hereby renounce the existence of any form of agency relationship, joint venture or partnership between City and Developer and agree that nothing contained herein or in any document executed

in connection herewith shall be construed as creating any such relationship between City and Developer.

13.11 Waivers. Notwithstanding any other provision in this Agreement, any failures or delays by any Party in asserting any of its rights and remedies under this Agreement shall not operate as a waiver of any such rights or remedies, or deprive any such Party of its right to institute and maintain any actions or proceedings which it may deem necessary to protect, assert or enforce any such rights or remedies. A Party may specifically and expressly waive in writing any condition or breach of this Agreement by the other Party, but no such waiver shall constitute a further or continuing waiver of any preceding or succeeding breach of the same or any other provision. Consent by one Party to any act by the other Party shall not be deemed to imply consent or waiver of the necessity of obtaining such consent for the same or similar acts in the future.

13.12 Headings. Section headings in this Agreement are for convenience only and are not intended to be used in interpreting or construing the terms, covenants, or conditions of this Agreement.

13.12 California Law; Venue. This Agreement shall be construed and enforced in accordance with the laws of the State of California, without reference to choice of law provisions. The exclusive venue for any disputes or legal actions shall be the Superior Court of California in and for the County of San Bernardino, except for actions that include claims in which the Federal District Court for the Central District of the State of California has original jurisdiction, in which case the Central District of the State of California shall be the proper venue.

13.13 City Approvals and Actions. Whenever reference is made herein to an action or approval to be undertaken by City, the City Manager or his or her designee is authorized to act on behalf of City, unless specifically provided otherwise or the context requires otherwise.

13.14 Estoppel Certificates. A Party may, at any time during the Term of this Agreement, and from time to time, deliver written Notice to the other Party requesting such Party to certify in writing that, to the best of knowledge of the certifying Party, (i) this Agreement is in full force and effect and a binding obligation of the Parties; (ii) this Agreement has not been amended or modified either orally or in writing, or if amended, identifying the amendments; (iii) the requesting Party is not in default in the performance of its obligations under this Agreement, or if in default, to describe therein the nature and amount of any such defaults; and (iv) any other information reasonably requested. The requesting Party shall be responsible for all reasonable costs incurred by the Party from whom such certification is requested and shall reimburse such costs within thirty (30) days of receiving the certifying Party's request for reimbursement. The Party receiving a request hereunder shall execute and return such certificate, or give a written, detailed response explaining why it will not do so, within twenty (20) days following the receipt thereof. The failure of either Party to provide the requested certificate within such twenty (20) day period shall constitute a confirmation that this Agreement is in full force and effect and no modification or default exists. The City Manager shall have the right to execute any certificate requested by Developer hereunder. City acknowledges that a certificate hereunder may be relied upon by transferees and Mortgagees.

13.15 No Third Party Beneficiaries. Except as otherwise set forth herein, including Articles 8 and 10, City and Developer hereby renounce the existence of any third party beneficiary to this Agreement and agree that nothing contained herein shall be construed as giving any other person or entity third party beneficiary status.

13.15 Signatures. The individuals executing this Agreement represent and warrant that they have the right, power, legal capacity, and authority to enter into and to execute this Agreement on behalf of the respective legal entities of Developer and City and that all necessary board of directors', shareholders', partners', city councils' or other approvals have been obtained.

13.16 Time of the Essence. Time is of the essence of this Agreement. All references to time in this Agreement shall refer to the time in effect in the State of California.

13.17 Limitation on Liability. In no event shall: (a) any partner, officer, director, member, shareholder, employee, affiliate, manager, representative, or agent of Developer or any general partner of Developer or its general partners be personally liable for any breach of this Agreement by Developer, or for any amount which may become due to City under the terms of this Agreement; or (b) any member, officer, agent or employee of City be personally liable for any breach of this Agreement by City or for any amount which may become due to Developer under the terms of this Agreement.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

IN WITNESS WHEREOF, this Agreement has been entered into by and between Developer and City as of the day and year first above written.

CITY:

CITY OF RIALTO, a California municipal corporation

By: _____
Tanya Williams
City Manager
[signature must be notarized]

ATTEST:

By: _____
Barbara McGee, City Clerk

ATTEST:

By: _____
Eric S. Vail, City Attorney

DEVELOPER:

IV5 Locust Gateway Logistics Center, LLC

By: _____

[signature must be notarized]

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
COUNTY OF _____)

On _____, before me, _____, Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature:_____ (seal)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
COUNTY OF _____)

On _____, before me, _____, Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature:_____ (seal)

Exhibit A: LEGAL DESCRIPTION

Real property in the City of Rialto, County of San Bernardino, State of California, described as follows:

APN:

Exhibit B: Site Plan

Exhibit C: Impact Fees as of Effective Date

Note: Per Section 5.1.1 of the Agreement, the amount of the Impact Fees listed below are effective as of the date of the Agreement and are to be paid prior to the issuance of the permanent Certificate of Occupancy.

General Facilities:	$75.31 per 1,000 square feet
Law Enforcements:	$55.13 per 1,000 square feet
Fire Protection:	$90.23 per 1,000 square feet
Parks:	Not applicable
Open Space:	$120.00 per 1,000 square feet
Library Facilities:	Not applicable
Regional Traffic:	The amount of the Regional Traffic impact fee shall be calculated using the fee amounts and methodology that is in effect and applicable to the Project at the time Certificates of Occupancy are issued for the Project.
Street Medians:	$20.00 per 1,000 square feet
Storm Drains:	The higher of $2,155.43 per 1,000 square feet or $37,538.29 per acre
Sewage Collection:	$9.00 per line linear foot
Sewage Treatment:	$206.96 per 1,000 square feet (warehouse)

Exhibit C

Exhibit D: Public Benefits

Community Benefits: Contribute $4,000,000 to the City in community benefits ("Community Benefits Contribution"). Developer shall pay the Community Benefits Contribution prior to the issuance of a Certificate of Occupancy. The use of the funds to be determined by the City Council.

Exhibit E: Form Assignment and Assumption Agreement

RECORDING REQUESTED BY:

WHEN RECORDED MAIL TO:

CITY OF RIALTO
150 S. Palm Avenue
Rialto, CA 92376
Attn: City Manager

(SPACE ABOVE THIS LINE FOR RECORDER'S USE)

ASSIGNMENT AND ASSUMPTION OF DEVELOPMENT AGREEMENT

THIS ASSIGNMENT AND ASSUMPTION OF DEVELOPMENT AGREEMENT ("**Assignment**") is entered into this _____ ("**Effective Date**"), between _____ ("**Assignor**"), and _____ ("**Assignee**"). Hereinafter, Assignor and the Assignee may be referred to individually as a "**Party**," or jointly as the "**Parties**."

RECITALS

A. The Development Agreement was recorded against certain real property in the City of Rialto, San Bernardino County, California, more particularly described in the Development Agreement (the "**Property**").

B. Assignor and Assignee entered into _____, pursuant to which, Assignee will acquire from Assignor the Property.

C. In conjunction with the_____ in accordance with Article 10 of the Development Agreement, Assignor desires to assign to the Assignee, and the Assignee desires to assume from Assignor, all of Assignor's right, title and interest in and to Development Agreement.

D. In accordance with Article 10 of the Development Agreement, the City consents to the assignment and assumption herein and to release Assignor, as provided by its signature.

E. Unless otherwise defined herein, all capitalized terms have the same meanings attributed to them in the Development Agreement.

NOW, THEREFORE, in consideration of the foregoing Recitals, which Recitals are incorporated herein by this reference, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, and for the mutual covenants contained herein, the Parties hereby agree as follows:

AGREEMENT

1. Assignment and Assumption. Effective as of the Effective Date, Assignor hereby assigns, transfers, conveys and delivers to the Assignee all of Assignor's right, title and interest in and to the Development Agreement. The Assignee hereby accepts the assignment of Assignor's right, title and interest in and to the same, and hereby assume and agree to perform and discharge all of Assignor's duties and obligations under the Development Agreement with respect to the Property, as applicable, from and after the Effective Date.

2. City Release of Assignor. The City agrees that, by the City's approval of this Assignment, Assignor is hereby released and discharged from all rights, privileges, obligations and liabilities under the Development Agreement relating to the Property and first arising and accruing from and after the Effective Date, and the City and the Assignee each hereby acknowledge that, as of the Effective Date, the Assignee shall enjoy all such rights and privileges and shall be responsible for satisfying all such obligations and liabilities under the Development Agreement, as they relate to the Property, as applicable as if the Development Agreement had originally been executed between the City and the Assignee.

3. Indemnification. Each Party agrees to indemnify and hold the other Party harmless from and against any and all claims, liabilities, damages, losses, costs and expenses ("**Claims**") to the extent caused by said Party defaulting under the Development Agreement with respect to its portion of the Property.

4. Binding Effect. This Assignment shall be binding upon and shall inure to the benefit of the successors and assigns of the respective parties hereto.

5. Development Agreement. This Assignment does not amend or otherwise modify any term or provision of the Development Agreement.

6. Further Assurances. The parties covenant and agree that they will execute such other and further instruments and documents as are or may become necessary or convenient to effectuate and carry out this Assignment.

7. Governing Law. This Assignment shall be governed by, and construed and enforced in accordance with, the laws of the State of California.

8. Captions. Captions and section headings are included as a matter of convenience only, are not part of this Assignment, do not modify the terms of this Assignment, and shall not be used to interpret this Assignment.

9. Severability. In the event any term or provision of this Assignment is declared by any court of competent jurisdiction to be invalid or unenforceable, the remainder of this Assignment will not be affected, and each term or provision of this Assignment will be valid and

enforced to the fullest extent permitted by law.

10. Entire Agreement; Amendments. This Assignment constitutes the final, complete and exclusive statement between the Parties regarding the assignment and assumption of the Development Agreement and supersedes all prior and contemporaneous understandings or agreements of the Parties. Any agreement made after the Effective Date is ineffective to modify, waive or terminate this Assignment, in whole or in part, unless that agreement is in writing, signed by the Parties to this Assignment, and specifically states that the agreement modifies this Assignment.

11. Counterparts. This Assignment may be executed in counterparts, each of which shall be deemed an original, but all of which together shall be deemed to be one and the same agreement.

[*Signatures Follow on Next Page*]

IN WITNESS WHEREOF, Assignor has caused this Assignment to be executed as of the date set forth below.

[signature blocks]

Exhibit E

4931-6049-3674 v15
61145708.1/200475.0016

Exhibit F

TAX LOCALIZATION PLAN

California Sales and Use Tax. As Owner so directs, Contractor and all Subcontractors shall take measures to ensure that, to the fullest extent permitted by applicable laws and regulations, all sales, purchases, and uses of tangible personal property subject to sales or use tax are located at the Site for purposes of state and local sales and use tax law, with the objective of maximizing the allocation to the City of construction sales and use tax revenues derived from the Project.

The measures taken by the Contractor or Subcontractors to satisfy this provision shall be subject to Developer's prior review and approval, and all calculations and payments are subject to an audit by City that are not subject to a confidentiality agreement. Without limiting the generality of the foregoing, Contractor shall:

(i) obtain all permits and licenses necessary to maximize the City's allocation of construction sales and use taxes derived from the Project, including but not limited to California Seller's Permits, Use Tax Direct Payment Permits, and any other license or permit necessary or desirable to maximize the City's allocation of sales and use taxes derived from the Project;

(ii) designate, and require all Subcontractors to designate, the Site as the place of sale of all "fixtures" furnished and/or installed as part of the Project;

(iii) designate, and require all Subcontractors to designate, the Site as the place of use of all "materials" used in the construction of the Project; and

(iv) allocate, and require all Subcontractors to allocate, the local sales and use taxes derived from the Construction Contract and all Subcontracts directly to the City.

If required by Developer, Contractor shall establish a purchasing entity or purchasing office located in the City. Contractor shall complete and file, and require all Subcontractors to complete and file, any forms the State Board of Equalization (the "SBOE") or the California Department of Tax and Fee Administration (CDTFA) required to affect the allocation of sales and use tax required by this Section pursuant to applicable regulations of the SBOE/CDTFA, as amended or supplemented from time to time. If required by Developer, Contractor shall, and shall cause its Subcontractors to, maintain a monitoring report or other documentation, in such detail as Owner may specify, tracking the amount and categories of construction sales and use tax revenues allocated to the City under this Section.

In this clause the "City" means the City Rialto and "Site" means the Property. "Owner" means Developer.

END OF EXHIBIT A

END OF EXHIBIT A

File #: PC-25-0817, **Version:** 1, **Agenda #:**

For Building Appeals Board at the Planning Commission Meeting December 17, 2025

TO: Building Appeals Board

APPROVAL: Christina Taylor, Director of Community Development

REVIEWED BY: Daniel Casey, Community Development Manager

FROM: Jay Garcia, Chief Building Official

Building Appeals Board to Review and Consider Adoption of a Resolution to Uphold the Building Officials Decision regarding a Junior Accessory Dwelling Unit (JADU) at 1443 N. Riverside Avenue, in accordance with Government Code 66332.

APPELLANT:

Robert Ingram, Middle Housing Partners, 3400 La Sierra Avenue, Suite C, Riverside, CA 92503

PROJECT OWNER:

Andrew and Jessica Buttenmueller, 1443 N. Riverside Avenue, Rialto, CA 92335

PROJECT APPLICANT:

Robert Ingram, Middle Housing Partners, 3400 La Sierra Avenue, Suite C, Riverside, CA 92503

PROJECT LOCATION:

1443 N. Riverside, Rialto, CA 92335, a single-family residence (APN: 0127-172-04-0000)

APPLICABLE CODES AND STANDARDS:

A. 2022 California Building Code
B. 2022 California Residential Code
C. 2022 California Electrical Code
D. 2022 California Mechanical Code
E. 2022 California Plumbing Code
F. 2022 California Energy Code
G. 2022 California Green Building Standards
H. 2022 California Existing Building Code
I. Health and Safety Code Division 13 Housing, Part 1.5 Regulation of Buildings Used for Human Habitation

J. Government Code Title 7, Division 1 Planning and Zoning, Chapter 13 Accessory Dwelling Units
K. Rialto Municipal Code Tile 15 Buildings and Construction

BACKGROUND:

Summary of Appeal
In order for the provision of Government Code 66332 to apply, the applicant must prove that the JADU in question was constructed prior to January 1, 2020. Staff reviewed the documents provided by the appellant which included photo documentation. In addition to the photos provided by the appellant, Staff researched and reviewed the following documents: building permits, certificates of occupancy, county assessor data, aerial view images, street images, and code enforcement documentation. After weighing all of the documentation none of the documentation either provided by the appellant or documents researched by staff substantiate a JADU was in existence or constructed prior to January 1, 2020.

Preliminary Information
The unpermitted JADU in question was reported when the tenant of the unpermitted JADU called Community Compliance to complain about an unsafe trench at the property on January 16, 2025. On February 7, 2025 Community Compliance responded to the complaint and discovered that the unsafe trench in question was a utility trench for an Accessory Dwelling Unit (ADU) that was permitted under a building permit (BLD24-2144) and under construction. While on site, the tenant granted Community Compliance permission to enter the unpermitted JADU. After research by Community Compliance and discovering the space was a patio converted into an unpermitted JADU, Community Compliance opened a code case (CE25-0042) for the unpermitted JADU. One of the requirements for compliance was to obtain the necessary permits for the unpermitted ADU. The city reviewed the building permit application and reviewed the plans to legalize the unpermitted JADU and provided plan check comments to the applicant on April 1, 2025. The applicant did not respond to the plan check comments and instead submitted an email request to apply the provisions of Government Code 66332 to Building and Safety on June 18, 2025. Staff reviewed the email request and responded with a denial on August 21, 2025 based on the lack of evidence that a JADU was constructed before January 1, 2020. On September 17, 2025, the applicant submitted a formal request to the city to apply the provisions of Government Code 66332 with photo documentation of the site. The Building Official reviewed the request and provided a memorandum denying the request on September 25, 2025 based on the lack of evidence that a JADU was constructed before January 1, 2020. On October 31, 2025 the applicant submitted an appeal of the Building Officials findings to the office of the City Attorney.

Analysis of Appeal
Staff reviewed the appeal and made the following findings:

1. Review of the photo documentation provided:

- The photos provided by the appellant are not conclusive evidence of a JADU constructed prior to January 1, 2020.

- The external photos and street view images do not establish a dwelling (Appellant Appeal

dated October 31, 2025, Page 4 to 7 of 16).

- Window dressings or curtains do not establish a dwelling (Appellant Appeal dated October 31, 2025, Page 4 to 6 of 16).

- A couch does not establish a dwelling (Appellant Appeal dated October 31, 2025, Page 8 of 16).

- A storage cabinet does not establish a dwelling (Appellant Appeal dated October 31, 2025, Page 9 of 16).

- A toilet at an unidentified location, without evidence that it's functional, or connected to a building drain or water line does not provide evidence that it was a part of a JADU (Appellant Appeal dated October 31, 2025, Page 10 of 16).

- Cabinetry in a construction zone that is clearly not properly connected to any building drain, water lines, or affixed to any partition does not provide evidence that it was part of a JADU (Appellant Appeal dated October 31, 2025, Page 11 of 16).

- A stove at an unidentified location does not provide evidence that it was a part of a JADU (Appellant Appeal dated October 31, 2025, Page 12 of 16).

- The floor is not consistent between photographs. The floor in the first two photos with the couch and storage cabinet, is not consistent with the others (Appellant Appeal dated October 31, 2025, Page 8 to 12 of 16).

- The ceiling is also not consistent between photographs. The ceiling in the first two photos with the couch and storage cabinet, is not consistent with the other (Appellant Appeal dated October 31, 2025, Page 8 to 12 of 16).

2. The appellants claim that Staff was not objective:

- Staff reviewed the matters and photo documentation provided by the appellant.

- Staff researched and reviewed the following documents: building permits, certificates of occupancy, county assessor data, aerial view images, street images, and code enforcement documentation.

- After weighing all the documentation, none of the documentation provided by the appellant or documents researched by staff substantiate the existence of a JADU constructed prior to January 1, 2020.

- The decision was made after thorough research by six staff members from different divisions to include Building and Safety, Planning, Community Compliance, and the City Clerks office, to assist the applicant and establish if a dwelling existed and was constructed prior to January 1, 2020. After an exhaustive search and a review of the documents provided by the applicant it

was conclusive that there was no pre-existing ADU prior to January 1, 2020. The decision made was in fact objective and based on the enclosed exhibits.

3. The appellants claim that the city implicitly agrees to the existence of a JADU based on the Building Officials Decision dated September 25, 2025:

   - This is not a valid assertion.
   - Staff only advise the applicant of the requirement.
   - The advisory comment provided to the applicant, in no way shape or form acknowledges any unpermitted JADU to be in existence prior to January 1, 2020.

4. Other mitigating circumstances:

   - A condition of Government Code 66332 requires an onsite inspection to determine the JADUs existing conditions; however, upon purchase of the property the appellant did not come forward and request to apply the provisions of Government Code 66332. Instead, they renovated the dwelling without permits and most likely caused the condition of the unpermitted JADU in 2023. Once the existing conditions were removed, the unit was renovated without permits, and disrupted all original construction, the existing conditions and the origin of the construction date can no longer be verified to determine if the unit was constructed prior to January 1, 2020. Therefore, the appellant, most likely to cause the JADU in 2023 and disrupt all original construction, has waived the right to apply for the provision of Government Code 66332.

Supporting documentation is attached as **Exhibits A - G**.

ENVIRONMENTAL IMPACT:

Upholding the Building Official's decision will have no effect on the California Environmental Quality Act (CEQA). Pursuant to Section 15378 of the California Environmental Quality Act, a 'Project' means the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment. A project does not include:

- Organizational or administrative activities of governments that will not result in direct or physical changes in the environment.

GENERAL PLAN CONSISTENCY:

Approval of this action is consistent with the following Guiding Principle of the Rialto General Plan:

> *We will require high-quality housing for our families and establish well maintained, safe, attractive neighborhoods.*

RECOMMENDATION:

Staff recommends the Planning Commission acting as the Building Appeals Board:

1. Adopt the attached Resolution (**Exhibit H**) to deny the appellants appeal and uphold the Building Official's decision that the property at 1443 N. Riverside does not meet the elements listed under Government Code Section 66332 and that the evidence provided does not substantiate or prove that a Junior Accessory Dwelling Unit (JADU) existed or was constructed prior to January 1, 2020.

MIDDLE HOUSING
PARTNERS

10/31/2025

Building Appeals Board
City of Rialto
150 S Palm Avenue
Rialto, CA 92376

ATTN: Building Appeals Board Members

Subject: Appeal of City's Denial of an Application to Legalization of JADU unit constructed prior to January 1st, 2020, according to Government Code 66332

Project Location: 1443 North Riverside Avenue Rialto, CA 92376 ("Property")

Dear Esteemed Board Members,

On August 21st, The City formally denied our request to legalize a junior accessory dwelling unit (JADU) located at the subject Property under the state ADU laws. We sought to utilize Assembly Bill 2533 (Carrillo, 2024), which amended Government Code § 66332 to allow for unpermitted JADUs built prior to 2020 to be permitted according to the provisions of that section, including affirmative requirements for the City to implement AB 2533 by January 1, 2025.

Under AB 2533, local agencies must provide a ministerial pathway to legalize such units if (1) the applicant demonstrates that a residential structure or dwelling space existed prior to 2020; (2) the structure meets minimum health and safety standards and is not substandard under Health & Safety Code § 17920.3; and critically, (3) the legalization does not require full compliance with current zoning, building, or state housing laws, including JADU law. The statute expressly limits local discretion to deny amnesty applications on zoning or code-nonconformance grounds and leaves broad latitude to establish the unit's pre-2020 existence. Accordingly, any denial of a qualifying unit must rest solely on specific, documented substandard conditions, not on retroactive code interpretations or discretionary judgments inconsistent with AB 2533's remedial intent.

Despite this, the City of Rialto Building Department denied our application without (1) utilizing objective, non-discretionary standards to determine the date of the unpermitted unit, (2) inspecting the unit as required. The City moreover has yet to implement the provisions of AB 2533 as it is required to do so, which is a violation of the state ADU laws.
Because the Building Official exercised clear error in their discretion, and the weight of our evidence is compelling, this Board must set aside the City's previous determination and accept our application for processing to inspect the unit for compliance with § 66332.

Background

On September 17, 2025, we responded to the City's denial and assertions as the City improperly denied the application pursuant to Government Code section 66332. Development Services Specialist Cody Clark states that, "[The] property and the Junior Accessory Dwelling Unit (JADU) in question do not meet the eligibility requirements under Government Code section 66332."

Then stated "Our permit and records search confirms that the space in question was originally an enclosed patio constructed without permits prior to January 2020. However, you did not provide sufficient evidence to establish that a dwelling unit was constructed prior to January 1, 2020. On the contrary, we have determined that the conversion of this space into a JADU occurred after January 2020. This determination is supported by photographic evidence, the timeline of ownership, prior code enforcement activity, structural modifications, and corroborating statements from the former tenant and Investor First Property Management. These records indicate the dwelling conversion occurred closer to 2023." The letter further states that, "In addition to the above, two new issues have been recently disclosed: "The primary dwelling has been converted into a duplex without the required permits. None of the units on the property are owner-occupied, which is a violation of Government Code section 66333(b)."

The City's final denial letter on September 25, 2025, from the Chief Building Official Juventino Garcia states that the City's pictures from 2023 purport to "show there is no established dwelling prior to January 1, 2020...given that the property records and previous enforcement actions have recorded this as an unpermitted patio enclosure, and the picture evidence clearly demonstrates that a dwelling was not in existence before January 1, 2020, and because the decision is objective and not an interpretation, the decision is final and not appealable."

The City offers the following pictural evidence:

The letter further states that, “In further reviewing the property and case, the property and the JADU in question appears to be a substandard building where some of the conditions listed under Health and Safety Code 17920.3 appear to exist.”

The statements and evidence offered by the Building Official do not support the findings as required. Moreover, our counterfactual evidence supports that the unit at the Property is an unpermitted JADU existing prior to 2020. Finally, the City is unlawfully denying our request and cannot delay our right to a timely final determination of an appeal of the Building Official’s final determination.

We request that this board reverse its final determination to deny our application based on the following evidence and analysis presented.

I. The City’s conclusions regarding the Property’s eligibility for amnesty under § 66332 are not supported by the record.

Regarding the City’s “prior code enforcement activity,” on March 25, 2025, Mr. Brandon Sanchez, the City’s counsel, indicated to our legal counsel regarding the indicated citation that, upon concluding electrical work (BLDG 25-0507) “The citation is cancelled. Thank you for your help in getting this issue resolved.” We believed this concluded the matter regarding the unpermitted work on the primary dwelling. Moreover, since we were making substantial repairs of existing unpermitted conditions, we utilized our best “third party” judgment to mitigate and immediately correct any potential substandard conditions to the previous unpermitted ADU in good faith and without waiving the fact that the unit was constructed as a dwelling, and sense become in disrepair, prior to 2020. We merely acted to comply as the ADU

amnesty law allows with property we acquired long after the unpermitted unit existed. §§ 66322(b); 66332 (d)(2), (f).

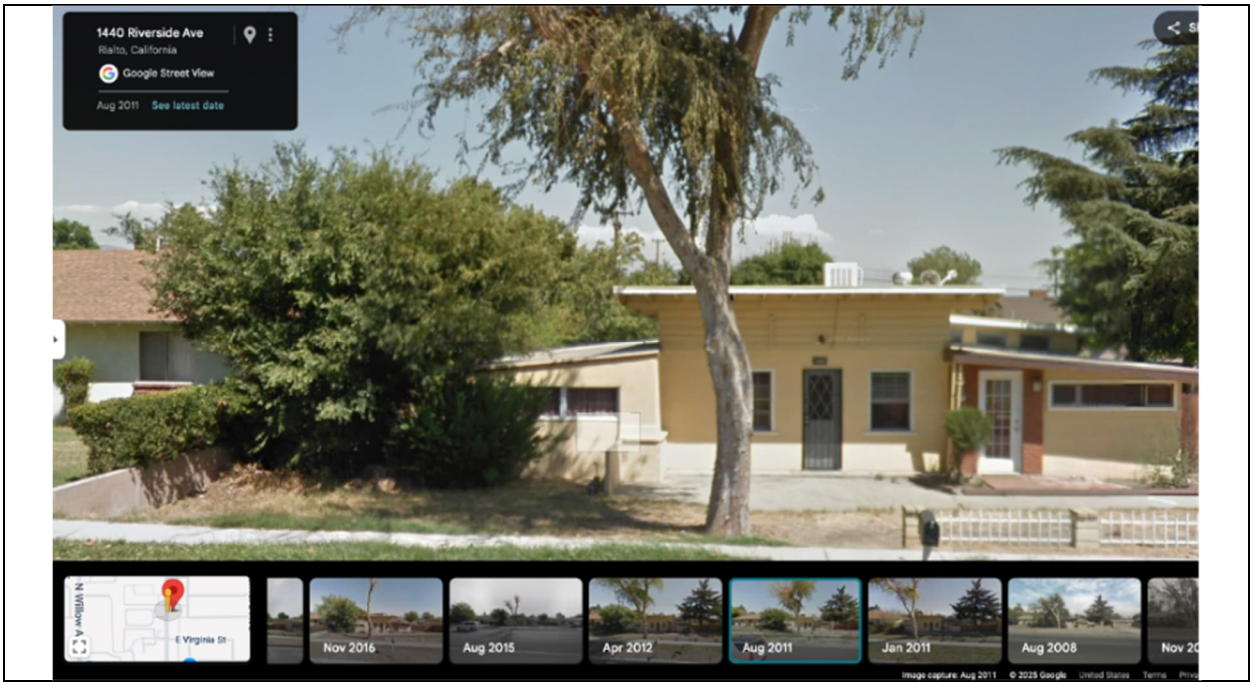
The City's pictorial evidence is paltry and unconvincing. While it claims there are code enforcement cases, it presents none of these in its final determination. Its evidence consists of two pictures which purport to show changes in the window structures. However, absence of evidence is not evidence of absence. In other words, the absence of all the elements that make up a dwelling unit is not evidence that the elements do not exist.

Moreover, units qualifying for amnesty expressly cannot be denied even if they do not comply with current State ADU Law, local ordinances, or the building codes, unless the building is substandard. Therefore, we have the burden to show a 'dwelling' existed prior to 2020. Based on our documentary evidence obtained when we purchased the property and from additional records, we can clearly show a dwelling of some sort existed prior to 2020.

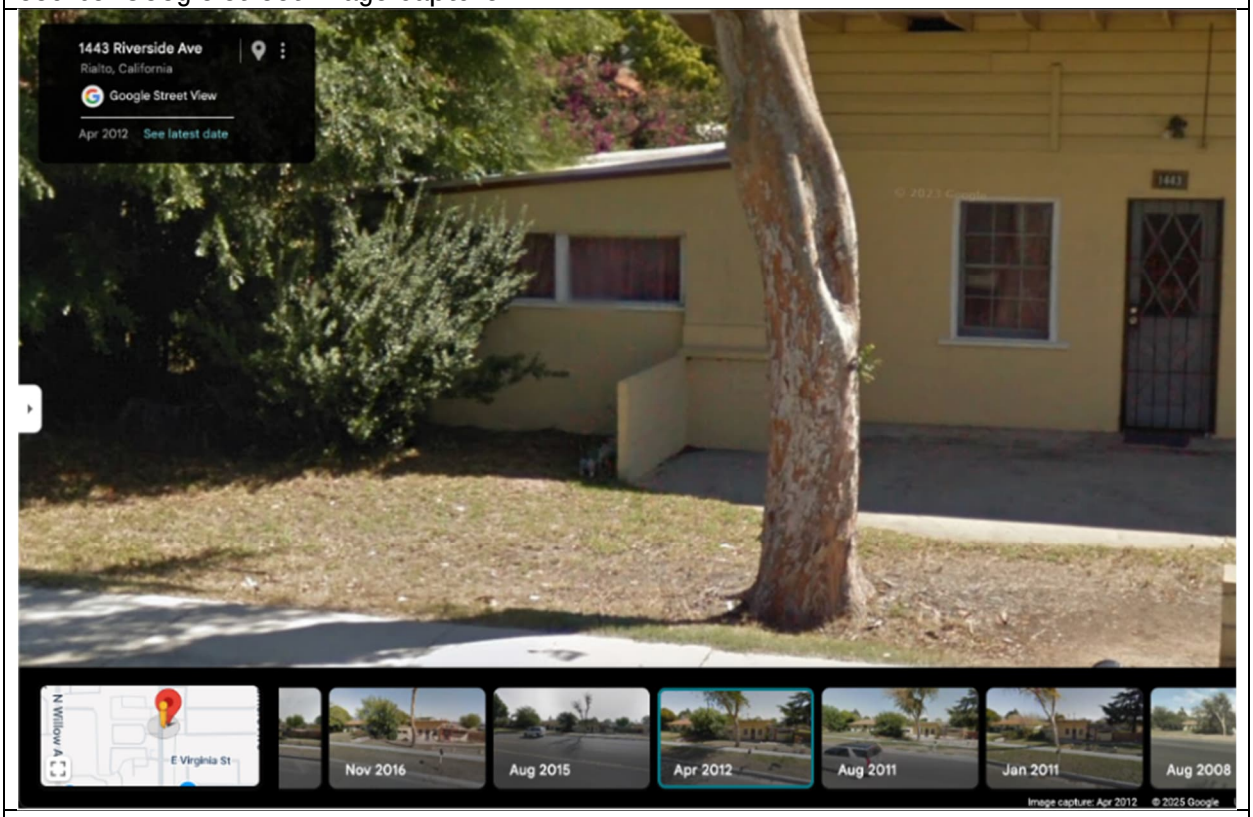
II. The evidence instead demonstrates that an unpermitted dwelling unit plausibly existed prior to 2020.

A. External photographic evidence indicates the building changes prior to 2020.

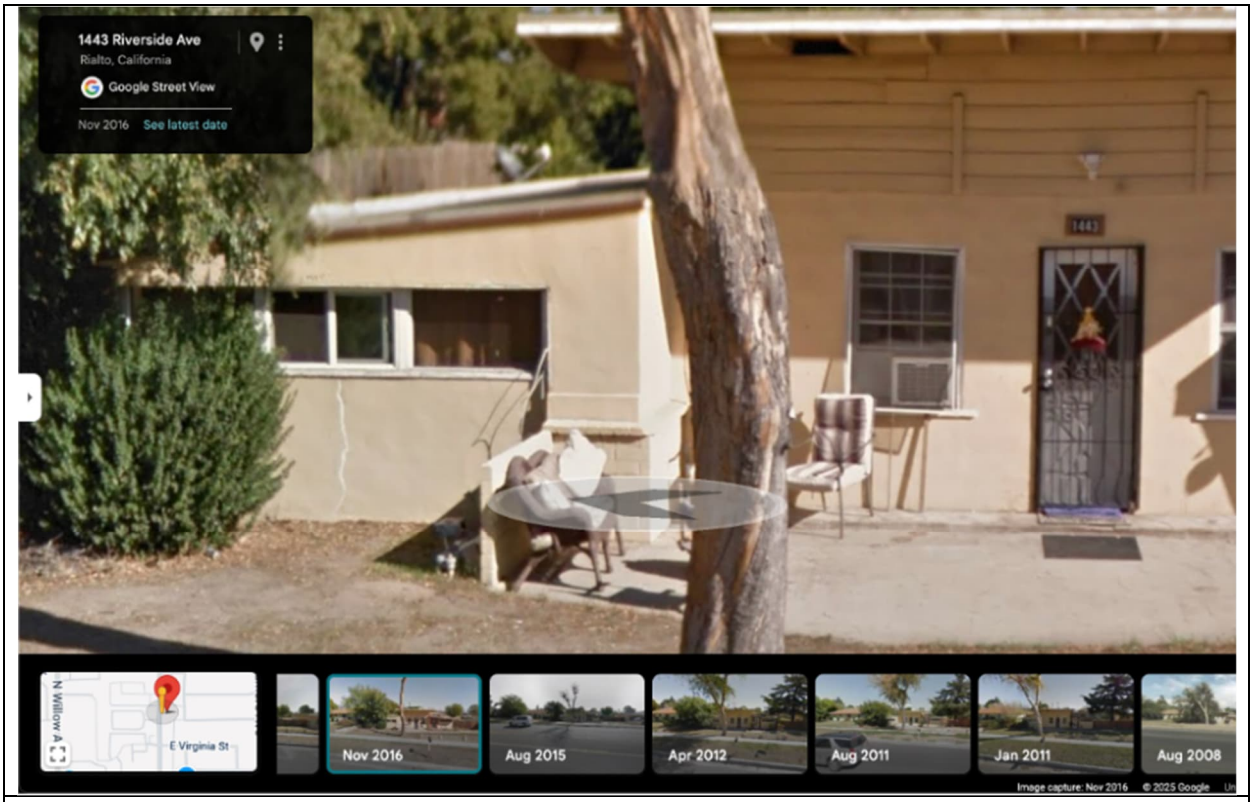
We provide clear and convincing Google Earth and photographic evidence showing the existence of an addition that served as a habitation prior to 2020.



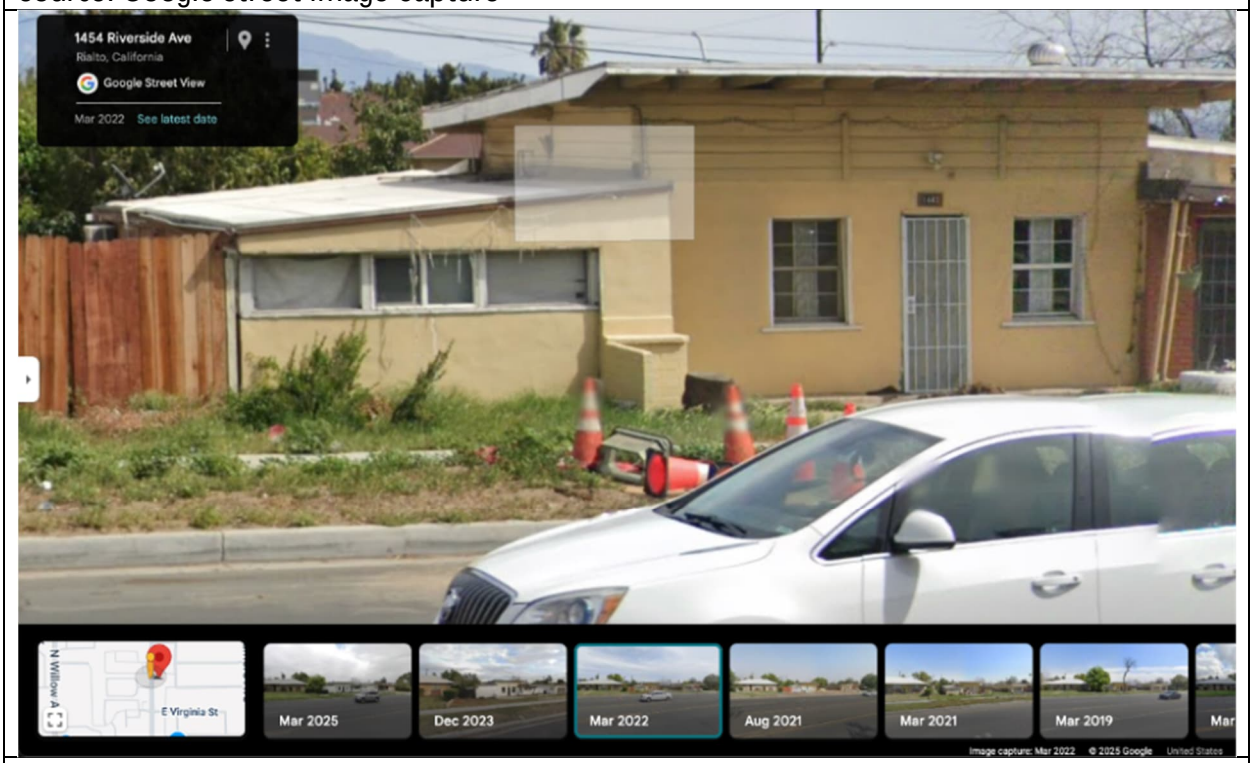
August 2011 clearly shows a room with windows and curtains installed. The dwelling unit existed from at least this time period.
Source: Google Street Image Capture



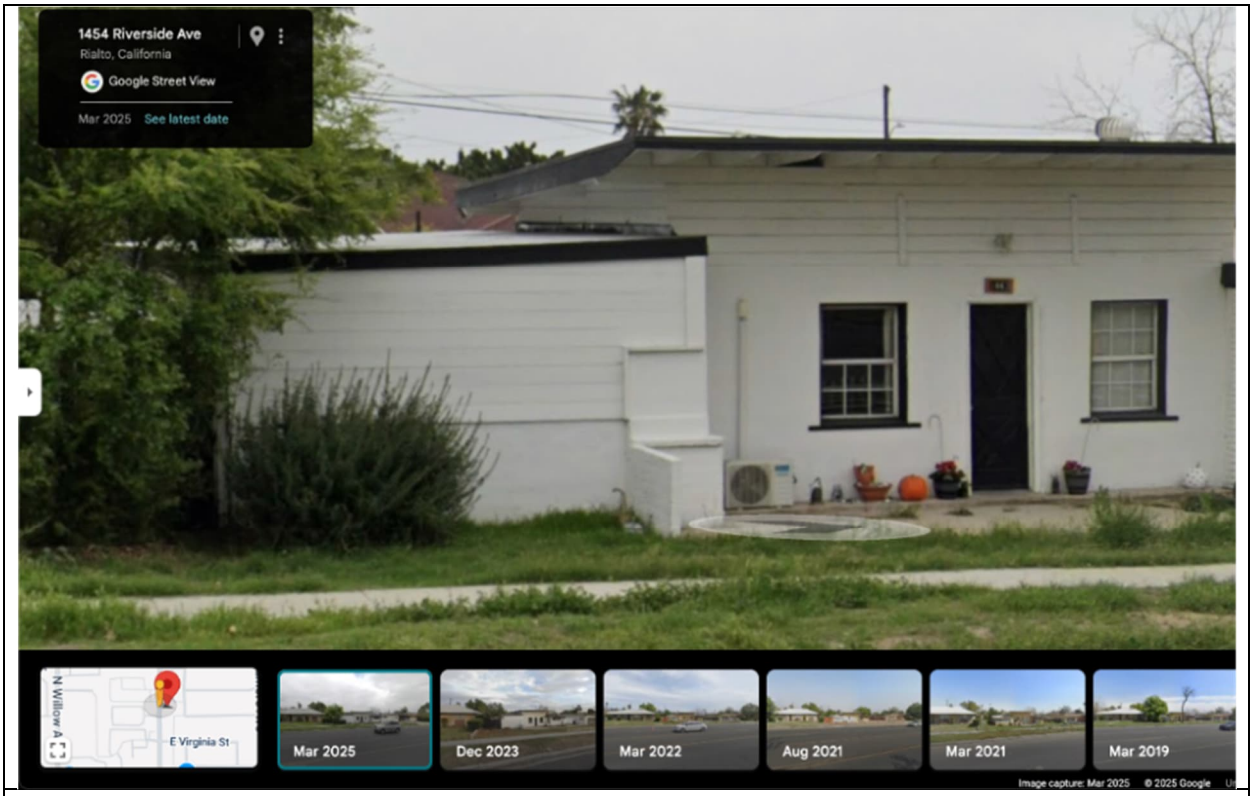
April 2012: Room with windows and curtains still present.
Source: Google Street Image Capture



November 2016: Room with windows and curtains still present.
Source: Google Street Image Capture



March 2022: Unpermitted addition still present, curtains removed, blocked out.
Source: Google Street Image Capture.



March 2025: We previously purchased and renovated the unit. This work included removing the non-compliant windows.

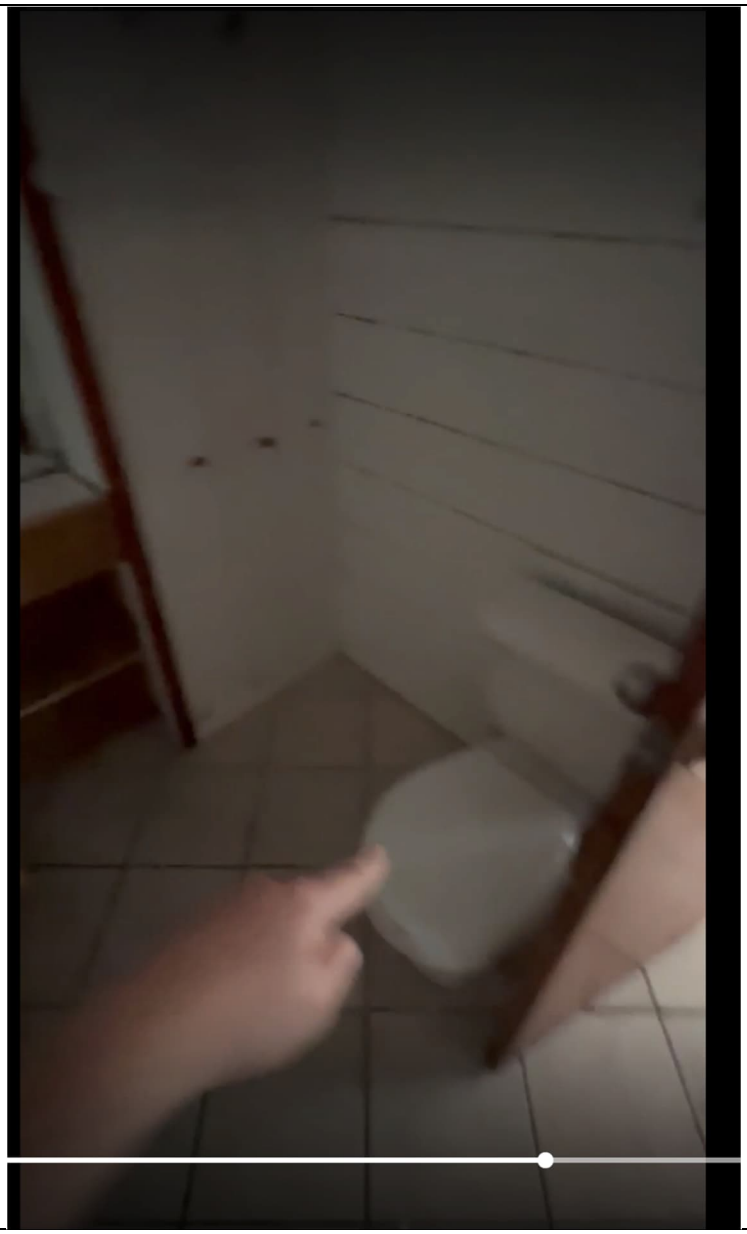
Critically, Governor Newsom's office legitimizes our photographic methods in a recent Executive Order: "...[L]ocal agencies may consider, but are not limited to using, prior building permits, certificates of occupancy, county accessor data, Coastal Commission records, photographic sources, such as Google Maps and Light Detection and Ranging (LiDAR), and any other reasonably available sources of information accessible to the local agency." Executive Department, State of California. *Executive Order N-20-25: State Permitting and Housing Laws* (attested Feb. 2025), available at California Governor's Office website (Feb. 2025).

B. Internal graphical evidence obtained when we acquired the Property demonstrates the presence of a dwelling unit.

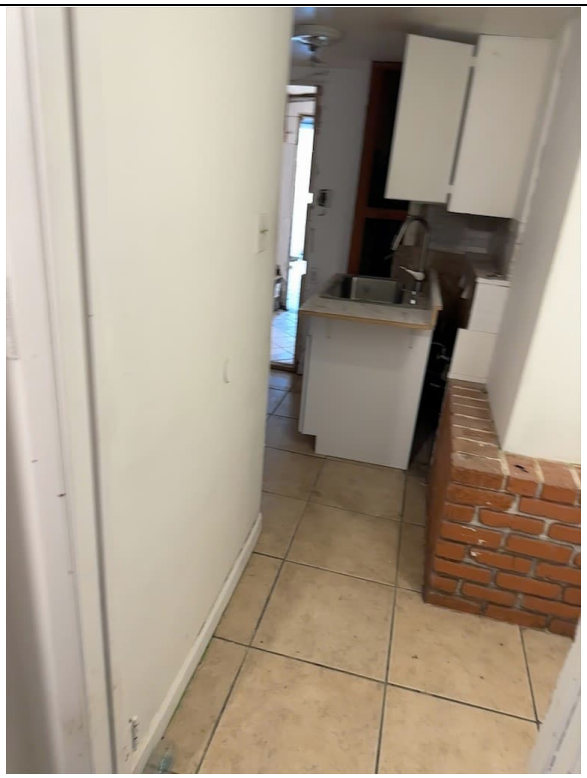
As part of our due diligence and underwriting process prior to acquiring a property, we photograph the property to visually reference the work and scope for rehabilitation and development. While we purchased the property in 2023, we began due diligence acquisition in Late 2022. The evidence we found shows a form of "kitchenette" or an attempt at an "efficiency kitchen" under JADU law. We also documented partial sanitation facilities, with access to the primary dwelling for additional sanitation facilities, as would also be allowed by JADU law.

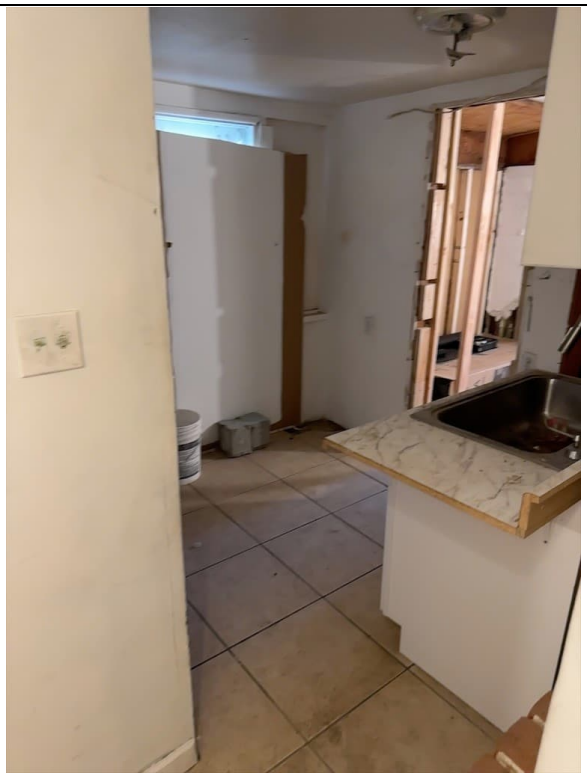
November 25, 2022: Unpermitted unit with windows boarded up from interior
Source: Middle housing Partners

July 2023: Unpermitted JADU with closets for living space
Source: Middle housing Partners



November 25, 2022: There is a toilet and sewer facility within the unit and next to a door that connects to the primary dwelling.
Source: Middle housing Partners





November 25, 2022: A partial “kitchenette” in the JADU facing towards egress doorway
Source: Middle housing Partners

November 25, 2022: The unpermitted JADU contained a functioning range stove within the "kitchenet" area. Notice that the floor is consistent between photographs.
Source: Middle housing Partners

Given the totality of the context of the dwelling unit, while the state we acquired the Property did not meet tenant habitability standards, it nonetheless functioned as a dwelling unit, more akin to a JADU than an ADU.

The photographic evidence from the exterior of the dwelling tells the timeline of the general transition to an unpermitted unit and shows such permanence over time, until we took remedial action on the property.

Critically, § 66332 requires only that the unpermitted JADU "was constructed before January 1, 2020," and not that no additional modifications, alterations or repairs occurred. *§ 66332(a)*. This provision in tandem with the ability for unpermitted JADUs to be non-compliant with building standards pursuant to Article 1 (commencing with Section 17960) of Chapter 5 of Part 1.5 of Division 13 of the Health and Safety Code further supports that so long as when the local agency receive the application to permit an unpermitted JADU, (1) the JADU had to exist as some form of colorable dwelling unit, and (2) the building cannot be substandard. *§ 66332(a)(1), (b), (c)*. As elaborated below, in order to deem the building substandard, it must perform an inspection, *§ 66332(f)*.

In conclusion, the evidence presented supports that we are seeking to permit an unpermitted JADU that existed as such prior to January 1, 2020, and once the city inspects the unit as it is required to do is, we are confident that the City will not find a substandard building.

III. By raising the owner occupancy issue, the City Implicitly agrees that there is an unpermitted JADU

The City's August 21, 2025, denial states that because "None of the units on the property are owner-occupied, which is a violation of Government Code section 66333(b)."

While owner occupancy for JADUs is generally required, first, it seems disingenuous that on the one hand the City denies an existing unpermitted JADU exists, and with the other, claim there is a JADU inconsistent with section 66333(b) on the lot. We take this to further indicate the City's acknowledgement that a dwelling unit exists.

Subdivision (b) also states, "Owner-occupancy shall not be required if the owner is another governmental agency, land trust, or *housing organization*." (Emphasis ours). The Housing Accountability Act defines a housing organization as: "a trade or industry group whose local members are primarily engaged in the construction or management of housing units or a nonprofit organization whose mission includes providing or advocating for increased access to housing for low-income households and have filed written or oral comments with the local agency prior to action on the housing development project." *Cal. Gov. Code § 65589.5.* Since we are an industry group whose members primarily engage in construction and management of housing units, for such purposes we are a housing organization and therefore are exempt from the JADU owner-occupancy requirements. We remind the City that even if the JADU does not comply with Article 3 of the state's ADU law, it must still proceed to legalization.

Finally, AB 1154 (2025), as signed into law, will exempt owner occupancy when the JADU otherwise meets the definition of an ADU when permitted, as is the case here. Therefore, as of January 1, 2026, owner occupancy for the proposed unit on the subject Property will be moot.

While the City removed this ground for denial in its September final determination, we nonetheless raise the issue as part of the administrative record that the City is making dubious claims regarding the unpermitted JADU at the subject Property and without accurate understandings of state law as applicable here.

IV. Only specific, objective findings regarding substandard conditions can suffice to deny the application, not mere conjecture

The Building Official claims that "the JADU in question appears to be a substandard building." However, the law requires a determination to be made in accordance with findings based on a mandated checklist of items that would deem a building substandard and thus disqualify the JADU from amnesty through the ADU laws. *§ 66332(d).* The mere "appearance" of substandard conditions cannot suffice for an actual finding based on actual objective standards rooted in Health and Safety code section 17920.3. Despite this, the Building Official substituted an objective standard for a subjective one, which is contrary to both the amnesty and state ADU Law more generally. *§§ 66314(b), 66332(b).*

Moreover, and to the extent that the City is basing its denial due to any perceived non-conformities with the primary dwelling, does so unlawfully. Local agencies cannot condition a permit for a JADU, "the correction of a violation on the primary dwelling unit, provided that correcting the violation is not necessary to protect health and safety." *HSC § 17920.12*. Indeed, such violations would need to cause imminent threat to life and limb to rise to the level of "necessary to protect health and safety."

Because the City has not provided a specific finding deeming the building at the Property substandard, the City's denial on this ground is improper.

V. The City is in violation of the state housing laws, cannot deny our application, and the City must provide final written determination of our appeal not later than 60 days from when it received our request.

AB 2533 requires local agencies to implement a local ADU amnesty program and "inform the public about the provisions of this section through public information resources, including permit checklists and the local agency's internet website, which shall include," the

exhaustive substandard building checklist and informing homeowners about their rights to a third party code inspection. *§ 66332(d), ¶ (1) and (2)*. However, we cannot find any evidence that the City has implemented such a program. Indeed, its existing ADU and JADU ordinance is from 2020 and therefore is null and void as an operation of law. *§ 66316*. We note that HCD recently found a City in violation for failing to demonstrate compliant implementation of AB 2533's provisions. Pg. 2, State of California, Department of Housing and Community Development, *Review of Walnut Creek's Accessory Dwelling Unit (ADU) Ordinance under State ADU Law* (Gov. Code, §§ 66310–66342) (Aug. 25, 2025) ["City of Walnut Creek Ordinance No. 2246 (Oct. 15, 2024) received Oct. 31, 2024"].

If in fact the City has failed to implement the local program as required, and because it has not provided a checklist as required, the City's denial of any unpermitted ADU or JADU without utilizing such a checklist available to both parties in advance as governed by § 66332 is unlawful.

Furthermore, in the City's final denial letter, the Building Official claims that the decision is not appealable. However, all building permits in California are appealable, and applicants must be provided with a process to appeal. *Cal. Gov. Code § 65913.3(e)(1)*. A local agency must also "provide a final written determination by not later than 60 business days after receipt of the applicant's written appeal." *§ 65913.3(e)(2)(A)*. The 60 days are not tolled if the Board of Appeals decision would otherwise be appealable to the City Council. *Id.*

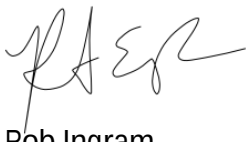
Given the fact that we initially requested the process for an appeal on September 17, 2025, and the City Attorney did not respond to our request until October 14, 2025, the instant appeal only amends our initial request and does not reset the clock. Therefore, if the City provides a final written determination after December 10, 2025, this will be a violation of the housing accountability act. *§ 65913.3(f)*.

Conclusion

Based on the foregoing, the City cannot deny our unpermitted JADU and must reverse the denial and grant our appeal to set aside the City's final determination and accept and process our application by inspecting the unpermitted JADU.

The City should provide a final written determination no later than December 10, 2025 to stay compliant with State housing laws.

Sincerely,



Rob Ingram
Co-Founder & Principal Engineer
Middle Housing Partners
rob@middlehousingpartners.com

City of Rialto
California

To: Rob Ingram, Middle Housing Partners

From: Juventino “Jay” Garcia, City of Rialto, Chief Building Official

Date: September 25, 2025

Subject: 1443 N. Riverside Proposed JADU

Mr. Ingram,

We received your response. As noted in a separate correspondence, please submit your public records request to the City Clerk’s office.

The city’s position remains the same - your request is denied because the property and the Junior Accessory Dwelling Unit (JADU) in question do not meet the eligibility requirements under Government Code section 66332.

Please see the pictures from 2023 that show there is no established dwelling prior to January 1, 2020. Because the statute expressly limits eligibility to units constructed before January 1, 2020, the City has no authority to grant amnesty. Accordingly, your request under Government Code section 66332 is denied. Given that the question at hand is whether or not the proposed JADU was in existence before January 1, 2020, and given that the property records and previous enforcement actions have recorded this as an unpermitted patio enclosure, and the picture evidence clearly demonstrates that a dwelling was not in existence before January 1, 2020, and because the decision is objective and not an interpretation, the decision is final and not appealable.

In further reviewing the property and case, the property and the JADU in question appears to be a substandard building where some of the conditions listed under Health and Safety Code 17920.3 appear to exist. If confirmed that these conditions exist, even if the units were constructed before January 1, 2020, the property and the JADU in question would still not meet the eligibility requirements under Government Code section 66332.

Your case will be referred to Community Compliance for resolution of this matter. Please be advised that this denial does not preclude you from seeking legalization of the unit through the City's standard permitting process.

Very respectfully,

Juventino Garcia

Digitally signed by Juventino Garcia
Date: 2025.09.25 15:03:48 -07'00'

Juventino "Jay" Garcia
Chief Building Official
City of Rialto

MIDDLE HOUSING
PARTNERS

9/17/2025

Development Services
City of Rialto
150 S Palm Avenue
Rialto, CA 92376

ATTN: Cody Clark

Subject: Legalization of JADU unit constructed prior to January 1st, 2020, according to Government Code 66332

Project Location: 1443 North Riverside Avenue

Dear Cody Clark,

On August 21st, The City formally denied our request to legalize a JADU located at the subject project location. We respond to the City's denial and assertions as the city improperly denied the application pursuant to Government Code section 66332. Our response quotes the denial letter.

"After a thorough evaluation of the project and its components, your request is denied because property and the Junior Accessory Dwelling Unit (JADU) in question do not meet the eligibility requirements under Government Code section 66332."

We formally request all records related to the property located at 1443 North Riverside that the City has. We also request any records used in making the current determination.

"Our permit and records search confirms that the space in question was originally an enclosed patio constructed without permits prior to January 2020. However, you did not provide sufficient evidence to establish that a dwelling unit was constructed prior to January 1, 2020. On the contrary, we have determined that the conversion of this space into a JADU occurred

after January 2020. This determination is supported by photographic evidence, the timeline of ownership, prior code enforcement activity, structural modifications, and corroborating statements from the former tenant and Investor First Property Management. These records indicate the dwelling conversion occurred closer to 2023."

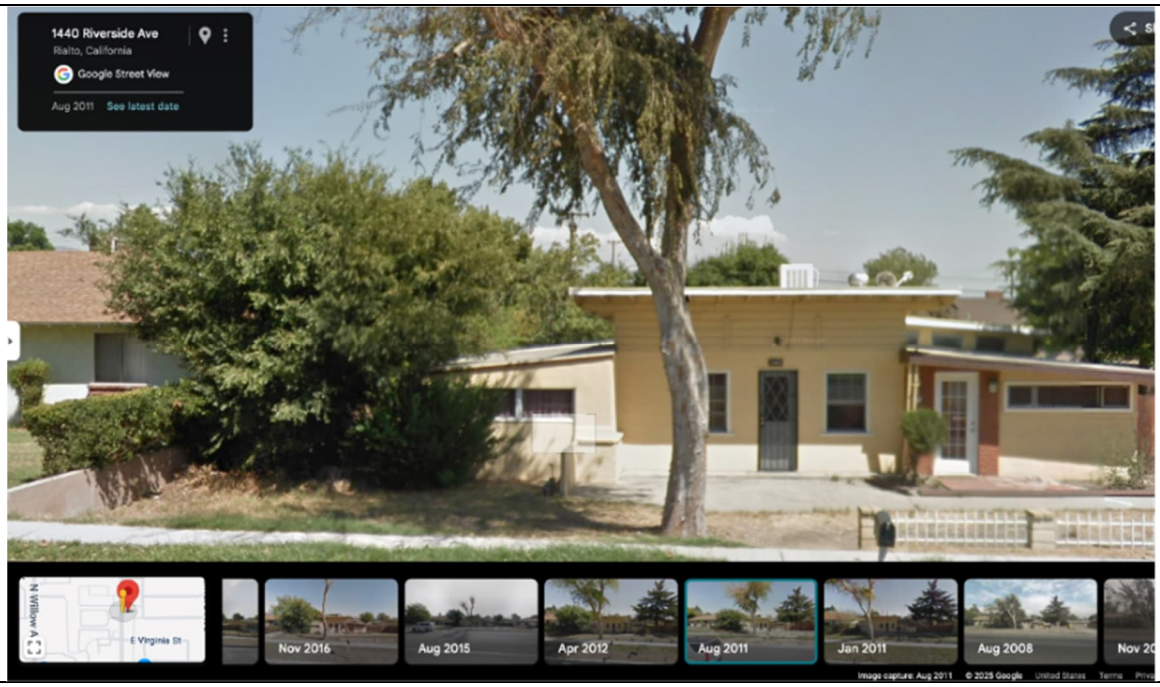
We formally request all records referenced or implied in this determination. The City is required to provide such documents. Because the City apparently already has these documents at its disposal, it should take very little time to provide copies. We can pay for any reasonable costs of reproduction as required by the California Public Records Act.

"Because the statute expressly limits eligibility to units constructed before January 1, 2020, the City has no authority to grant amnesty. Accordingly, your request under Government Code section 66332 is denied."

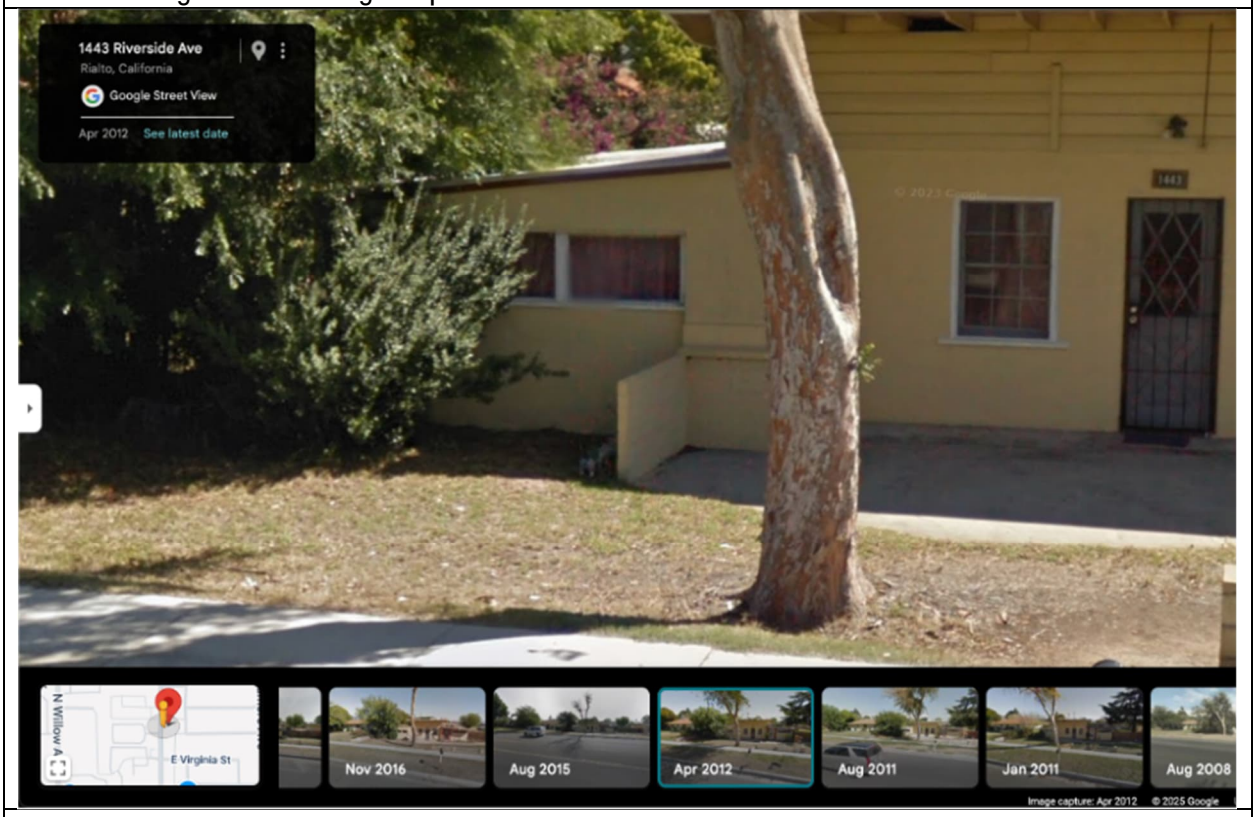
While statute does limit the eligibility for unpermitted units, we present evidence that contradicts the City's basis for denial.

Regarding the City's "prior code enforcement activity," on March 25, 2025, Mr. Brandon Sanchez, the City's counsel, indicated to our legal counsel regarding the indicated citation that, upon concluding electrical work (BLDG 25-0507) "The citation is cancelled. Thank you for your help in getting this issue resolved." We believed this concluded the matter regarding the unpermitted work on the primary dwelling. Moreover, since we were making substantial repairs of conditions the City might have found substandard, we utilized our best "third party" judgment to mitigate and immediately correct any potential substandard conditions to the previous unpermitted ADU in good faith and without waiving the fact that the unit was constructed as a dwelling, and sense become in disrepair, prior to 2020. We merely acted to comply as the ADU amnesty law allows with property we acquired long after the unpermitted unit existed. §§ 66322(b); 66332 (d)(2), (f). Moreover, units qualifying for amnesty expressly cannot be denied even if they do not comply with current State ADU Law, local ordinances, or the building codes, unless the building is substandard. Therefore, we have the burden to show a 'dwelling' existed prior to 2020. Based on our documentary evidence obtained when we purchased the property and from additional records, we can clearly show a dwelling of some sort existed prior to 2020.

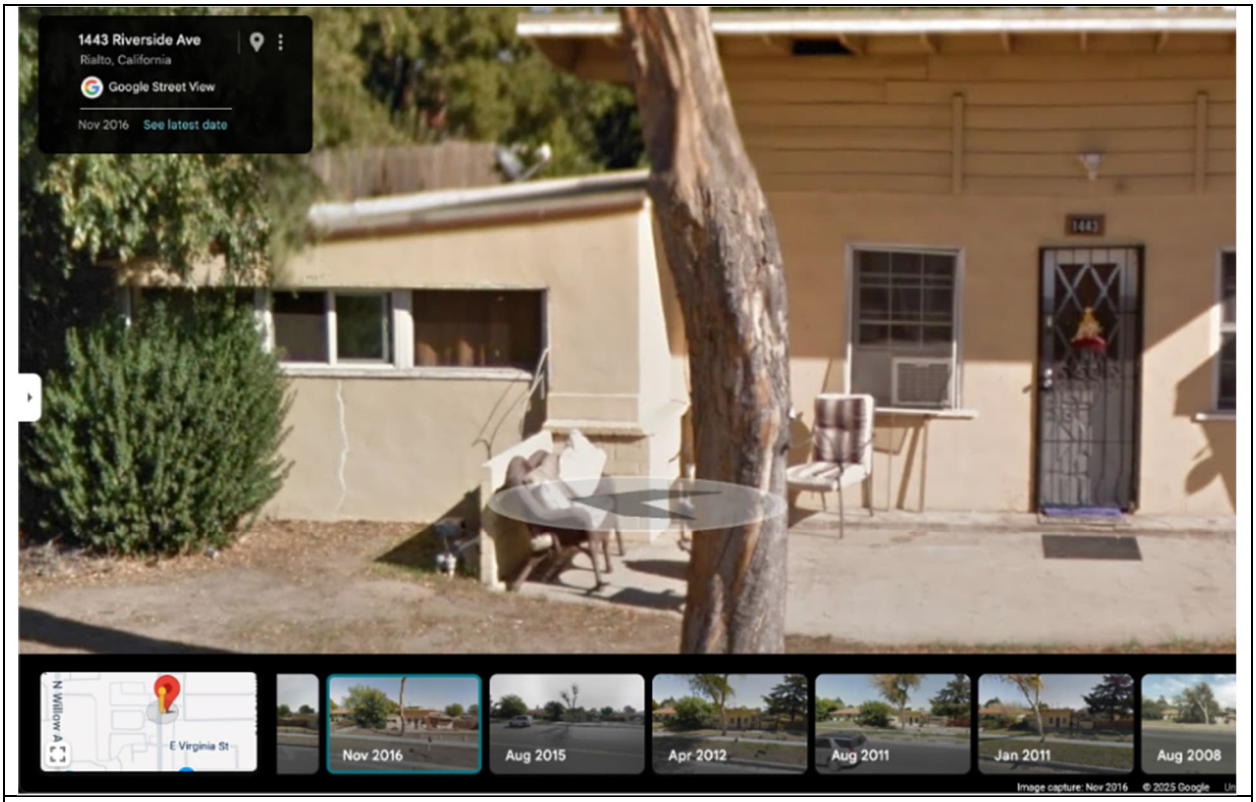
We provide clear and convincing Google Earth and photographic evidence showing the existence of an addition that served as a habitation prior to 2020. We request that the City re-review its determination.



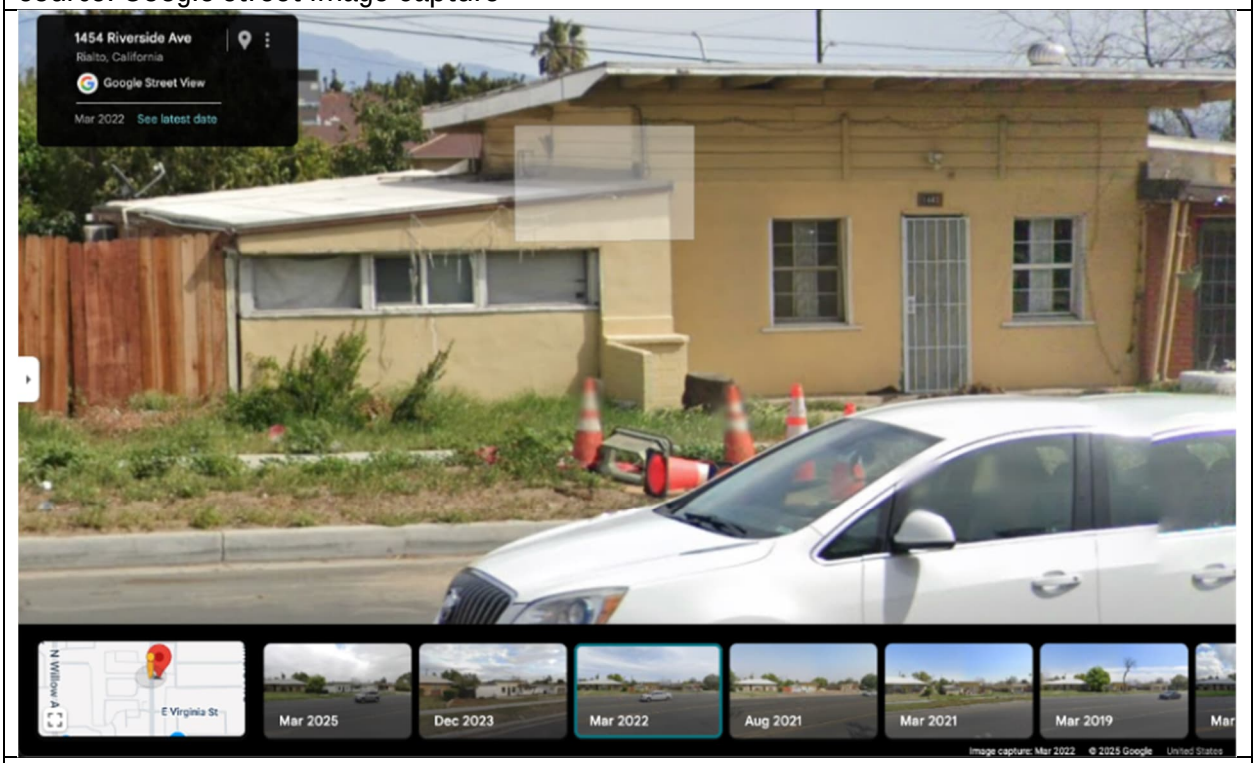
August 2011 clearly shows a room with windows and curtains in, the dwelling unit existed from at least this time.
Source: Google Street Image Capture



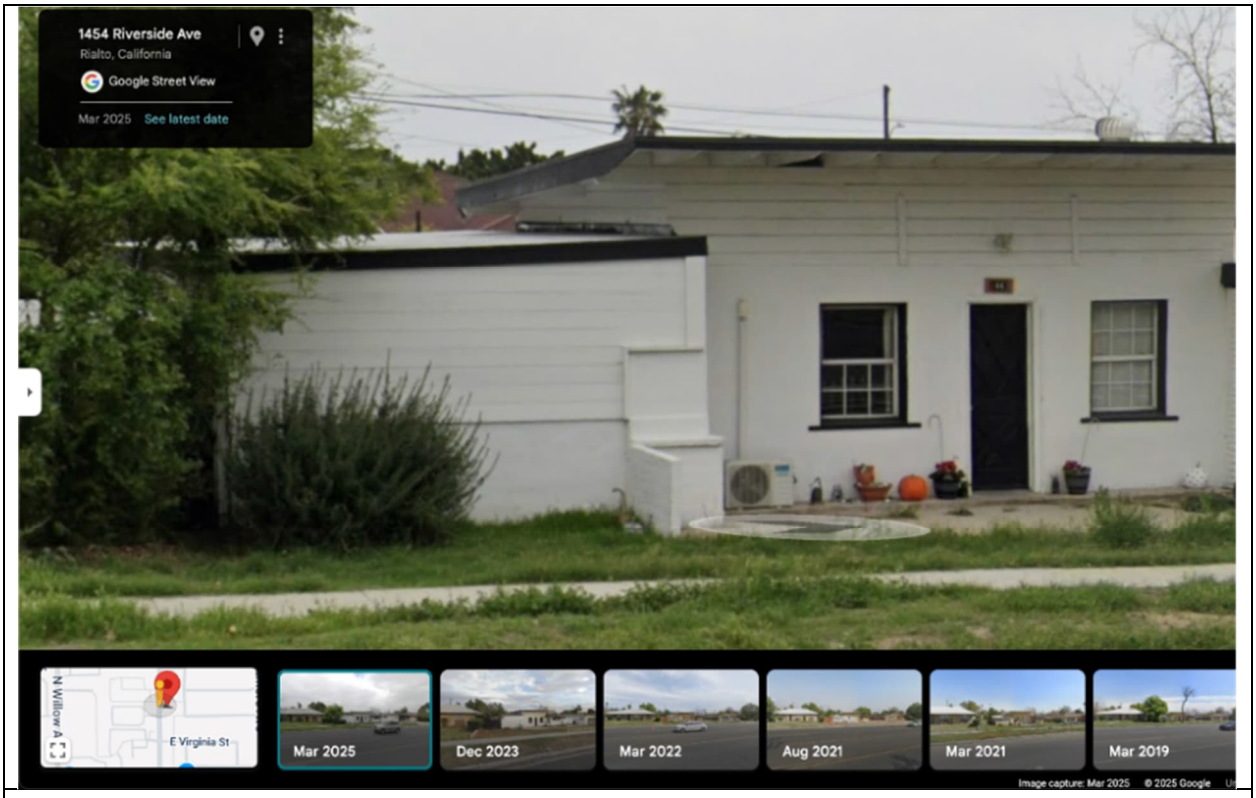
April 2012: Room with windows and curtains still present
Source: Google Street Image Capture



November 2016: Modifications on windows, showing additional work to make habitable
Source: Google Street Image Capture



March 2022: Unpermitted addition still present, curtains removed, blocked out.
Source: Google Street Image Capture.



March 2025: We previously purchased and renovated the unit to make it habitable and not substandard. This included removing the non-compliant windows.

Critically, Governor Newsom's office legitimizes our photographic methods in a recent Executive Order: "...[L]ocal agencies may consider, but are not limited to using, prior building permits, certificates of occupancy, county accessor data, Coastal Commission records, photographic sources, such as Google Maps and Light Detection and Ranging (LiDAR), and any other reasonably available sources of information accessible to the local agency." Executive Department, State of California. *Executive Order N-20-25: State Permitting and Housing Laws* (attested Feb. 2025), available at California Governor's Office website (Feb. 2025).
"The primary dwelling has been converted into a duplex without the required permits."

An unpermitted JADU and a primary dwelling do not equate to a duplex. The plain accessory nature of the unpermitted JADU is visually, architecturally, and its ultimate value is subordinate to the primary unit. No reasonable person would find the unpermitted unit in question to make the structure rise to a duplex/half plex arrangement, unless perhaps constructed as an SB 9 unit, which is not what is at application here.

"None of the units on the property are owner-occupied, which is a violation of Government Code section 66333(b)."

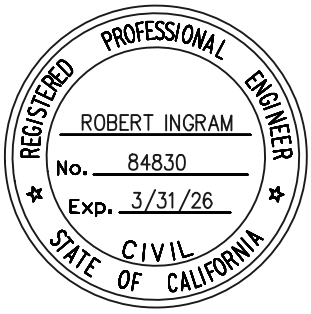
While owner occupancy for JADUs is generally required, first, it seems disingenuous that on the one hand you deny an existing unpermitted JADU exists, and with the other, claim there is a JADU consistent with section 66333(b) on the lot. We take this to further indicate the City's acknowledgement that a dwelling unit exists.
Second, subdivision (b) also states, "Owner-occupancy shall not be required if the owner is another governmental agency, land trust, or housing organization." (Emphasis ours). The Housing Accountability Act, Gov. Code § 65589.5, defines a housing organization as: "a trade or industry group whose local members are primarily engaged in the construction or management of housing units or a nonprofit organization whose mission includes providing or advocating for increased access to housing for low-income households and have filed written or oral comments with the local agency prior to action on the housing development project." Since we are an industry group whose members primary engage in construction and management of housing units, for such purposes we are a housing organization and therefore are exempt from the JADU owner-occupancy requirements. We remind the City that even if the JADU does not comply with Article 3 of the state's ADU law, it must still proceed to legalization. Finally, pending legislation – AB 1154 (2025) -- would exempt owner occupancy when the JADU otherwise meets the definition of an ADU when permitted. We find that it is the intent and spirit of the legislature to allow our unit to proceed under our development as a housing organization.

Conclusion

Based on the evidence submitted, the City cannot deny our unpermitted JADU for not complying with the entire zoning or building code, as well as for not meeting eligibility requirements under the state ADU legalization laws as amended in 2024 by AB 2533 (Carrillo). We also request several records that the city refers to but does not provide.

We request that the City reconsider our application. If the City will not reconsider our application, then we request the process to appeal the decision to the correct appeal body and further request information regarding the City's appeal process for building permits.

Sincerely,



Rob Ingram
Co-Founder & Principal Engineer
Middle Housing Partners
rob@middlehousingpartners.com

Property Information Management System

San Bernardino County
Office of the Assessor

CHARACTERISTICS REPORT FOR PARCEL 0127-172-04-0000

Property Information

Parcel 0127172040000

Parcel Status	A | ACTIVE
Parcel Type	0 | REAL PROPERTY
Property ID	
Tax Status	1 | ASSESSED BY COUNTY
Use Code	0510 | SFR
Land Access	1 | PUBLIC PAVED
Land Size	04 | 20,000 SQ. FEET TO 1.500 ACRES
Land Type	05 | SINGLE FAMILY RESIDENTIAL
District	08 | FONTANA
Resp Group	D | REAL PROPERTY
Resp Unit	RES | RES ZONE(MAX 14 UTS)&USE EX HPC/MHM(1-14 UTS,CHURCH)

Land Characteristics

Effective Dates: 04/20/2023 - Present

Zoning	R-1B	**Access**	1 | PUBLIC PAVED
Lot Width	160.00	**Offsite Improvements**	2 | PARTIAL
Lot Depth	135.00		
Footage	21600	**Encroachment/Easement**	0 | NONE
Gross Acre	0.000	**Dock Rights**	0 | NONE
Net Acre	0.000	**Lease Exp**	N/A

Slope

Direction	0 | NONE
Degree	0 | LEVEL

Utilities

Sewer	1 | PUBLIC
Water	1 | PUBLIC
Electricity	2 | OVERHEAD
Gas	1 | PUBLIC

Nuisance Code	Special Influence	View
00 | NONE	0 | NONE	Quality: 0 | NONE
00 | NONE	0 | NONE	Type: 0 | NONE

Land Characteristics

Effective Dates: 06/23/1997 - 04/19/2023

Zoning	NONE	**Access**	1 | PUBLIC PAVED
Lot Width	160.00	**Offsite Improvements**	2 | PARTIAL
Lot Depth	135.00		
Footage	21600	**Encroachment/Easement**	0 | NONE
Gross Acre	0.000	**Dock Rights**	0 | NONE
Net Acre	0.000	**Lease Exp**	N/A

Slope

Direction	0 | NONE
Degree	0 | LEVEL

Utilities

Sewer	1 | PUBLIC
Water	1 | PUBLIC
Electricity	2 | OVERHEAD
Gas	1 | PUBLIC

Nuisance Code	Special Influence	View
00 | NONE	0 | NONE	Quality: 0 | NONE
00 | NONE	0 | NONE	Type: 0 | NONE

SFR Characteristics

Effective Dates: 02/24/2015 - Present

Sequence	1	**Quality**	D050C | FRAME 050 C
Construction Type	D	**AC RCN**	1650
Shape	C	**Heating**	0 | NONE
Cost Table	1 | CONVENTIONAL	**Cooling**	3 | EVAPORATIVE, NON-CENTRAL
MH Make/Model	N/A	**Fireplace RCN**	0
Size	1920	**Nbr of Fireplaces**	0
Construction Year	1948	**Yard Impr RCN**	1460
Effective Year	1948	**Misc. RCN**	0
Nbr of Baths	2.00	**Pool RCN**	0
Nbr of Bedrooms	3	**Pool Type**	0 | NONE
Family Room/Den	1	**Special Impr RCN**	0
Total Room	7	**Special Impr 1**	16 | SOLAR OWNED
Roof Type	2 |UP, ROCK	**Special Impr 2**	00 | NONE
Landscape Quality	1 | POOR	**Special Impr 3**	00 | NONE
Funct. Obs	0 | NONE	**MH Siding**	NONE
Time Share Season	N/A	**MH Fndtn LF**	0
Cost Modifier	100	**MH Fndtn Type**	NONE
Funct. Obs %	0	**MH Skirt LF**	0
Economic Obs %	0	**MH Skirt Type**	NONE
Deferred Maint	500		

	Size	Factor	Stall	Class
Floor 1	1368	N/A	N/A	N/A
Floor 2	0	0	N/A	N/A
Floor 3	0	0	N/A	N/A
Basemnt 1	0	0	N/A	N/A
Basemnt 2	0	0	N/A	N/A
Addition 1	552	100	N/A	N/A
Addition 2	0	0	N/A	N/A
Addition 3	0	0	N/A	N/A

	Size	Factor	Stall	Class
Porch 1	117	25	N/A	N/A
Porch 2	0	0	N/A	N/A
Porch 3	0	0	N/A	N/A
Deck	0	0	0	N/A
Port	0	0	0	N/A
Garage	693	N/A	2	DD5 |5

SFR Characteristics

Effective Dates: 06/23/1997 - 02/23/2015

Sequence	1	**Quality**	D050C | FRAME 050 C
Construction Type	D	**AC RCN**	1650
Shape	C	**Heating**	0 | NONE
Cost Table	1 | CONVENTIONAL	**Cooling**	3 | EVAPORATIVE, NON-CENTRAL
MH Make/Model	N/A	**Fireplace RCN**	0
Size	1920	**Nbr of Fireplaces**	0
Construction Year	1948	**Yard Impr RCN**	1460
Effective Year	1948	**Misc. RCN**	0
Nbr of Baths	2.00	**Pool RCN**	0
Nbr of Bedrooms	3	**Pool Type**	0 | NONE
Family Room/Den	1	**Special Impr RCN**	0
Total Room	7	**Special Impr 1**	00 | NONE
Roof Type	2 |UP, ROCK	**Special Impr 2**	00 | NONE
Landscape Quality	1 | POOR	**Special Impr 3**	00 | NONE
Funct. Obs	0 | NONE	**MH Siding**	NONE
Time Share Season	N/A	**MH Fndtn LF**	0
Cost Modifier	100	**MH Fndtn Type**	NONE
Funct. Obs %	0	**MH Skirt LF**	0
Economic Obs %	0	**MH Skirt Type**	NONE
Deferred Maint	500		

	Size	Factor	Stall	Class
Floor 1	1368	N/A	N/A	N/A
Floor 2	0	0	N/A	N/A
Floor 3	0	0	N/A	N/A
Basemnt 1	0	0	N/A	N/A
Basemnt 2	0	0	N/A	N/A
Addition 1	552	100	N/A	N/A
Addition 2	0	0	N/A	N/A
Addition 3	0	0	N/A	N/A

	Size	Factor	Stall	Class
Porch 1	117	25	N/A	N/A
Porch 2	0	0	N/A	N/A
Porch 3	0	0	N/A	N/A
Deck	0	0	0	N/A
Port	0	0	0	N/A
Garage	693	N/A	2	DD5 |5

Other Characteristics

No Other Characteristics for 0127-172-04-0000

May 12, 2023 at 1:29:33 PM

May 12, 2023 at 1:29:31 PM

May 12, 2023 at 1:26:35 PM
CAUTION SOLAR CIRCUIT

May 12, 2023 at 1:26:20 PM

May 12, 2023 at 1:25:17 PM

May 12, 2023 at 1:25:15 PM

May 12, 2023 at 12:25:56 PM

May 12, 2023 at 12:25:49 PM

May 12, 2023 at 12:25:48 PM

May 12, 2023 at 12:25:46 PM
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AB-2533 Accessory dwelling units: junior accessory dwelling units: unpermitted developments. (2023-2024)

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Date Published: 09/30/2024 09:00 PM

Assembly Bill No. 2533

CHAPTER 834

An act to amend Section 66332 of the Government Code, relating to land use.

[Approved by Governor September 28, 2024. Filed with Secretary of State September 28, 2024.]

LEGISLATIVE COUNSEL'S DIGEST

AB 2533, Juan Carrillo. Accessory dwelling units: junior accessory dwelling units: unpermitted developments.

Existing law, the Planning and Zoning Law, authorizes a local agency, by ordinance or ministerial approval, to provide for the creation of accessory dwelling units in areas zoned for residential use, as specified. Existing law prohibits a local agency from denying a permit for an unpermitted accessory dwelling unit that was constructed before January 1, 2018, because the accessory dwelling unit is in violation of building standards or state or local standards applicable to accessory dwelling units, unless the local agency makes a finding that correcting the violation is necessary to protect the health and safety of the public or the occupants of the structure. Existing law makes those provisions inapplicable to a substandard building, as specified.

This bill would instead prohibit a local agency from denying a permit for an unpermitted accessory dwelling unit or junior accessory dwelling unit that was constructed before January 1, 2020, for those violations, unless the local agency makes a finding that correcting the violation is necessary to comply with conditions that would otherwise deem a building substandard. The bill would require a local agency to inform the public about the provisions prohibiting denial of a permit for an unpermitted accessory dwelling unit or junior accessory dwelling unit. The bill would require this information to include a checklist of the conditions that deem a building substandard and to inform homeowners that, before submitting a permit application, the homeowner may obtain a confidential third-party code inspection from a licensed contractor. The bill would prohibit a local agency from requiring a homeowner to pay impact fees or connection or capacity charges except under specified circumstances. By imposing additional duties on local agencies, the bill would impose a state-mandated local program. The bill would authorize an inspector from a local agency, upon receiving an application for a permit for a previously unpermitted accessory dwelling unit or junior accessory dwelling unit constructed before January 1, 2020, to inspect the unit for compliance with health and safety standards and provide recommendations to comply with health and safety standards. The bill would prohibit the local agency from penalizing an applicant for having the unpermitted accessory dwelling unit and would require the local agency to approve necessary permits to correct noncompliance with health and safety standards.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: yes

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 66332 of the Government Code is amended to read:

66332. (a) Notwithstanding any other law, and except as otherwise provided in subdivision (b), a local agency shall not deny a permit for an unpermitted accessory dwelling unit or unpermitted junior accessory dwelling unit that was constructed before January 1, 2020, due to either of the following:

(1) The accessory dwelling unit or junior accessory dwelling unit is in violation of building standards pursuant to Article 1 (commencing with Section 17960) of Chapter 5 of Part 1.5 of Division 13 of the Health and Safety Code.

(2) The accessory dwelling unit or junior accessory dwelling unit does not comply with this article or Article 3 (commencing with Section 66333), as applicable, or any local ordinance regulating accessory dwelling units or junior accessory dwelling units.

(b) Notwithstanding subdivision (a), a local agency may deny a permit for an accessory dwelling unit or junior accessory dwelling unit subject to subdivision (a) if the local agency makes a finding that correcting the violation is necessary to comply with the standards specified in Section 17920.3 of the Health and Safety Code.

(c) This section shall not apply to a building that is deemed substandard pursuant to Section 17920.3 of the Health and Safety Code.

(d) A local agency shall inform the public about the provisions of this section through public information resources, including permit checklists and the local agency's internet website, which shall include both of the following:

(1) A checklist of the conditions specified in Section 17920.3 of the Health and Safety Code that would deem a building substandard.

(2) Informing homeowners that, before submitting an application for a permit, the homeowner may obtain a confidential third-party code inspection from a licensed contractor to determine the unit's existing condition or potential scope of building improvements before submitting an application for a permit.

(e) A homeowner applying for a permit for a previously unpermitted accessory dwelling unit or junior accessory dwelling unit constructed before January 1, 2020, shall not be required to pay impact fees or connection or capacity charges except when utility infrastructure is required to comply with Section 17920.3 of the Health and Safety Code and when the fee is authorized by subdivision (e) of Section 66324.

(f) Subject to subdivision (c), upon receiving an application to permit a previously unpermitted accessory dwelling unit or junior accessory dwelling unit constructed before January 1, 2020, an inspector from the local agency may inspect the unit for compliance with health and safety standards and provide recommendations to comply with health and safety standards necessary to obtain a permit. If the inspector finds noncompliance with health and safety standards, the local agency shall not penalize an applicant for having the unpermitted accessory dwelling unit or junior accessory dwelling unit and shall approve necessary permits to correct noncompliance with health and safety standards.

SEC. 2. If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.

RESOLUTION NO. XXXX

A RESOLUTION OF THE BUILDING APPEALS BOARD OF THE CITY OF RIALTO, CALIFORNIA TO DENY THE APPELLANTS APPEAL AND UPHOLD THE BUILDING OFFICIAL'S DECISION THAT THE PROPERTY AT 1443 N. RIVERSIDE DOES NOT MEET THE ELEMENTS LISTED UNDER GOVERNMENT CODE SECTION 66332 AND THAT THE EVIDENCE PROVIDED DOES NOT SUBSTANTIATE OR PROVE THAT A JUNIOR ACCESSORY DWELLING UNIT (JADU) EXISTED OR WAS CONSTRUCTED PRIOR TO JANUARY 1, 2020.

WHEREAS, the applicant, Robert Ingram, Middle Housing Partners, who represents the owners, Andrew and Jessica Buttenmueller, requested to apply the provisions of Government Code 66332 on an unpermitted Junior Accessory Dwelling Unit at 1443 N. Riverside, Rialto, CA 92335.

WHEREAS, on January 16, 2025, the unpermitted JADU in question was reported when the tenant of the unpermitted JADU called Community Compliance to complain about an unsafe trench at the property; and

WHEREAS, on February 7, 2025, Community Compliance responded to the complaint and discovered that the unsafe trench in question was a utility trench for an Accessory Dwelling Unit (ADU) that was permitted under a building permit (BLD24-2144) and under construction. While on site, the tenant granted Community Compliance permission to enter the unpermitted JADU. After research by Community Compliance and discovering the space was a patio converted into an unpermitted JADU, Community Compliance opened a code case (CE25-0042) for the unpermitted JADU; and

WHEREAS, on June 18, 2025, the appellant submitted an email request to apply the provisions of Government Code 66332 and did not respond to the plan check comments previously provided by the city; and

WHEREAS, on August 21, 2025, Staff reviewed the email request and responded with a denial based on the lack of evidence that a JADU was constructed before January 1, 2020; and

WHEREAS, on September 17, 2025, the applicant submitted a formal request to the city to apply the provisions of Government Code 66332 with photo documentation of the site; and

WHEREAS, on September 25, 2025, the Building Official reviewed the request and provided a memorandum denying the request based on the lack of evidence that a JADU was constructed before January 1, 2020; and

WHEREAS, on October 31, 2024, Robert Ingram, Middle Housing Partners ("Appellant") filed with the office of the City Attorney an appeal to the Building Appeals Board requesting a review and reversal of the decision previously made by the Chief Building Official denying the provisions of Government Code 66332 on an unpermitted Junior Accessory Dwelling Unit at 1443 N. Riverside, Rialto, CA 92335. ("Appeal"); and

WHEREAS, on November 20, 2025, the office of the City Attorney notified the appellant via email of the Building Appeals Board public hearing of the Appeal to be held on December 17, 2025; and

WHEREAS, on December 17, 2025, the Building Appeals Board opened the public hearing of the Appeal, took testimony, discussed the Appeal; and closed the public hearing; and

WHEREAS, on December 17, 2025, after closing the public hearing, the Building Appeal Board voted 5-0 to deny the Appeal, and uphold the Building Officials decision to decline the provision of Government Code 66332; and

WHEREAS, this Resolution as presented, memorializes and ratifies the Building Appeal Boards decision of December 17, 2025; and

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

WHEREAS, the Building Appeal Boards hearing of the Appeal is *de novo* and its decision is final and with prejudice.

NOW, THEREFORE, the Building Appeals Board hereby finds, determines, and resolves as follows:

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

SECTION 2. As the Building Appeals Board has voted to deny the appeal, the Board upholds the Building Officials decision to decline the provision of Government Code 66332. Under

Government Code 66332, the applicant must prove that the JADU in question was constructed prior to January 1, 2020.

SECTION 3. Based on evidence presented to the Building Appeals Board with regard to the unpermitted JADU at 1443 N. Riverside, Rialto, CA 92503, including written staff reports, verbal testimony, and other documents, the Building Appeals Board hereby determines that the appeal to apply Government Code 66332 does not satisfy the requirements of said code and that it could not be substantially proven that the JADU in question was in existence or constructed prior to January 1, 2020.

SECTION 4. The Building Appeals Board hereby denies the Appeal, and Upholds the previous decision of the Chief Building Official to deny applying the provisions of Government Code 66332 to the unpermitted JADU at 1443 N. Riverside, Rialto, CA 92335, on the grounds that it could not be determined or proven that the JADU was in existence or constructed before January 1, 2020, and that the JADU does not comply with the required findings necessary for approval contained in Government Code 66332.

SECTION 5. The Building Appeals Board chair shall sign as to the passage and adoption of this resolution and thereupon the same shall take effect and be in force.

PASSED, APPROVED AND ADOPTED this 17th day of December, 2025.

_____
MICHAEL E. STORY, CHAIR
CITY OF RIALTO BUILDING APPEALS BOARD

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO) ss
CITY OF RIALTO)

I, Heidy Gonzalez, Administrative Assistant of the City of Rialto, do hereby certify that the foregoing Resolution No. ____ was duly passed and adopted at a regular meeting of the Planning Commission of the City of Rialto held on the ___th day of ____, 2025.

Upon motion of Planning Commissioner_____., seconded by Planning Commissioner ____, the foregoing Resolution No. ____was duly passed and adopted.

Vote on the motion:

AYES:

NOES:

ABSENT:

IN WITNESS WHEREOF, I have hereunto set my hand and the Official Seal of the City of Rialto this __th day of ___, 2025.

_____

HEIDY GONZALEZ, ADMINISTRATIVE ASSISTANT

City of Rialto

Legislation Text

File #: PC-25-0837, **Version:** 1, **Agenda #:**

For the Planning Commission Meeting of December 17, 2025

TO: Honorable Chairman and Planning Commissioners

APPROVAL: Christina Taylor, Director of Community Development

REVIEWED BY: Daniel Casey, Community Development Manager

FROM: Sandra Robles, Senior Planner

Information Item - Draft 2021-2029 Housing Element Update (Receive and File): The draft Housing Element is provided to the Planning Commission for review ahead of the January 21, 2026 meeting, at which it will be formally presented and discussed for City Council recommendation. No action is required at this time.

APPLICANT:

City of Rialto
150 S. Palm Avenue
Rialto, CA 92376

BACKGROUND:

The Housing Element is a State-mandated chapter of the City of Rialto's General Plan and serves as the City's primary policy document for identifying and addressing local housing needs. State law requires each jurisdiction to evaluate existing housing conditions, analyze future housing demand, and adopt goals, policies, and programs to support adequate housing for all income levels. For the 2021-2029 planning cycle, the Housing Element outlines Rialto's strategy to maintain and expand its housing supply, identifies candidate housing sites, and establishes programs to meet the City's Regional Housing Needs Assessment (RHNA) allocation as determined by the Southern California Association of Governments (SCAG).

Under California Government Code Article 10.6, cities must update their Housing Elements every eight years and ensure consistency with statewide housing goals. These goals emphasize providing a suitable living environment for all residents, encouraging cooperation between local government and the private sector, and ensuring adequate housing for households at all economic levels. Rialto's 6th-Cycle Housing Element responds to these statutory requirements by analyzing demographics, housing stock conditions, governmental and nongovernmental constraints, fair housing considerations, and available housing resources. The City's RHNA allocation for this cycle is **8,272 units**, including **4,795 units** affordable to very low-, low-, and moderate-income households.

The draft Housing Element presented at the December 17, 2025 Planning Commission meeting is

provided **for the Planning Commission's receipt only**, with no action requested at this time. As summarized in Table 3-50 and Appendix B, the City has identified a total development capacity of **16,197 units**, providing an **8,726-unit buffer** above the RHNA allocation. This buffer demonstrates Rialto's ability to meet its housing needs across all income levels and reflects the City's commitment to proactively provide housing opportunities. Providing the document now allows Commissioners adequate time to review its contents ahead of the scheduled January 21st meeting, during which formal discussion and direction will occur. The Housing Element will guide the City's housing policies for the 2021-2029 cycle and must be adopted in compliance with State law to maintain eligibility for regional planning coordination, funding programs, and local land use authority.

Exhibit A includes the draft Housing Element Update. A digital version is available at the following link: <https://www.rialtoca.gov/633/Plan-to-House-Our-Rialto-Housing-Element>

RECOMMENDATION:

The Planning Division recommends that the Planning Commission receive and file the draft 2021-2029 Housing Element, providing an opportunity to review the document prior to the January 21, 2026 meeting, with no action requested at this time.

PLAN TO HOUSE OUR RIALTO

6th Cycle Housing Element

2021-2029

PLAN TO HOUSE OUR RIALTO

6th Cycle Housing Element

2021-2029

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Section 1

INTRODUCTION

INTRODUCTION

A. Role of the Housing Element

The Housing Element is a state mandated chapter of the Rialto General Plan; it identifies and analyzes the City's housing needs and includes a detailed outline and work program of the City's goals, policies, and quantified objectives related to housing. The Housing Element also addresses the maintenance and expansion of the housing supply to accommodate households currently living and expected to live in Rialto in this housing cycle. Through research and analysis, the Housing Element identifies available candidate housing sites and establishes the City's official housing policies and programs to accommodate the Regional Housing Needs Assessment (RHNA) goals as determined by the Southern California Association of Governments (SCAG). The programs and policies established within the Housing Element guide future decision-making to achieve the City's housing goals for the 2021-2029 planning period.

B. State Policy and Requirements

1. Background

As a mandated chapter of the Rialto General Plan, the Housing Element must meet all applicable requirements of existing state law when updated. Goals, programs and policies, and quantified objectives within the Housing Element consistent with state law are implemented within the housing cycle timeline to ensure the City accomplishes the identified actions.

2. State Requirements

California State Housing Element Law (California Government Code Article 10.6) establishes the requirements for updating a Housing Element. State Law requires that local governments review and revise the Housing Element of their comprehensive General Plans once every eight years.

The California Legislature has adopted an overall housing goal for the State to ensure every resident has a decent home and suitable living environment. Section 65580 of the California Government Code states:

a) *The availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every Californian, including farmworkers, is a priority of the highest order.*
b) *The early attainment of this goal requires cooperative participation of government and the private sector in an effort to expand housing opportunities and accommodate the housing needs of Californians in all economic levels.*
c) *The provisions of housing affordable to low- and moderate-income households requires the cooperation of all levels of the government.*
d) *Local and State governments have a responsibility to use the powers vested in them to facilitate the improvement and development of housing to make adequate provision for housing needs of all economic segments of the community. The Legislature recognizes that in carrying out this responsibility, each local government also has the responsibility to consider economic, environmental, and fiscal factors and community goals set forth in the general plan and to cooperate with other local governments and the State in addressing regional housing needs.*

Table 1-1 summarizes the State Housing Element requirements and identifies where these requirements are addressed in this document.

Table 1-1: Housing Element Requirements

Housing Element Requirement(s)	Gov. Code Section	Reference in Housing Element
Analysis of employment trends.	Section 65583.a(1)	Section 2.C.1
Projection and quantification of existing and projected housing needs for all income groups.	Section 65583.a(1)	Section 3.D
Analysis and documentation of the City's housing characteristics, including cost for housing compared to ability to pay, overcrowding, and housing condition.	Section 65583.a(2)	Section 2.D, E, G
An inventory of land suitable for residential development including vacant sites and sites having redevelopment potential.	Section 65583.a(3)	Section 3.D
Analysis of existing and potential governmental constraints upon the maintenance, improvement, or development of housing for all income levels.	Section 65583.a(5)	Section 3.B
Analysis of existing and potential nongovernmental (private sector) constraints upon maintenance, improvement, or development of housing for all income levels.	Section 65583.a(6)	Section 3.A
Analysis concerning the needs of the homeless.	Section 65583.a(7)	Section 2.F.7
Analysis of special housing needs: handicapped, elderly, large families, farm workers, and female-headed households.	Section 65583.a(7)	Section 2.F
Analysis of opportunities for energy conservation with respect to residential development.	Section 65583.a(8)	Section 3.E.2
Identification of Publicly Assisted Housing Developments.	Section 65583.a(9)	Section 3.D
Identification of Units at Risk of Conversion to Market Rate Housing.	Section 65583.a(9)	Section 3.D
Identification of the City's goal relative to the maintenance, improvement, and development of housing.	Section 65583.b	Section 4
Analysis of quantified objectives and policies relative to the maintenance, improvement, and development of housing.	Section 65583.b	Section 4
Identification of adequate sites that will be made available through appropriate action with required public services and facilities for a variety of housing types for all income levels.	Section 65583.c(1)	Appendix B
Identification of strategies to assist in the development of adequate housing to meet the needs of low and moderate-income households.	Section 65583.c(2)	Section 3.D
Description of the Public Participation Program in the formulation of Housing Element Goals, Policies, and Programs.	Section 65583.c(9)	Appendix C
Description of the Regional Housing Needs Assessment (RHNA) prepared by the Southern California Association of Governments.	Section 65583.e	Section 3.D.1
Analysis of Fair Housing, including Affirmatively Furthering Fair Housing.	Section 8899.50	Section 3.C
Review of the effectiveness of the past Element, including the City's accomplishments during the previous planning period.	Section 65588(a)	Appendix A

Source: State of California, Department of Housing and Community Development.

Rialto's Housing Element was last adopted in 2019 for the Mid-Cycle Update of the 5th Cycle – 2014-2021 Planning Period. This Housing Element, for the 2021-2029 planning period, is part of the 6th Cycle for jurisdictions within the SCAG region and allows for synchronization with the Regional Transportation Plan and Sustainable Communities Strategies (RTP/SCS). The Element sets forth an 8-year strategy to address the City's identified housing needs, including specific implementing programs and activities.

3. Regional Housing Needs Assessment (RHNA)

Section 65583 of the California Government Code sets forth the specific content requirements of a jurisdiction's housing element. Included in these requirements are obligations on the part of local jurisdictions to provide their "fair share" of regional housing needs. Local governments and Councils of Governments (COGs) are required to determine existing and future housing need and the allocation of this need must be approved by the California Department of Housing and Community Development (HCD). Rialto is a member agency of SCAG, who is responsible for preparing the Regional Housing Needs Assessment (RHNA) for all jurisdictions within the SCAG region and therefore acts as the COG for San Bernardino County in this case.

HCD established that the planning period for the current RHNA is to be from October 15, 2021 to October 15, 2029. For the 2021-2029 planning period the City is allocated a total of 8,272 housing units, including 2,218 units affordable to very low-income households, 1,206 units affordable to low-income, 1,371 units affordable to moderate-income, and 3,477 units affordable to above-moderate (market-rate) income households.

Table 1-2: City of Rialto Regional Housing Needs Assessment Allocation

Very Low-Income Range	Low-Income Range	Moderate-Income Range	Above-Moderate Range	Total
2,218 housing units	1,206 housing units	1,371 housing units	3,477 housing units	8,272 housing units

4. Relationship to Other Elements of the General Plan

The goals, policies, actions, and programs described in the Housing Element relate to, and are consistent with, the other Elements of the Rialto General Plan, which was last updated in 2019. The Housing Element supports and reinforces residential development policies contained in the Land Use Element. The Land Use Element establishes the location, type, intensity, and distribution of land uses throughout the City, and defines build-out potential of these land uses. By designating residential development, the Land Use Element establishes limits for densities and types of housing units constructed in the City. It also identifies lands designated for a range of other land uses, including employment-generating uses, open space, and public uses. The presence and potential for jobs can affect the current and future local demand for housing at the various income levels in the City.

The Circulation Element of the General Plan also relates to the Housing Element. The Circulation Element establishes a transportation plan to accommodate the movement of people and goods within and through the City. Consequently, the Housing Element must include policies and incentives that consider the types of infrastructure essential for residential housing units in addition to mitigating the effects of growth in the City.

The Housing Element has been reviewed for consistency with the City's other General Plan Elements, and the Housing Element's policies and programs are consistent with the other Elements. As portions of the General Plan may be amended in the future, the Housing Element will be reviewed to ensure internal consistency is maintained.

5. Public Participation

Section 65583 of the Government Code states that, "The local government shall make diligent effort to achieve public participation of all economic segments of the community in the development of the housing element, and the program shall describe this effort." Meaningful community participation is also required in connection with the City's Assessment of Fair Housing (AFH). A discussion of citizen participation is provided below.

As part of the 6th Cycle Housing Element Update process, the City of Rialto has conducted extensive public outreach activities beginning in Spring 2021. These outreach efforts included community workshops, online and in-person surveys, City Council meetings, a Planning Commission Study Session, digital media, and noticed Public Hearings. Project materials, including summaries from community workshops and public meetings, notices, and draft public review documents are available on the City's website: https://www.rialtoca.gov/633/Plan-to-House-Our-Rialto-Housing-Element.

Outreach for the 6th Cycle Housing Element to the community, includes the following actions:

- Housing Element Update webpage with the Public Review Draft and all housing materials available in English and Spanish, located at https://www.rialtoca.gov/633/Plan-to-House-Our-Rialto-Housing-Element,
- Two Community Workshops and the recorded presentations posted to the City's website,
- A Spanish-speaking only workshop,
- Self-guided workshops with surveys available online and in-person,
- An online interactive feedback map,
- Stakeholder meeting,
- City Council meetings, and
- Planning Commission Study Sessions

As required by Government Code Section 65585(b)(2), all written comments regarding the Housing Element made by the public have previously been provided to each member of the City Council.

Appendix C contains a summary of all public comments regarding the Housing Element received by the City during the update process.

6. Data Sources

The data used for the completion of this Housing Element comes from a variety of sources. These include, but are not limited to:

- United States Census, 2010
- American Community Survey (U.S. Census Bureau Survey Program)
- Regional Analysis of Impediments to Fair Housing (AI)
- Point-in-Time Homeless Census by the Regional Task Force on the Homeless, 2020
- Home Mortgage Disclosure Act (HMDA) lending data

- California Department of Economic Development
- California Employment Development Division Occupational Wage data, 2020
- Department of Housing and Urban Development, Comprehensive Housing Affordability Strategy (CHAS), 2013-2017
- SCAG Regional Growth Forecast, RTP/SCS

The data sources represent the best data available at the time this Housing Element Update was prepared. The original source documents contain the assumptions and methods used to compile the data.

7. Housing Element Organization

This Housing Element represents the City of Rialto's policy program for the 2021-2029, 6th Housing Cycle Planning Period. The Housing Element is comprised of the following Chapters:

Section 1: Introduction contains as summary of the content, organization and statutory considerations of the Housing Element;

Section 2: Community Profile contains an analysis of the City's population, household and employment base, and the characteristics of the housing stock;

Section 3: Housing Constraints, Resources, and Affirmatively Furthering Fair Housing examining governmental and non-governmental constraints on production, maintenance, and affordability of housing and provides a summary of housing resources, including sites identification and funding and financial considerations;

Section 4: Policy Plan addresses the City's identified housing needs, including housing goals, policies and programs.

Appendices provide supplementary background resources including:

Appendix A – Review of Past Performance of 5th Cycle Housing Element Programs

Appendix B – Adequate Sites Analysis

Appendix C – Community Engagement Summary

Appendix D – Glossary of Housing Terms

Section 2

CITY OF RIALTO COMMUNITY PROFILE

CITY OF RIALTO COMMUNITY PROFILE

The Community Profile provides an overview of the City's housing and population conditions which are the foundation for policies and programs within with the Housing Element. To understand the City's housing needs, the nature of the existing housing stock and the housing market are comprehensively evaluated. This section of the Housing Element discusses the major components of housing needs in Rialto, including population, household, economic and housing stock characteristics. These components are presented in a regional context with nearby communities when relevant. This assessment serves as the basis for identifying the appropriate goals, policies, and programs for the City to implement during the 2021-2029 Housing Element cycle.

A. Key Community Demographic Findings

Population

- The Rialto population is projected to grow by about 7,900 new residents by 2040.
- Rialto has been experiencing a growth in the number of residents aged 20 to 34 years and those over 50 years. Children and young adults under the age of 19 have been decreasing.
- About 74 percent of the Rialto population identify as Hispanic or Latino. The two largest groups who do not identify as Hispanic or Latino, are Black or African American at 12 percent and white at 10 percent.

Employment

- Job growth in Rialto is projected to increase by 45 percent or 9,400 new job opportunities.
- The three largest employment sectors are education services, health care, and social assistance industry at 17 percent, transportation and warehousing, and utilities at nearly 15%, and retail trade at nearly 14%. The transportation and warehousing, and utilities industry has experienced the greatest growth since 2010.
- At 10.6%, Rialto's unemployment rate is the highest in the area and higher than the San Bernardino County average.

Households

- Rialto has the highest average household size compared to neighboring cities and San Bernardino County. Over half of the City's households are made up of at least 4 persons.
- Female headed households without a spouse present make up 19.3 percent of total households and have increased by 12 percent since 2010.

Special Needs

- Seniors over 65 years of age represent 9.3 percent and a growing portion of Rialto's population.
- Just under 10 percent of Rialto residents have at least one disability. Ambulatory difficulties are the most common at 5.5 percent of the total Rialto population.
- About 16 percent of Rialto households are single-parent households living below the poverty line.

Housing Stock

- While Rialto's population has increased by about 4 percent between 2019 and 2010, the City's housing stock has only grown by about 2 percent in that same time period.
- Single-unit detached dwellings make up the most of Rialto's housing stock at about 71 percent. Mobile homes represent another 6 percent.
- About 22 percent of the City's housing stock was built within the last 30 years.

B. Population Characteristics

Population characteristics such as growth, race and ethnicity, age, and employment influence housing need including the type, amount, and affordability levels. The following section analyzes each of these population characteristics and identifies trends that indicate changing housing needs.

1. Population Growth

According to the SCAG 2016-2040 Regional Growth Forecast, Rialto's population has grown and is projected to continue increasing through 2040. **Table 2-1** shows an estimated population growth of 5 percent between 2010 and 2020 and an anticipated increase of 7.6 percent between 2020 and 2040. In contrast, population growth forecasts for nearby cities and San Bernardino County are higher. For example, the City of Fontana is projected to grow 37.1 percent between 2020 and 2040 and San Bernardino County is projected to grow 24.3 percent during the same time period.

Table 2-1: Population Growth (2010-2040)

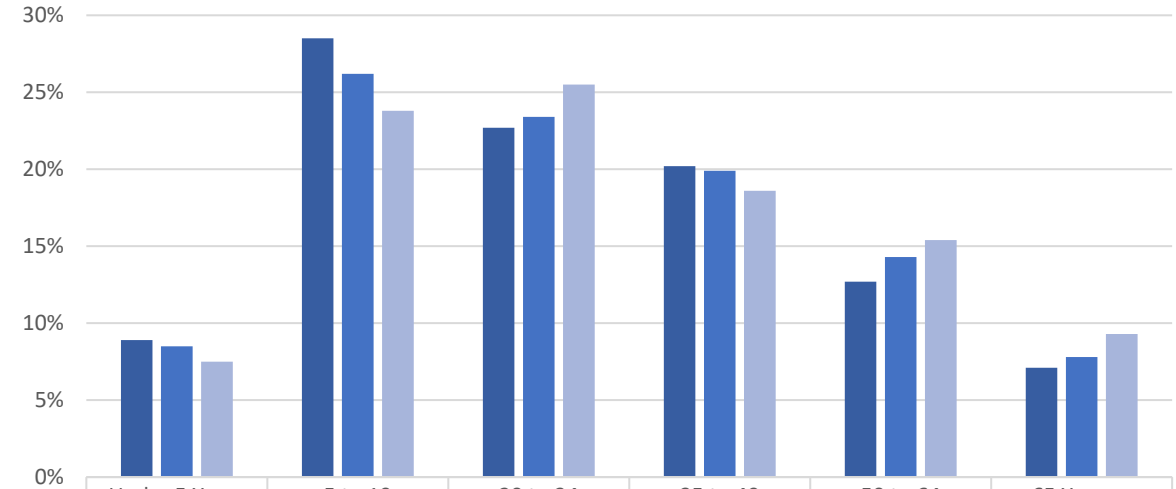
Jurisdiction	Population				Percent Change	
	2010 Actual	2020 Projected	2035 Projected	2040 Projected	2010-2020	2020-2040
Fontana	196,069	204,900	266,300	280,900	4.5%	37.1%
Rialto	**99,171**	**104,100**	**111,400**	**112,000**	**5.0%**	**7.6%**
San Bernardino	209,924	229,700	256,400	257,400	9.4%	12.1%
Colton	52,154	57,600	67,800	69,100	10.4%	20.0%
San Bernardino County	2,035,210	2,197,000	2,638,000	2,731,000	7.9%	24.3%

Sources: Bureau of the Census (2010) and SCAG 2016-2040 Regional Growth Forecast by Jurisdiction Report.

2. Age Characteristics

Rialto is experiencing an aging population trend as reflected by a growing percentage of persons between the ages of 20-34 years and 50 years and older. **Figure 2-1** shows that in 2010 persons between 5 and 19 years of age represented the largest percentage of Rialto's population. As the cohort aged, population totals by age shifted. In 2019, adults between 20 and 34 years of age made up the largest percentage of the population. Persons over the age of 50 have also increased as a percent of the total. They made up 19.8 percent of the population in 2010. In 2019 those over 50 made up 24.7 percent of the population.

Figure 2-1: Age Characteristics (2010-2019)



	Under 5 Years	5 to 19	20 to 34	35 to 49	50 to 64	65 Years +
2010	8.9%	28.5%	22.7%	20.2%	12.7%	7.1%
2015	8.5%	26.2%	23.4%	19.9%	14.3%	7.8%
2019	7.5%	23.8%	25.5%	18.6%	15.4%	9.3%

Source: American Community Survey, 5-Year Estimates, 2010, 2015, 2019.

Table 2-2 shows that Rialto's population is similar to nearby cities and San Bernardino County. The median age in Rialto is 30.5 years and the second lowest after San Bernardino (29.9 years). The City of Rialto has the largest percentage of population age 50 to 64 compared to neighboring cities.

Table 2-2: Comparative Age Characteristics (2019)

Jurisdiction	Under 5 Years	5 to 19	20 to 34	35 to 49	50 to 64	65 Years +	Median Age
Fontana	6.8%	25.4%	23.3%	21.8%	14.9%	7.8%	31
Rialto	**7.5%**	**23.8%**	**25.5%**	**18.6%**	**15.4%**	**9.3%**	**30.5**
San Bernardino	8.1%	24.7%	24.4%	18.6%	15.2%	9.0%	29.9
Colton	7.7%	22.4%	25.9%	18.6%	15.0%	10.4%	31.4
San Bernardino County	7.2%	22.3%	22.8%	19.0%	17.4%	11.3%	33.3

Source: American Community Survey, 5-Year Estimates, 2019.

3. Race and Ethnicity Characteristics

Equal opportunity for housing is an important component in the provision of housing units within jurisdictions. Racial and ethnic characteristics assists the city in identifying potential housing needs across all racial and ethnic groups within Rialto. Racial and ethnic characteristics may affect housing needs, choices, and desire as housing needs vary between ethnic or racial groups due to different cultural norms or preferences. For example, a particular culture may choose to live in a household with multiple generations (grandchildren, parents, grandparents), requiring larger housing units.

The Housing Element contains a further discussion of race and ethnicity in the Fair Housing analysis within **Section 3**.

Table 2-3 illustrates racial and ethnic composition of the City of Rialto compared to San Bernardino County. Rialto is made up of a diverse population with a greater variety of racial and ethnic populations than San Bernardino County as a whole. Rialto's population is mostly made up of persons identifying as Hispanic or Latino (74.3 percent). This is a larger population percentage than San Bernardino County where only 34.1 percent identify as Hispanic or Latino. Of those who do not identify as Hispanic or Latino, Black or African American Alone persons make up the largest percentage at 12.4 percent of the total Rialto population. This is a much greater percentage than San Bernardino where only 1.6 percent of the population identify as Black or African American Alone (not Hispanic or Latino).

Table 2-3: Racial and Ethnic Composition

Race and Ethnicity	Rialto	San Bernardino County
Hispanic or Latino	**74.3%**	**34.1%**
White Alone	53.3%	20.4%
Black or African American Alone	0.6%	0.1%
American Indian and Alaska Native Alone	0.4%	0.3%
Asian Alone	0.2%	0.2%
Native Hawaiian and Other Pacific Islander Alone	0.0%	0.0%
Some Other Race	17.2%	11.7%
Two or More Races	2.6%	1.3%
Not Hispanic or Latino	**25.7%**	**65.9%**
White Alone	9.6%	40.6%
Black or African American Alone	12.4%	1.6%
American Indian and Alaska Native Alone	0.2%	0.2%
Asian Alone	2.4%	20.3%
Native Hawaiian and Other Pacific Islander Alone	0.0%	0.3%
Some Other Race	0.1%	0.2%
Two or More Races	1.1%	2.8%

Source: American Community Survey, 5-Year Estimates, 2019.

An important component of analyzing race and ethnicity is identifying how demographics within the City have changed over time. **Table 2-4** illustrates changes between 2010 and 2019. The Rialto population who do not identify as Hispanic or Latino has decreased by 21.1 percent since 2010. The only racial group, who does not identify as Hispanic or Latino, to increase in population are those who identify as Asian Alone. In contrast, of those who do identify as Hispanic or Latino, those who identify as White Alone increased by 26.3 percent and those who identify as Black or African Alone increased by 5.6 percent. These trends show an increasingly diversifying population.

Table 2-4: Racial and Ethnic Composition				
Race and Ethnicity	2010	2015	2019	Percent Change 2010-2019
Hispanic or Latino	66.2%	72.4%	74.3%	**16.5%**
White Alone	43.8%	51.3%	53.3%	**26.3%**
Black or African Alone	0.6%	1.0%	0.6%	**5.6%**
American Indian and Alaska Native Alone	0.9%	0.4%	0.4%	**-52.8%**
Asian Alone	0.2%	0.1%	0.2%	**-29.2%**
Native Hawaiian and Other Pacific Islander Alone	0.0%	0.0%	0.0%	**0.0%**
Some Other Race	17.9%	17.3%	17.2%	**-0.2%**
Two or More Races	2.7%	2.3%	2.6%	**-1.2%**
Not Hispanic or Latino	33.8%	27.6%	25.7%	**-21.1%**
White Alone	14.4%	10.3%	9.6%	**-30.7%**
Black or African Alone	15.3%	12.0%	12.4%	**-16.1%**
American Indian and Alaska Native Alone	0.2%	0.2%	0.2%	**-4.5%**
Asian Alone	2.0%	2.4%	2.4%	**26.7%**
Native Hawaiian and Other Pacific Islander Alone	0.2%	0.8%	0.0%	**-100.0%**
Some Other Race	0.3%	0.4%	0.1%	**-77.4%**
Two or More Races	1.5%	1.5%	1.1%	**-21.1%**
Source: American Community Survey, 5-Year Estimates, 2019.				

C. Economic Characteristics

Income levels and economic characteristics vary throughout Rialto and generate different demands on total numbers and types of housing units. Need at different income levels necessitates a diverse housing stock.

1. Employment and Wage Scale

Employment and income affect the ability for the population to purchase housing. Employment and income also influence the types of housing people may purchase. **Table 2-5** summarizes projected employment growth for Rialto and its surrounding cities along with San Bernardino County from 2012 to 2040. Rialto is forecast a total employment growth of 40.6 percent between 2012 and 2040 (approximately 9,400 new jobs). This is the lowest forecasted growth compared to nearby cities and San Bernardino County. The City of Colton is projected the largest employment growth at approximately 74 percent.

Table 2-5: Employment Growth (2012-2040)							
Jurisdiction	2012	2020	2035	2040	Percent Change 2012-2020	Percent Change 2020-2040	Numeric Change 2012-2040
Fontana	47,000	55,400	68,900	70,800	17.9%	27.8%	23,800
Rialto	**21,100**	**24,400**	**29,800**	**30,500**	**15.6%**	**25.0%**	**9,400**
San Bernardino	88,900	102,500	125,200	128,900	15.3%	25.8%	40,000
Colton	16,800	21,100	28,100	29,200	25.6%	38.4%	12,400
San Bernardino County	659,000	789,000	998,000	1,028,000	19.7%	30.3%	369,000
Source: SCAG 2016-2040 Regional Growth Forecast by Jurisdiction Report.							

Analyzing trends in employment by industry helps to understand income wages and housing needs. **Table 2-6** shows 2010 and 2019 ACS employment data for Rialto by industry. Of Rialto's employed population, the largest portion worked in the Education Services, Health Care, and Social Assistance sector at a rate of 16.9 percent. The Rialto population also has high rates of employment in the Transportation and Warehousing and Utilities industry (14.8 percent) and the Retail Trade industry (13.7 percent).

Table 2-6: Employment by Sector (2010-2019)					
Industry Sector	2010		2019		Percent Change 2010-2019
	People Employed	Percent of City Employed Population	People Employed	Percent of City Employed Population	
Agriculture, forestry, fishing and hunting, and mining	204	0.5%	413	0.9%	102.5%
Construction	2,638	6.6%	3,756	8.4%	42.4%
Manufacturing	4,595	11.5%	3,939	8.8%	-14.3%
Wholesale trade	1,662	4.2%	1,785	4.0%	7.4%
Retail trade	5,959	14.9%	6,171	13.7%	3.6%
Transportation and warehousing, and utilities	4,170	10.4%	6,648	14.8%	59.4%
Information	533	1.3%	573	1.3%	7.5%
Finance and insurance, and real estate and rental leasing	1,430	3.6%	1,769	3.9%	23.7%
Professional, scientific, management, and administrative services	3,672	9.2%	3,772	8.4%	2.7%
Education services, health care, and social assistance	7,479	18.7%	7,593	16.9%	1.5%
Arts, entertainment, recreation, accommodation, and food services	3,499	8.8%	4,101	9.1%	17.2%
Other services (except public administration)	2,255	5.6%	2,469	5.5%	9.5%
Public Administration	1,855	4.6%	1,931	4.3%	4.1%
Total	**39,951**	**100%**	**44,920**	**100%**	**12.4%**
Source: American Community Survey, 5-Year Estimates, 2010 and 2019.					

Between 2010 and 2019, Rialto's employment grew by 12.4 percent. While increased participation in the labor force is important, unemployment is also important. Despite the growth in unemployment, **Table 2-7** shows the City of Rialto has the highest unemployment rate in 2019 at 10.6 percent compared to neighboring cities and San Bernardino County. Fontana has the lowest unemployment rate at 6.9 percent, which is 4 percent less than Rialto.

Table 2-7: Unemployment Rate (2019)	
Jurisdiction	Unemployment Rate [1]
Fontana	6.9%
Rialto	**10.6%**
San Bernardino	9.2%
Colton	7.1%
San Bernardino County	7.7%
1. Of the population 16 years and over. *Source: American Community Survey, 5-Year Estimates, 2019.*	

D. Household Characteristics

1. Household Growth

A household consists of people who occupy a housing unit. This could include single occupants, families, or unrelated people living together. According to ACS, Rialto had 26,033 households in 2019. Overtime, the City's number of households have grown. The SCAG Regional Growth Forecast between 2012 and 2040 are shown in **Table 2-8**. While the City of Rialto's households are forecast to increase by about 24 percent, this is the lowest growth percentage compared to neighboring cities.

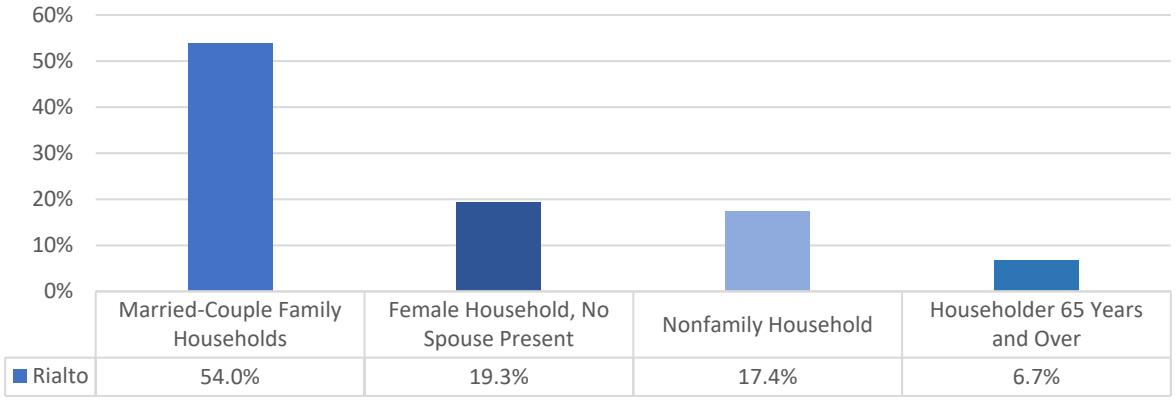
Table 2-8: Household Growth Forecast by Jurisdiction (2012-2040)					
Jurisdiction	2012	2020	2035	2040	Percent Change 2012-2040
Fontana	49,600	53,500	70,000	74,000	49.2%
Rialto	**25,400**	**28,000**	**31,000**	**31,500**	**24%**
San Bernardino	59,300	68,900	76,600	77,100	30%
Colton	15,000	17,600	20,400	20,800	38.7%
San Bernardino County	615,000	687,000	825,000	854,000	38.9%
Source: SCAG 2016-2040 Regional Growth Forecast by Jurisdiction Report					

2. Household Type

Table 2-9 and **Figure 2-2** display ACS household data from 2019 compared to nearby cities. The ACS reported a total of 26,033 households in Rialto in 2019. Over half of these households are married-couple family households. Just under 20 percent of Rialto households are female households, with no spouse present. The housing needs of female households with no spouse present are further analyzed in the Special Population Groups section. Non-family households represent 17.4 percent of total Rialto households. Non-family households include persons living alone and those living with roommates. Persons living with roommates may be at higher risk of overcrowding to lower the cost of housing and may benefit from affordable housing options.

Table 2-9: Household Characteristics							
Jurisdiction	Married-Couple Family Households	Percent of Total Households	Female Households, No Spouse Present	Percent of Total Households	Non-Family Households	Percent of Total Households	Total Households
Fontana	32,978	60.4%	9,720	17.8%	7,857	14.4%	54,558
Rialto	**14,048**	**54.0%**	**5,030**	**19.3%**	**4,532**	**17.4%**	**26,033**
San Bernardino	24,630	41.5%	14,205	24.0%	14,636	24.7%	59,295
Colton	8,155	48.9%	3,521	21.1%	3,851	23.1%	16,689
San Bernardino County	331,235	52.1%	107,779	16.9%	149,756	23.5%	636,041
Source: American Community Survey, 5-Year Estimates, 2019.							

Figure 2-2: Rialto Household Characteristics



Source: American Community Survey, 5-Year Estimates, 2019.

Table 2-10 summarizes changes in household types between 2010 and 2019. Married-couple family households represented the largest household type between 2010 and 2019 but decreased slightly by 0.2 percent over the nine years. Conversely, female households with no spouse present increased by about 11.5 percent. Nonfamily households and senior-led households also increased by 5.6 percent and 17.6 percent, respectively.

Table 2-10: Changes in Household Types (2010-2019)							
Household Type	2010	Percent	2015	Percent	2019	Percent	% Change 2010-2019
Total Households	24,716	100%	25,199	100%	26,033	100%	5.3%
Married-Couple Family Households	14,080	57.0%	13,980	55.5%	14,048	54.0%	-0.2%
Female Household, No Spouse Present	4,511	18.3%	4,840	19.2%	5,030	19.3%	11.5%
Nonfamily Household	4,290	17.4%	4,286	17.0%	4,532	17.4%	5.6%
Householder 65 Years and Over	1,483	6.0%	1,411	5.6%	1,744	6.7%	17.6%
Source: American Community Survey, 5-Year Estimates, 2010, 2015, 2019.							

3. Household Size

Persons per household and household size are important characteristics as they indicate a need for large housing units to prevent overcrowding. As shown in **Table 2-11**, Rialto has an average persons per household of 3.94. This is the largest compared to surrounding cities and San Bernardino County. **Table 2-12** shows how household sizes have changed between 2010 and 2019. Since 2010, two person households have increased the most (18.9 percent), while households with at least 4 persons are the only to have decreased. Overall, the total average persons per household in Rialto has decreased by 1.75 percent from 4.01 persons per household in 2010 to 3.94 persons per household in 2019.

Table 2-11: Average Household Size

Jurisdiction	Average Persons per Household
Fontana	3.85
Rialto	**3.94**
San Bernardino	3.46
Colton	3.25
San Bernardino County	3.29

Source: American Community Survey, 5-Year Estimates, 2019.

Table 2-12: Average Household Size (2010-2019)

Household Size	2010	2015	2019	Percent Change 2010-2019
1 Person	14.2%	13.3%	14.1%	4.9%
2 Persons	17%	19%	19.2%	18.9%
3 Persons	16.4%	16.9%	17.5%	12.3%
4-or-More Persons	52.4%	50.9%	49.2%	-1.1%
Average Persons Per Household	**4.01**	**4.02**	**3.94**	**-1.75%**

Source: American Community Survey, 5-Year Estimates, 2010, 2015, 2019

Household size differs between renter and owner-occupied housing units. Owner-occupied units tend to be larger households compared to renter-occupied units. Homeowners typically have a greater income than renters and therefore have more expendable income to afford purchasing a home. In addition, family households generally occupy larger housing units such as single-unit homes. The City of Rialto housing stock includes 63.4 percent owner occupied housing units and 36.6 percent renter occupied housing units, as shown in **Table 2-13**. The large majority of owner-occupied homes are single-unit detached structures, while renter-occupied households are more commonly multi-unit developments.

As **Table 2-14** shows, the City of Rialto has larger household sizes in comparison to neighboring cities. An average household size of 3.94 indicates a need for large housing units. The average household size for owner and renter households in Rialto are similar (3.98 and 3.85, respectively). The City of Colton has the lowest household size at 3.25 and a renter occupied household size of 3.12. San Bernardino County's overall household size of 3.29 reflects almost an entire person difference with Rialto.

Table 2-13: Occupied Housing Units by Type and Tenure					
Tenure	Single-Unit Detached	Single-Unit Attached	Multi-Unit	Mobile Homes	Total Occupied Units
Owner Occupied	90.1%	1.5%	1.0%	7.5%	16,515
Renter Occupied	38.8%	2.8%	55.1%	3.3%	9,518
Source: *American Community Survey, 5-Year Estimates, 2019.*					

Table 2-14: Average Household Size by Tenure			
Jurisdiction	Owner Occupied Household Size	Renter Occupied Household Size	Average Household Size
Fontana	3.9	3.77	3.85
Rialto	**3.98**	**3.85**	**3.94**
San Bernardino	3.56	3.37	3.46
Colton	3.37	3.12	3.25
San Bernardino County	3.31	3.27	3.29
Source: *American Community Survey, 5-Year Estimates, 2019.*			

4. Household Income

Household income is directly connected to affordability. The ability to afford a higher priced housing unit typically increases as household income increases. This may include increased access to a larger sized unit and/or the ability to move from a rental to an ownership opportunity. However, lower income households are more likely to utilize a disproportionate amount of their income toward housing costs. This may result in incidences of overcrowding and substandard living conditions.

The California State Department of Housing and Community Development (HCD) identifies the following income categories based on the Median Family Income (MFI) of San Bernardino County:

- **Very Low-Income**: households earning between 0 and 50 percent of the MFI
- **Low-Income**: households earning between 51 percent and 80 percent of the MFI
- **Moderate Income**: households earning between 81 percent and 120 percent of the MFI
- **Above Moderate Income**: households earning over 120 percent of the MFI

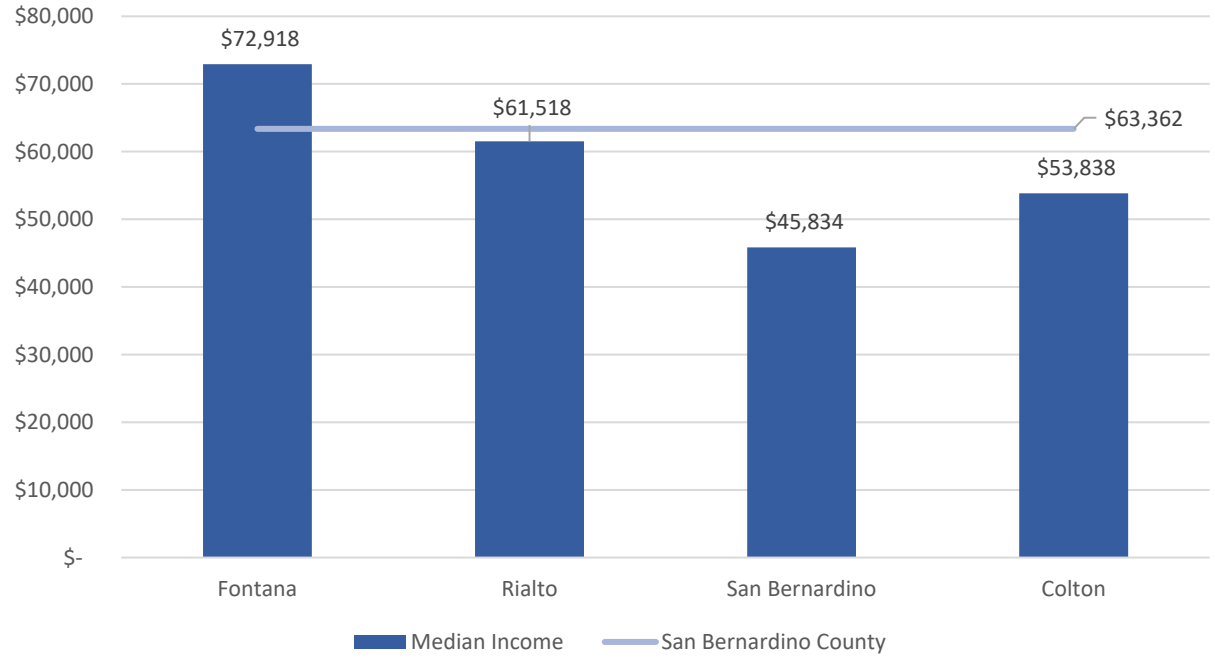
State law also defines extremely low-income as households earning less than 30 percent of the MFI and are considered a subset of the very low-income category. Lower income groups refer to extremely low, very low, and low-income groups.

Rialto's household income characteristics can help to identify housing types that would be affordable to the City's population. Income characteristics assist in determining what housing types and characteristics are required to meet the needs of a population. **Table 2-15** shows that lower income categories represent 44.7 percent of households in Rialto. Moderate to above moderate-income households represent 55.3 percent of Rialto households.

Table 2-15: Households by Income Category in Rialto		
Income Category (Percent of County MFI)	Households	Percent
Extremely Low (30% MFI or less)	2,920	11.2%
Very Low (30% to 50% MFI)	3,560	13.7%
Low (50% to 80% MFI)	5,140	19.8%
Moderate or Above (Over 80% MFI)	14,395	55.3%
Total	26,015	100%
Source: Department of Housing and Urban Development (HUD) Comprehensive Housing Affordability Strategy (CHAS), 2013-2017.		

Figure 2-3 illustrates the differences in annual median income for Rialto and surrounding cities in comparison to San Bernardino County. The median household income in Rialto is just below the regional household income for San Bernardino County. Market-rate housing within the immediate area may consequently be unaffordable to the significant number of lower income households in Rialto. This is also true for the nearby cities of San Bernardino and Colton.

Figure 2-3: Median Household Income by City (2019)



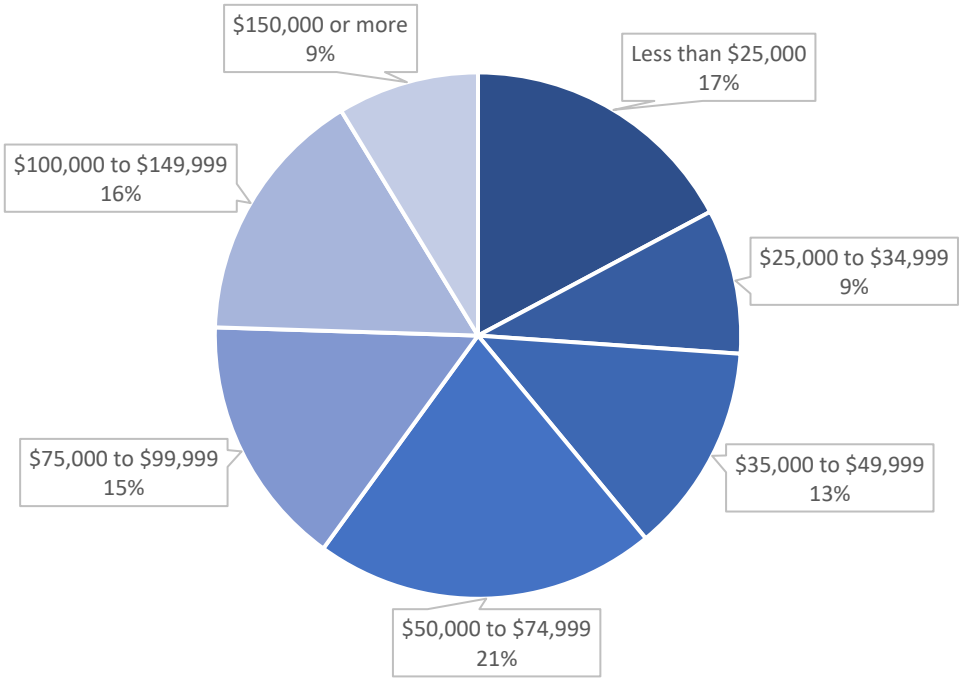
Source: American Community Survey, 5-Year Estimates, 2019.

Table 2-16 below shows the median household income in Rialto is approximately 2.9 percent lower than the regional median. Rialto's median income is $61,518 and represents the second largest median income. The City of San Bernardino has the lowest median income at 27.7 percent below the regional median income and $15,684 below Rialto's median income.

About a quarter of Rialto households earn over $100,000 annually, as illustrated in **Figure 2-4**. Conversely, 39 percent earn below $50,000. Households that earn between $50,000 and $99,999 represent an estimated 36 percent of the City's population.

Table 2-16: Median Household Income		
Jurisdiction	Median Income	Percent Above/Below Regional Median
Fontana	$72,918	15.1%
Rialto	**$61,518**	**-2.9%**
San Bernardino	$45,834	-27.7%
Colton	$53,838	-15.0%
San Bernardino County	$63,362	--
Source: American Community Survey, 5-Year Estimates, 2019.		

Figure 2-4: Rialto Income Breakdown by Category



Source: American Community Survey, 5-Year Estimates, 2019.

E. Housing Problems

The Census Bureau's Comprehensive Housing Affordability Strategy (CHAS) provides detailed information on housing needs for different income levels and household type in Rialto. The most recent CHAS data for Rialto was published in August 2020 and was based on 2013-2017 ACS data (**Table 2-17**). Housing problems considered by CHAS include:

- Units with physical defects (lacking complete kitchen or bathroom);
- Overcrowded conditions (housing units with more than one person per room);
- Housing cost burdens, including utilities, exceeding 30 percent of gross income; or
- Severe housing cost burdens, including utilities, exceeding 50 percent of gross income.

Half of all Rialto households live with at least one housing problem and 30 percent live with at least one severe housing problem. **Table 2-17** shows that more renters experience housing problems compared to homeowners. About 68 percent of Rialto renters experience at least one housing problem and just under half experience at least one severe housing problem (45.4 percent). In contrast, 41.1 percent of

homeowners experience at least one housing problem and under a quarter experience at least one severe housing problem (22.5 percent).

Table 2-17: Housing Assistance Needs of Lower Income Households

Housing Problem Overview**	Number of Owner HH	Percent of Owner HH	Number of Renter HH	Percent of Renter HH	Number of HH	Percent of All HH
Household has at least 1 of 4 Housing Problems	6,795	41.1%	6,415	67.6%	13,210	50.8%
Household has none of 4 Housing Problems	9,630	58.3%	2,980	31.4%	12,610	48.5%
Cost Burden not available, no other problems	95	0.6%	95	1.0%	190	0.7%
Total	16,520	100.0%	9,490	100.0%	26,015	100.0%
Severe Housing Problem Overview* **	**Number of Owner HH**	**Percent of Total HH**	**Number of Renter HH**	**Percent of Total HH**	**Number of HH**	**Percent of All HH**
Household has at least 1 of 4 Severe Housing Problems	3,725	22.5%	4,310	45.4%	8,035	30.9%
Household has none of 4 Severe Housing Problems	12,700	76.9%	5,085	53.6%	17,785	68.4%
Cost Burden not available, no other problems	95	0.6%	95	1.0%	190	0.7%
Total	16,520	100.0%	9,490	100.0%	26,015	100.0%

* Percent of total households

** The four housing problems are: incomplete kitchen facilities, incomplete plumbing facilities, more than 1 person per room, and cost burden greater than 30%.

*** The four severe housing problems are: incomplete kitchen facilities, incomplete plumbing facilities, more than 1.5 persons per room, and cost burden greater than 50%.

Source: U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) 2013-2017.

1. Overcrowding

Overcrowded households include more than one occupant per room (excluding bathrooms, kitchens, hallways, and porches). Severely overcrowded households have more than 1.5 persons per room. Factors that may cause overcrowding include a lack of affordable housing and/or a lack of available housing units of adequate size.

Overcrowding in households can lead to neighborhood deterioration. This is due to the intensive use of individual housing units which results in excessive wear and tear, and the potential cumulative overburdening of community infrastructure and service capacity. Overcrowding in neighborhoods can lead to an overall decline in social cohesion and environmental quality. Such decline may spread geographically and impact the quality of life, the economic value of property, and the vitality of commerce within a city. The combination of lower incomes and high housing costs may result in households living in overcrowded housing conditions.

Table 2-18 shows that renters are disproportionately impacted by overcrowding. About 17.3 percent of rental units in Rialto are overcrowded and 5.9 percent of rental units are severely overcrowded. About

8.5 percent of owner-occupied units are overcrowded and just under 2 percent of owner-occupied units are severely overcrowded units. A quarter of all occupied housing units are overcrowded, and 7.8 percent are severely overcrowded. Total overcrowded units represent 33.7 percent of Rialto households.

Table 2-18: Overcrowding by Tenure, Rialto

Tenure	Overcrowded Units (1.0 to 1.5 persons/room)		Severely Overcrowded Units (>1.51 persons/room)		Total Overcrowded Occupied Units	
	Count	Percent[1]	Count	Percent[1]	Count	Percent[1]
Owner Occupied	1,412	8.5%	312	1.9%	1,724	10.4%
Renter Occupied	1,649	17.3%	564	5.9%	2,213	23.3%
Total	**3,061**	**25.9%**	**876**	**7.8%**	**3,937**	**33.7%**

1. Percent of total occupied housing units.
Source: American Community Survey, 5-Year Estimates, 2019.

Table 2-19 shows that overcrowding disproportionately affects renters in surrounding cities and in San Bernardino County. Rialto renters are disproportionately impacted by overcrowding, but homeowners in Rialto have the highest percentage of overcrowding compared to nearby cities and the County.

Table 2-19: Overcrowded Housing Units by Tenure

Jurisdiction	Owner Occupied Overcrowded Units (>1.0 persons/room)		Renter Occupied Overcrowded Units (>1.0 persons/room)		Total Overcrowded Units	
	Count	Percent of Occupied Units	Count	Percent of Occupied Units	Count	Percent of Occupied Units
Fontana	2,764	5.1%	3,736	6.9%	6,500	11.5%
Rialto	**1,724**	**6.6%**	**2,213**	**8.5%**	**3,937**	**14.5%**
San Bernardino	2,808	4.7%	6,426	10.8%	9,234	14.6%
Colton	646	3.9%	1,362	8.2%	2,008	10.7%
San Bernardino County	20,629	3.2%	35,649	5.6%	56,278	7.8%

Source: American Community Survey, 5-Year Estimates, 2019.

2. Overpayment (Cost Burden) in Relation to Income

State and federal standards indicate that a household paying more than 30 percent of its income for housing is overpaying. A household paying over 50 percent of its total income is severely overpaying. Overpayment (also referred to as cost burden) is an indicator of a household's ability to sustain a household budget including expenses beyond housing such as utilities, food, and maintenance. Households that pay an excessive amount of their income on housing costs have less remaining for other needs. This is an important indicator of local housing market conditions as it reflects the affordability of housing in the community. Federal and state agencies use overpayment indicators to determine the amount of funding to allocate a community to assist with housing opportunities.

Table 2-20 below summarizes housing overpayment in Rialto's households by household income. About 22 percent of homeowners and 20 percent of renters have a cost burden of greater than 30 percent.

Table 2-20: Summary of Housing Overpayment								
Income by Cost Burden[1]	Homeowners				Renters			
	Cost Burden > 30%	Percent[2]	Cost Burden > 50%	Percent[2]	Cost Burden > 30%	Percent[2]	Cost Burden > 50%	Percent[2]
Extremely Low Income (≤ 30% MFI[3])	755	2.9%	655	2.5%	1,680	6.5%	1,470	5.7%
Very Low Income (>30% to ≤ 50% MFI[3])	1,120	4.3%	705	2.7%	1,750	6.7%	1,080	4.2%
Low Income (>50% to ≤ 80% MFI[3])	1,625	6.2%	585	2.2%	1,300	5.0%	225	0.9%
Moderate Income (>80% to ≤ 100% MFI[3])	985	3.8%	110	0.4%	270	1.0%	20	0.1%
Above Moderate Income (>100% MFI[3])	1,105	4.2%	105	0.4%	290	1.1%	0	0.0%
Total	5,590	21.5%	2,160	8.3%	5,290	20.3%	2,795	10.7%

1. Cost burden is the ratio of housing costs to household income. For renters, housing cost is gross rent (contract rent plus utilities). For owners, housing cost is "select monthly owner costs", which includes mortgage payment, utilities, association fees, insurance, and real estate taxes.
2. Percent of total households in Rialto
3. MFI refers to the HUD Area Median Family Income – this is the median family income calculated by HUD for each jurisdiction, to determine Fair Market Rents (FMRs) and income limits for HUD programs. MFI will not necessarily be the same as other calculations of median incomes (such as a simple Census number), due to a series of adjustments that are made.
Source: Department of Housing and Urban Development (HUD) Comprehensive Housing Affordability Strategy (CHAS), 2013-2017.

F. Special Needs Groups

Special needs groups may encounter added difficulty in procuring adequate and affordable housing. Special needs populations include seniors, persons with disabilities, large households, single parent households, students, and farm workers. Special needs groups may have lower incomes or may be homeless.

Table 2-21: Special Needs Groups			
Special Needs Groups	Count	Percent of Total Households	Percent of Total Population
Total Senior Population	16,124	--	10.60%
Persons with Disabilities	16,631 persons	--	11%
Persons with Developmental Disabilities[1]	274 persons	--	--
Large Households	10,111 HH	25.90%	--
Single-Parent Households	4,768 HH	12.20%	--
Single-Parent, Female Headed Households with Children (under 18 years)	3,271 HH	8.40%	--
People Living in Poverty	26,511	--	17.90%
Farmworkers[2]	703 persons		1%
Migrant Farmworkers	395 persons	--	--
Seasonal Farmworkers	1,044 persons	--	--
Permanent Farmworkers	1,061 persons	--	--
Persons Experiencing Homelessness[3]	722 persons	--	--

1. Total persons who received service from the Inland Regional Center for FY 2018-2019.
2. Agriculture, forestry, fishing and hunting, and mining industry. Farmworker data is taken of the population 16 years and over. Data taken at the County level and provided by USDA Statistics Services.
3. Total results from 2020 homeless count by Los Angeles Homeless Services Authority (LAHSA).

Source: American Community Survey, 5-Year Estimates, 2019; San Bernardino County Regional Center *Total Annual Expenditures and Authorized Services Report, 2019-2020; United States Department of Agriculture, National Agriculture Statistics – Hired Farm Labor, 2017;* Los Angeles Homeless Services Authority 2020 Homeless County by Community/City.

1. Seniors

Seniors include individuals 65 years old or older. Seniors may have limited incomes due to retirement payments and high healthcare costs. Seniors are also more susceptible to mobility issues and self-care limitations due to their age. Housing needs of the senior population include affordable housing, supportive housing (such as intermediate care facilities), group homes, and other housing with a planned service component. **Table 2-22** provides population counts of seniors in Rialto, neighboring cities, and San Bernardino County. Rialto's senior population is 9.3 percent which is similar to nearby cities but lower than the County average of 11.3 percent.

Table 2-22: Persons Age 65 and Over		
Jurisdiction	Population Count	Percent of Population
Fontana	16,448	7.8%
Rialto	**9,611**	**9.3%**
San Bernardino	19,356	9%
Colton	5,687	10.4%
San Bernardino County	241,961	11.3%
Source: American Community Survey, 5-Year Estimates, 2019.		

Key Challenges and Resources to Address Senior Housing Needs

Additional affordable housing would benefit senior residents since they often have fixed incomes that may not allow for the financial flexibility necessary to acquire suitable housing. In addition to overpayment problems faced by seniors due to their relatively fixed incomes, many seniors are faced with various disabilities. Smaller, more affordable housing units allow for a greater accommodation of their lifestyles.

The City owns the Grace Vargas Senior Center and partners with the non-profit organization Friends of the Rialto Senior Center to offer programs, activities, and resources to seniors living in the City. Additional senior services and assistance are offered regionally through the San Bernardino County Department of Aging and Adult Services as well as AgingNext and NewStart Housing Corporation. AgingNext is a nonprofit organization in Claremont which provides free or low-cost programs, services, and resources to the aging community. NewStart Housing Corporation Inc. is a community housing development organization (CHDO) in Fontana which provides quality affordable housing to low-income seniors.

Seniors in Rialto generally have exhibited the following unique challenges to housing:

- Having Limited and fixed incomes
- Disproportionately higher healthcare costs, adding to monthly living costs
- Higher incidence of mobility and self-care limitations requiring customized housing features
- Transit dependency
- Limited in-home support, due to living alone
- To address these challenges, the City must consider a variety of solutions to address the above issues. These may include:
- More affordable housing options for Seniors
- Supportive City programs to help sustain decent, safe, and affordable housing for dependent Seniors
- Housing with included supportive services
- Group Homes options for persons with self-care limitations
- To address unique needs of senior residents living in the City, the following programs have been included in **Section 4**: **Housing Program 1A:** Acquisition, Rehabilitation, and Resale Program
- **Housing Program 1B:** Funding for Housing Rehabilitation Programs
- **Housing Program 3B:** Preserve and Monitor At-Risk Units
- **Housing Program 3F:** County Housing Voucher Program
- **Housing Program 3G:** Tenant-Based Rental Assistance
- **Housing Program 5A:** Affirmatively Furthering Fair Housing
- **Housing Program 5B:** Fair Housing Services
- **Housing Program 5C:** Reasonable Accommodation
- **Housing Program 5H:** Residential Care Facilities

The City will continue providing housing resources to its senior population through community partnerships and by facilitating the development of affordable housing.

2. Persons with Physical and Developmental Disabilities

Physical and developmental disabilities can hinder access to traditional housing units and may limit the ability to earn adequate income. Physical and/or developmental disabilities may deprive a person from earning income, restrict one's mobility, or make self-care difficult. Persons with disabilities often have special housing needs related to limited earning capacity, a lack of accessible and affordable housing, and higher health costs associated with a disability. Some residents may also have disabilities that require living in a supportive or assisted-living setting.

Table 2-23 summarizes disability status among Rialto's noninstitutionalized residents. Ambulatory difficulty is the most widespread in Rialto and represent 27.2 percent of those with a disability. Ambulatory difficulties affect walking and movement. The second most common disability type is cognitive difficulty affecting 21.4 percent of those with a disability. Vision difficulties are the least common. Disabilities require different living conditions which inform housing needs for Rialto. For example, those with ambulatory difficulties may require smaller single-story spaces due to a lack of ability to walk long distances or without assistance. Affordable and barrier-free housing may provide adequate housing opportunities for persons with disabilities. Rehabilitation assistance can target renters and homeowners with disabilities to modify and improve unit accessibility.

State law requires that the Housing Element discuss the housing needs of persons with developmental disabilities. As defined by federal law, "developmental disability" means a severe, chronic disability of an individual that:

- Is attributable to a mental or physical impairment or combination of mental and physical impairments;
- Is manifested before the individual attains age 22;
- Is likely to continue indefinitely;
- Results in substantial functional limitations in three or more of the following areas of major life activity: a) self-care; b) receptive and expressive language; c) learning; d) mobility; e) self-direction; f) capacity for independent living; or g) economic self- sufficiency; and
- Reflects the individual's need for a combination and sequence of special, interdisciplinary, or generic services, individualized supports, or other forms of assistance that are of lifelong or extended duration and are individually planned and coordinated.

According to the Inland Regional Center *Purchase of Service – Disparity Data Report for 2018-2019*, a total of 274 individuals from the Inland Empire and diagnosed with developmental disabilities received services. Of the 274 individuals, the majority were diagnosed with Autism (78.8 percent). The rest were diagnosed with an intellectual disability (4.4 percent), Cerebral Palsy (1.8 percent), Epilepsy (0.4 percent), Category 5 (3.6 percent), and 10.9 percent reported some other disability. Of those who received services, 25.5 percent were White, 9.5 percent were Asian, 3.3 percent were Black/African American, and 29.9 percent reported Other. Approximately 32 percent of individuals reported their ethnicity as Hispanic or Latino. The majority of those who received services were 3 to 21 years of age (77.7 percent), 21.5 percent were 2 years or younger, and less than 1 percent were over the age of 22. All individuals who received services live at the home of their parent(s) or guardian(s).

Many people with developmental disabilities can live and work independently within a conventional housing environment. Individuals with more severe developmental disabilities may require a group living environment where supervision is provided. The most severely affected individuals may require an institutional environment where medical attention and physical therapy are provided. The first issue in supportive housing for persons with developmental disabilities is the transition from the person's living situation as a child to an appropriate level of independence as an adult.

There are several housing types appropriate for people living with a development disability: rent subsidized homes, licensed and unlicensed single-family homes, inclusionary housing, Section 8 vouchers, special programs for home purchase, HUD housing, and SB 962 (veterans) homes. The design of housing-

accessibility modifications, the proximity to services and transit, and the availability of group living opportunities represent some of the types of considerations that are important in serving the needs of this group. Incorporating 'barrier-free' design in all new multi-family housing (as required by California and Federal Fair Housing laws) is especially important to provide the widest range of choices for residents with disabilities. Special consideration may also be given to the affordability of housing as people with disabilities may be living on a fixed income.

The County of San Bernardino's Aging and Disability Resource Connection (ADRC) program serves persons with disabilities with information and access to available long-term services and support at the local level. The ADRC works in partnership with Rolling Start Inc. which is a cross-disability Center for Independent Living in San Bernardino that provides community-based programs and services to people of any age with disabilities. Additional ADRC partners that serve persons with disabilities in San Bernardino County include: California State Council on Developmental Disabilities, Housing Authority of the County of San Bernardino, Inland Regional Center, Services for Independent Life, and more.

Key Challenges and Resources to Address Housing Needs of Disabled Persons

Persons with physical and developmental disabilities in Rialto have exhibited the following unique challenges to housing:

- Need for specialized housing to accommodate disabilities
- Need for supportive services
- Higher incidents of dependent living needs
- High incidents of unemployment

To address these challenges, the City must consider a variety of solutions to address the above issues. These may include:

- Regional coordination and support for services
- Permitting of housing for persons with disabilities
- Prioritization of services for disabled persons
- Local supportive services to supplement physical housing needs
- Housing regulations/accommodation of unique housing needs
- Group Home options for persons with self-care limitations

The City's existing permit procedures, regulations and policies further support physical and developmental disabilities through the granting of uses and facilities to accommodate the needs of persons with disabilities. The City also has a reasonable accommodation procedure that is intended to grant accommodations for persons with disabilities with the expressed intent not to cause additional cost to the requestee.

The City will review and prioritize housing and supportive services for persons with developmental disabilities, as well as explore regulatory incentives for projects that address the needs of persons with developmental disabilities.

To address unique needs of disabled residents living in the City, the following programs have been included in **Section 4**:

- **Housing Program 5C:** Reasonable Accommodation
- **Housing Program 5F:** Housing for Persons with Developmental Disabilities
- **Housing Program 5H:** Residential Care Facilities
- **Housing Program 5A:** Affirmatively Furthering Fair Housing
- **Housing Program 3F:** County Housing Voucher Program

These programs focus on providing funding and incentives to encourage the development and rehabilitation of housing for persons with developmental disabilities as well as continued promotion of the City's Reasonable Accommodation Ordinance which grants accommodations to meet the needs of persons with disabilities.

3. Large Households

Large households are made up of five or more individuals. Procuring resources for a large household requires a greater portion of income. This may lead households to smaller, more affordable housing units. Such units may not be large enough to adequately contain a large household and may become overcrowded. Multi-family rental units are typically smaller than single-family ownership units. Therefore, renters typically have more difficulty securing larger housing units.

In Rialto, large households represent about 30.9 percent of all households, as shown in **Table 2-24** and the majority live in owner-occupied units (65.6 percent). **Table 2-25** shows that while large households represent a larger percentage in Rialto than neighboring cities, the occurrence is decreasing. Between 2010 and 2019, large households in Rialto decreased by 2.3 percent. In contrast, San Bernardino County experienced a growth of 3.5 percent in large households. The provision of affordable and large housing units may alleviate potential overcrowding burdens experienced by homeowners and renters in Rialto.

Table 2-24: Large Households by Tenure

Household Size	Owner		Renter		Total	
	Count	Percent (1)	Count	Percent (1)	Count	Percent (1)
5-Person Household	2,618	10.1%	1,212	4.7%	**3,830**	14.7%
6-Person Household	1,456	5.6%	697	2.7%	**2,153**	8.3%
7-or-More Person Household	1,201	4.6%	861	3.3%	**2,062**	7.9%
Total	**5,275**	**20.3%**	**2,770**	**10.6%**	**8,045**	**30.9%**

1. Percent of large households.
2. Percent of total households.

Source: American Community Survey, 5-Year Estimates, 2019.

Table 2-25: Large Households by Jurisdiction (2010-2019)				
Jurisdiction	Total Large Households			Percent Change 2010-2019
	2010	2015	2019	
Fontana	32.7%	31.7%	29.3%	4.5%
Rialto	**33.3%**	**31.7%**	**30.9%**	**-2.3%**
San Bernardino	21.7%	24.3%	24.0%	7.6%
Colton	22.5%	22.2%	18.2%	-11.1%
San Bernardino County	20.5%	19.7%	19.8%	3.5%
Source: American Community Survey, 5-Year Estimates, 2010, 2015, 2019.				

Resources to address the needs of large households include Housing Programs that support the leveraging of LIHTC opportunities, State, Federal and private funds focused on the development of affordable housing for large households and other special needs groups. The City has included **Housing Programs 1A** and **3B** that will secure funding and rehabilitate foreclosed units to be rented as affordable housing.

In addition, accessory dwelling units (ADU) are detached dwelling units, that allow for complete independent living facilities for one or more persons. The City's Zoning Code permits ADUs in all residential zoning districts. ADUs can provide additional housing for households who may be experiencing overcrowding. **Section 4** of this Housing Element includes **Housing Program 2D** which establishes that the City will support and accommodate the construction of at least 72 ADUs over the planning period for the 6th Cycle.

Key Challenges and Resources to Address Large household Housing Needs

Large Person Households in Rialto have exhibited the following unique challenges to housing:

- Lack of available housing with sufficient bedroom counts
- Options for larger bedroom counts in rental units
- Higher monthly cost burdens
- Affordable options for large family households
- Childcare needs for working families

To address these challenges, the City must consider a variety of solutions to address the above issues. These may include:

- Permitting of larger bedroom counts in ownership and rental units
- Affordable housing options for large family households
- Prioritization of family-sized units in affordable housing developments
- Leveraging of Grant/Funding opportunities

Resources to address the above needs include Policy Actions that support the leveraging of State, Federal and private funds focused on multiple family development.

The City has included the following programs that will provide standards and provisions that will support the provision of larger sized family units:

- **Housing Program 1A:** Acquisition, Rehabilitation, and Resale Program
- **Housing Program 1B:** Funding for Housing Rehabilitation Programs
- **Housing Program 1D:** Multi-Family Improvement Districts
- **Housing Program 2N:** Alternative Housing Concepts
- **Housing Program 3B:** Preserve and Monitor At-Risk Units
- **Housing Program 3F:** County Housing Voucher Program
- **Housing Program 3G:** Tenant-Based Rental Assistance
- **Housing Program 4A:** Density Bonus
- **Housing Program 5A:** Affirmatively Furthering Fair Housing
- **Housing Program 5B:** Fair Housing Services
- **Housing Program 5E:** Supportive Housing / Low Barrier Navigation Centers

4. Single-Parent Households

Single parent households tend to have a greater need for childcare services, health care services, and other services. **Table 2-26** estimates that single-parent female households with no spouse make up 19.3 percent of Rialto households. In Rialto, single parent-female households without a spouse present are disproportionately impacted by poverty. About 15.6 percent of Rialto households are female headed households earning an annual income below the poverty line. In comparison, male headed households living under the poverty line represent less than one percent.

Table 2-26: Single-Parent Households

Jurisdictions	Single Parent-Male, No Spouse Present		Single Parent-Male Household Living in Poverty		Single Parent-Female, No Spouse Present		Single Parent-Female Household Living in Poverty	
	Count	Percent[1]	Count	Percent[1]	Count	Percent[1]	Count	Percent[1]
Rialto	2,423	9.3%	186	0.7%	5,030	19.3%	4,053	15.6%
San Bernardino County	47,271	7.4%	12,514	2.0%	68,643	10.8%	107,779	16.9%

1. Percent of total households.
Source: American Community Survey, 5-Year Estimates, 2019.

Key Challenges and Resources to Address Single-Parent Housing Needs

Single Parent Households in Rialto have exhibited the following unique challenges to housing:

- Affordable Housing Options
- Rental and For Sale Housing Options
- Higher monthly cost burdens with one income families
- Childcare needs for working families

To address these challenges, the City must consider a variety of solutions. These may include:

- Affordable housing options for single income families
- Accessibility to childcare options
- Leveraging of Grant/Funding opportunities

To address unique needs of Single-Parent households in the City, the following programs have been included in **Section 4**:

- **Housing Program 2D:** Accessory Dwelling Unit Construction
- **Housing Program 3B:** Preserve and Monitor At-Risk Units
- **Housing Program 3F:** County Housing Voucher Program
- **Housing Program 3G:** Tenant-Based Rental Assistance
- **Housing Program 5A:** Affirmatively Furthering Fair Housing

The City of Rialto provides a number of community programs and resources for children which may assist single-parent households. The Rialto community center offers preschool and daycare programs as well as a teen center and various youth sport actives to take care of children. Preston Preschool and Tiny Tots are daycare programs in Rialto for children ages two through kindergarten and the Teen Center is a drop-in recreational program open to students ages 11 to 17. The Teen Center offers homework assistance, leadership activities, social activities and allows teens the ability to participate in a variety of workshops.

5. Farmworkers

Farmworkers are traditionally defined as persons whose primary incomes are earned through permanent or seasonal agricultural labor. Permanent farm laborers work in the fields, processing plants, or support activities on a generally year-round basis. The labor force is supplemented by seasonal workers when workload increases during harvest periods. Certain farms may hire migrant workers. Migrant workers have unique housing needs as their travel may prevent them from returning to their primary residence every evening. Farm workers also have special housing needs because they earn lower incomes than many other workers and move throughout the year from one harvest location to the next.

The United States Department of Agriculture, National Agriculture Statistics provides data on hired farm labor across the United States. The data is compiled at both a state and county levels. Within San Bernardino County, there were a total of 1,888 hired farm workers in 2017. A total of 1,579 are considered permanent, working 150 days or more and a total of 667 farmworkers were considered seasonal, working only 150 days or less. Additionally, San Bernardino County reported 106 total migrant farmworkers.

According to the California Employment Development Department, the average farm worker (Farming, Fishing, and Forestry Occupation) in San Bernardino County earned a median annual income of $25,723 in 2019. This annual income is considered part of the very low-income bracket for Rialto. Limited income may be exacerbated by farm worker's tenuous and/or seasonal employment status. These employees and their households may reside in severely overcrowded dwellings, in packing buildings, or in storage sheds. Future housing in Rialto may need to consider the needs of farm workers employed in and near the City.

Key Challenges and Resources to Address Farmworker Housing Needs

Farmworker households in Rialto have exhibited the following unique challenges to housing:

- Affordable housing options
- Higher incidents of cost burden for housing

- Rental and for sale housing options
- Childcare needs for working families

Like other special needs groups, farmworkers needs are focused on affordability of housing and access to services that support lower monthly overall costs. To address these challenges, the City must consider a variety of solutions to address the above issues. These may include:

- Affordable housing options for farmworkers
- Accessibility to childcare options
- Leveraging of grant/funding opportunities

To address unique needs of farmworker households in the City, the following programs have been included in **Section 4**:

- **Housing Program 5G:** Agricultural Employee and Farmworker Housing
- **Housing Program 5A:** Affirmatively Furthering Fair Housing

Like other special needs groups, farmworkers needs are focused on affordable housing and access to services that support lower monthly overall costs. **Section 4** includes a number of Housing Programs which promote the development of affordable housing units throughout the City as well as resources for households in need.

6. Extremely Low-Income Households and Poverty Status

The 2013-2017 Comprehensive Housing Affordability Strategy (CHAS) data indicates approximately 2,920 extremely low-income households live in Rialto. Extremely low-income households earn 30 percent or less of the median family income (MFI) for San Bernardino County. MFI stands for HUD Median Family Income. This is the median family income calculated by HUD for each jurisdiction, to determine Fair Market Rents (FMRs) and income limits for HUD programs. MFI will not necessarily be the same as other calculations of median incomes (such as a simple Census number) due to a series of adjustments. Extremely low-income households earn less than 30 percent of the MFI. There are approximately 2,920 extremely low-income households in Rialto (renters and owners). **Table 2-27** below includes data characterizing affordability and cost burden for various income groups.

In Rialto, 770 extremely low-income households live in owner-occupied housing units and 1,675 extremely low-income households live in renter-occupied housing units with at least one of the four housing problems identified by CHAS. The housing problems are detailed above in the Housing Problems section.

Table 2-27: Housing Problems for all Households by Tenure			
Income by Housing Problem	Owner		
	Household has at least 1 of 4 Housing Problems	Household has none of 4 Housing Problems	Cost Burden not available, no other Housing Problem
Extremely Low Income (≤ 30% MFI)	770	130	95
Very Low Income (>30% to ≤ 50% MFI)	1,165	510	-
Low Income (>50% to ≤ 80% MFI)	1,805	1,190	-
Moderate Income (>80% to ≤ 100% MFI)	1,155	910	-
Above Moderate Income (>100% MFI)	1,895	6,895	-
Total	6,790	9,635	95
Income by Housing Problem	Renter		
	Household has at least 1 of 4 Housing Problems	Household has none of 4 Housing Problems	Cost Burden not available, no other Housing Problem
Extremely Low Income (≤ 30% MFI)	1,675	150	95
Very Low Income (>30% to ≤ 50% MFI)	1,750	130	-
Low Income (>50% to ≤ 80% MFI)	1,690	455	-
Moderate Income (>80% to ≤ 100% MFI)	400	525	-
Above Moderate Income (>100% MFI)	895	1,720	-
Total	6,410	2,980	95

* The four housing problems are: incomplete kitchen facilities, incomplete plumbing facilities, more than 1 person per room, and cost burden greater than 30%.
** The four severe housing problems are: incomplete kitchen facilities, incomplete plumbing facilities, more than 1.5 persons per room, and cost burden greater than 50%.
Source: Source: U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) 2013-2017.

The values shown in **Table 2-28a** show potential differences in housing needs based on poverty status for different racial and ethnic groups within the City. While poverty levels across different racial and ethnic groups are fairly even in Rialto, certain racial and ethnic groups have higher percentages of population living below the poverty line in comparison to population representation as a whole. American Indian/Alaska Native, Asian, and Black or African American residents are disproportionately affected by poverty.

Table 2-28a: Rialto Population Living Below the Poverty Line, by Race and Ethnicity		
Race and Ethnicity	Population Percentage Living Below Poverty Line	Total Population Percentage
White Alone	16.7%	62.9%
Black or African American Alone	17.6%	13%
American Indian and Alaska Native Alone	14.4%	0.6%
Asian Alone	11.4%	2.5%
Native Hawaiian and Other Pacific Islander Alone	0%	0%
Some Other Race	14.8%	17.2%
Two or More Races	12%	3.7%
Hispanic or Latino Origin (of any race)	17.1%	74.3%
White Alone, not Hispanic Or Latino	9.4%	9.6%
Source: American Community Survey, 5-Year Estimates, 2019.		

Housing Extremely Low-Income households (those with incomes less than 30% of the County Median income) are generally challenging in Rialto. **Table 2-28b** shows that there are 3,259 persons in Rialto with incomes less than 30% of the Area Median Income. Black, Non-Hispanic Households experience the highest rates of extremely low income, representing 20% of the total Extremely Low-Income Population. This income category is generally distributed evenly amongst other racial/ethnic groups. Renters tend to have a higher incident of Extremely Low Income in Rialto.

Table 2-28b: Extremely Low-Income Household Needs

Race and Ethnicity	Total Households	Households below 30% MFI	Share below 30% MFI
White, non-Hispanic	4,080	305	7.5%
Black, non-Hispanic	4,075	815	20.0%
Asian and other, non-Hispanic	1,171	154	12.2%
Hispanic	16,285	1,985	12.2%
Total	25,611	3,259	12.7%
Renter-occupied	9,435	2,145	22.7%
Owner-occupied	16,130	1,100	6.8%
Total	25,565	3,245	12.7%

Source: Source: HUD CHAS, 2012-2016.

Key Challenges and Resources to Address Extremely Low-Income Household Housing Needs

Resources to address the needs of extremely low-income households include a variety of Federal, State, and regional programs, such as Section 8, HUD, LIHTC, CalHFA and other public and private funding sources.

To address the unique needs of Extremely Low-Income Households the City currently has 14 total affordable housing developments, as detailed in **Table 3-36** in **Section 3 of the Housing Element**. This includes 1,037 deed-restricted affordable units ranging from one- to three-bedroom units available for lower-income households.

Extremely Low-Income Households in Rialto have exhibited the following unique challenges to housing:

- Need for increased affordable housing options
- Markedly higher incidents of cost burden for housing
- Rental assistance
- Higher incidents of homelessness
- Higher likelihood for transitional and supportive Housing

Extremely Low-income household needs are focused on affordability of housing and access to subsidies and services that support lower monthly overall costs. To address these challenges, the City must consider a variety of solutions to address the above issues, including:

- Affordable housing options for Extremely Low-Income households
- Preservation of subsidized housing units
- Creation of additional subsidized housing units
- Housing with a service component
- Transitional, supportive and homeless housing options

To address unique needs of Extremely Low-Income households in the City, the following programs have been included in **Section 4**:

- **Housing Program 1A:** Acquisition, Rehabilitation, and Resale Program
- **Housing Program 1B:** Funding for Housing Rehabilitation Programs
- **Housing Program 1D:** Multi-Family Improvement Districts
- **Housing Program 1F:** Targeted Neighborhood Approach
- **Housing Program 2D:** Accessory Dwelling Unit Construction
- **Housing Program 2I:** Emergency Shelters
- **Housing Program 2J:** Transitional and Supportive Housing
- **Housing Program 2K:** Manufactured Housing
- **Housing Program 2L:** Condominium Conversion
- **Housing Program 2M:** Single-Room Occupancy (SRO)
- **Housing Program 2N:** Alternative Housing Concepts
- **Housing Program 2T:** Inclusionary Housing Ordinance
- **Housing Program 3B:** Preserve and Monitor At-Risk Units
- **Housing Program 3C:** Mobile Home Park Preservation
- **Housing Program 3F:** County Housing Voucher Program
- **Housing Program 3G:** Tenant-Based Rental Assistance
- **Housing Program 5A:** Affirmatively Furthering Fair Housing
- **Housing Program 5B:** Fair Housing Services
- **Housing Program 5D:** Emergency Shelters, Transitional and Supportive Housing
- **Housing Program 5E:** Supportive Housing / Low Barrier Navigation Centers

The City will continue to monitor the inventory of sites appropriate to accommodate extremely low-income housing, emergency shelters, transitional and supportive housing and will work with the appropriate organizations to ensure the needs of homeless and extremely low-income residents are met. The City is committed to prioritizing funding and other available incentives for projects that provide housing for homeless and extremely low-income residents whenever possible.

7. Persons Experiencing Homelessness

Homelessness is an important issue within California. Factors contributing to the rise in homelessness include increased unemployment and underemployment, a lack of housing affordable to lower and moderate-income persons (especially extremely low-income households), reductions in public subsidies to the poor, a lack of assistance for those struggling with addiction, and the de-institutionalization of the mentally ill.

State law mandates that jurisdictions address the special needs of persons experiencing homelessness within their jurisdictional boundaries. "Homelessness" as defined by the U.S. Department of Housing and Urban Development (HUD) was recently updated. The following lists the updated definition of homelessness:

- People who are living in a place not meant for human habitation, in emergency shelter, in transitional housing, or are exiting an institution where they temporarily resided. The only significant change from existing practice is that people will be considered homeless if they are exiting an institution where they resided for up to 90 days (it was previously 30 days) and were in a shelter or a place not meant for human habitation immediately prior to entering that institution.
- People who are losing their primary nighttime residence, which may include a motel or hotel or a doubled-up situation, within 14 days and lack resources or support networks to remain in housing. HUD had previously allowed people who were being displaced within 7 days to be considered homeless. The proposed regulation also describes specific documentation requirements for this category.
- Families with children or unaccompanied youth who are unstably housed and likely to continue in that state. This is a new category of homelessness, and it applies to families with children or unaccompanied youth who have not had a lease or ownership interest in a housing unit in the last 60 or more days, have had two or more moves in the last 60 days, and who are likely to continue to be unstably housed because of disability or multiple barriers to employment.
- People who are fleeing or attempting to flee domestic violence, have no other residence, and lack the resources or support networks to obtain other permanent housing. This category is similar to the current practice regarding people who are fleeing domestic violence.

This definition does not include persons living in substandard or overcrowded housing units, persons being discharged from mental health facilities (unless the person was homeless when entering and is considered homeless at discharge), or persons who may be at risk of homelessness (for example, living temporarily with family or friends).

Table 2-29 shows the population of persons experiencing homelessness in Rialto, in the surrounding cities, and in San Bernardino County. Rialto experienced a 38.3 percent increase in its homeless population between 2018 and 2020. All surrounding jurisdictions also saw an increase in homelessness. The City of Colton had the largest increase between 2018 and 2020. San Bernardino County had an increase of 32.2 percent.

Table 2-29: Homelessness in Rialto and Surrounding Cities

Jurisdiction	2018	2019	2020	Percent Change 2018-2020
Fontana	72	94	116	37.9%
Rialto	**71**	**133**	**115**	**38.3%**
San Bernardino	646	890	1,056	38.8%
Colton	42	58	136	69.1%
San Bernardino County	2,118	2607	3,125	32.2%

Source: American Community Survey, 5-Year Estimates, 2019.

Key Challenges and Resources to Address Persons Experiencing Homelessness

The City of Rialto partners with the County of San Bernardino to provide services and resources for persons experiencing homelessness. The County's Office of Homeless Services (OHS) coordinates an extensive network of organizations that deliver a multitude of services such as housing, life skills development, employment assistance, basic needs provision and other supportive services to either prevent homelessness or to assist people who are currently homeless. Regional resources that are available to persons experiencing homelessness in Rialto include the following:

- The Department of Behavioral Health in San Bernardino provides basic need and outreach services to persons experiencing homelessness in San Bernardino County.
- Family Services Association of Redlands provides temporary housing, food, and childcare to families facing housing instability.
- Frazee Community Center in San Bernardino provides services to low-income households and persons experiencing homelessness. The Frazee Community Center has three emergency shelters for men, one transitional shelter for male veterans, and one shelter for adults and children.
- Agape House in Fontana provides housing for single women and children who are in crisis and experiencing homelessness.
- Catholic Charities in San Bernardino provides hotel vouchers, utility bill assistance, and rent assistance.
- Salvation Army in San Bernardino provides motel vouchers for persons and families experiencing homelessness.
- Central City Lutheran Mission in San Bernardino provides housing, and cold weather shelter as well as hot meals for men experiencing homelessness.
- Mercy House in Ontario provides homeless prevention, emergency services, housing, and motel vouchers to persons experiencing homelessness.

To address unique needs of persons experiencing homelessness in the City, Rialto has included **Housing Program 2M** encouraging the development of Single-Room Occupancy units to serve as an entry point into the housing market for persons experiencing homelessness. Additionally, **Housing Program 2I, 2J** and **5E** address emergency shelter, supportive and transitional housing and low barrier navigation center needs for persons experiencing homelessness.

8. Students

Student housing is another need impacting housing demand. Student housing often produces a temporary housing need based on the duration of the educational institution enrolled in. The impact on housing demand is often increased in areas surrounding universities and colleges. According to the American Community Survey 2019 data, there are approximately 6,884 Rialto residents enrolled in college or graduate school. College graduates provide a specialized pool of skilled labor that is vital to the economy. However, a lack of affordable housing may lead to their departure post-graduation.

Key Challenges and Resources to Address Student Housing Needs

Typically, students are low-income and are, therefore, affected by a lack of affordable housing, especially within easy commuting distance from campus, therefore it is important for the City to

consider and accommodate the student population within the community. They often seek shared housing situations to decrease expenses and can be assisted through roommate referral services offered on and off campus. A lack of affordable housing also influences choices students make after graduating. The City is dedicated to providing affordable housing options for all populations in Rialto. To address the unique needs of students in the City, the following programs have been included in **Section 4**:

- **Housing Program 2D**: Accessory Dwelling Unit Construction
- **Housing Program 2L**: Condominium Conversion
- **Housing Program 2M**: Single-Room Occupancy (SRO)
- **Housing Program 2N**: Alternative Housing Concepts
- **Housing Program 3B**: Preserve and Monitor At-Risk Units
- **Housing Program 3F**: County Voucher Program
- **Housing Program 3G**: Tenant-Based Rental Assistance
- **Housing Program 5A**: Affirmatively Furthering Fair Housing
- **Housing Program 5B**: Fair Housing Services

G. Housing Stock Characteristics

Rialto's housing stock includes all housing units located within its jurisdiction. Housing stock growth, type, age and condition, tenure, vacancy rates, costs, and affordability are all important factors in determining the housing needs of the community. This section details the housing stock characteristics of Rialto to identify how well the current housing stock meets the needs of current and future residents of the City.

1. Housing Growth

Table 2-30 shows growth trends for housing units in Rialto and surrounding cities. The data shown in the table reflects ACS 5-year estimates and is not based on true City reported figures. An evaluation of the existing development and development opportunities is outlined in **Section 3: Housing Constraints, Resources, and AFFH**. The number of housing units in Rialto have increased since 2010. However, growth has been limited as compared to the neighboring cities of Colton and Fontana.

Table 2-30: Housing Unit Growth Trends

Jurisdiction	2010	2015	2019	Percent Change 2010 to 2019
Fontana	49,967	52,095	56,410	12.9%
Rialto	**26,720**	**26,642**	**27,198**	**1.8%**
San Bernardino	66,611	62,683	63,413	-4.8%
Colton	16,597	17,099	18,778	13.1%
San Bernardino County	691,321	705,962	720,757	4.3%

Source: American Community Survey, 5-Year Estimates, 2019.

2. Housing Type

Table 2-31 summarizes the available housing units in Rialto and San Bernardino County by housing type. As of 2019, single-unit detached homes made up 70.8 percent of the Rialto housing stock. Single-unit attached homes include townhomes and condominiums, which make up a small 2 percent of the housing stock. Multi-unit developments include apartments and represent less than a quarter of the City's housing

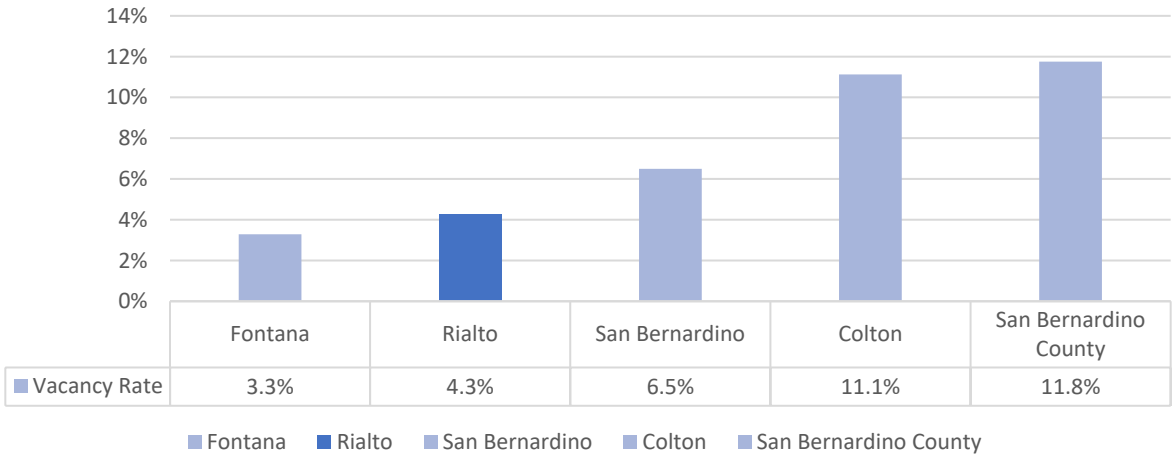
stock (20.8 percent). Lastly, approximately 6 percent of the City's housing units are mobile homes. Rialto's housing stock is similar to that of San Bernardino County.

Table 2-31: Total Housing Units by Type									
Jurisdiction	Single-Unit Detached		Single-Unit Attached		Multi-Unit		Mobile Homes		Total Units
	Count	%	Count	%	Count	%	Count	%	
Rialto	19,254	70.8%	535	2.0%	5,667	20.8%	1,729	6.4%	27,198
San Bernardino County	509,652	70.7%	28,284	3.9%	140,930	19.5%	41,032	5.7%	720,757
Source: *American Community Survey, 5-Year Estimates, 2019.*									

3. Housing Availability and Tenure

Rialto has one of the lowest vacancy rates of the neighboring cities (**Figure 2-5**). At 4.3 percent, Rialto's vacancy rate is almost a quarter of San Bernardino County's. The City of Fontana has the lowest vacancy rate at 3.3 percent and about 1 percent below Rialto's. A large portion of Rialto's vacant units are vacant for unknown reasons, according to ACS data (44.9 percent). **Table 2-32** shows that 13.2 percent of Rialto's vacant units are up for rent and about 26 percent are on the market or were already sold but are not yet occupied.

Figure 2-5: Vacancy Rates by Jurisdiction



Source: American Community Survey, 5-Year Estimates, 2019.

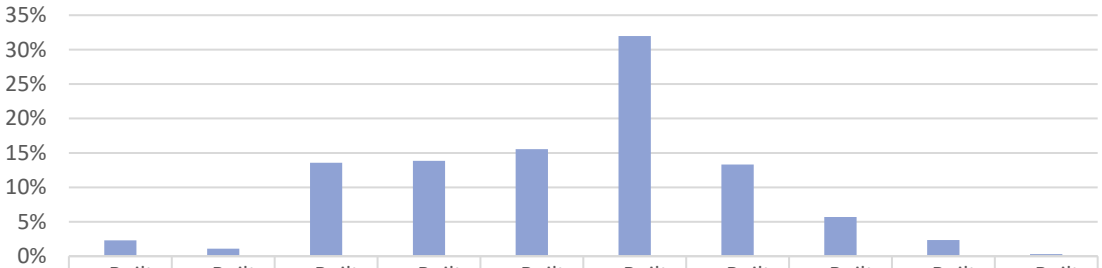
Table 2-32: Vacant Housing Units by Type		
Type of Housing	Estimate	Percentage
For rent	154	13.2%
Rented, not occupied	75	6.4%
For sale only	211	18.1%
Sold, not occupied	96	8.2%
For seasonal, recreational, or occasional use	106	9.1%
For migrant workers	0	0.0%
Other vacant	523	44.9%
Total	1,165	100%
Source: *American Community Survey, 5-Year Estimates, 2019.*		

4. Housing Age and Condition

Housing age may affect the structural integrity of a house and can be an indicator of overall housing quality within a community. Housing that is over 30 years old is typically in need of some major rehabilitation, such as a new roof, foundation, plumbing, etc. Many federal and state programs also use the age of housing as one factor in determining housing rehabilitation needs. A large proportion of older housing stock would typically indicate that most of the City's housing stock could require major rehabilitation. This does not include historical districts which are generally well preserved.

Figure 2-6 describes the age of Rialto's housing stock. The figure reflects ACS survey data which is based on estimates and not recorded figures. The data shows that the city experienced a housing boom between 1980 and 1989 and resulted in the construction of 32 percent of Rialto's housing stock. Most housing units were built between 1950 and 1999. Housing units that were built over 30 years ago may typically benefit from upgrades or renovations. About 21.7 percent of the City's housing stock was built in the last 30 years. Based on field observations, staff estimates that 0.6 percent of the housing stock (or approximately 163 homes) are in need of substantial rehabilitation. **Table 4-1** and **Housing Program 1A** establish a goal of assisting approximately 163 homes during the planning period.

Figure 2-6: Housing Stock Age

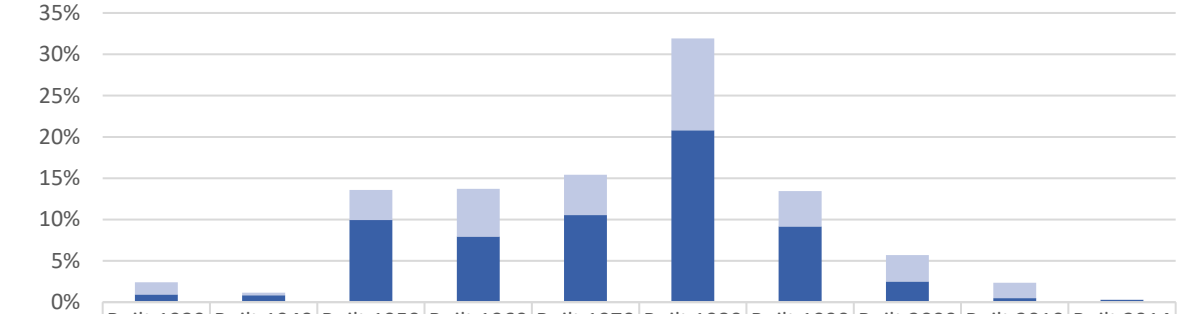


	Built 1939 or earlier	Built 1940 to 1949	Built 1950 to 1959	Built 1960 to 1969	Built 1970 to 1979	Built 1980 to 1989	Built 1990 to 1999	Built 2000 to 2009	Built 2010 to 2013	Built 2014 or later
Percentage	2.3%	1.1%	13.6%	13.8%	15.5%	32.0%	13.3%	5.7%	2.4%	0.3%

Source: American Community Survey, 5-Year Estimates, 2019.

Figure 2-7 below illustrates tenure by the year housing units were built. This shows whether homeowner or renters occupy newer or older housing units. More renters in Rialto occupy housing units built in 2000 or later than homeowners.

Figure 2-7: Tenure by Year Housing Unit Built



	Built 1939 or earlier	Built 1940 to 1949	Built 1950 to 1959	Built 1960 to 1969	Built 1970 to 1979	Built 1980 to 1989	Built 1990 to 1999	Built 2000 to 2009	Built 2010 to 2013	Built 2014 or later
Renter	1.5%	0.3%	3.6%	5.8%	4.9%	11.1%	4.3%	3.2%	1.9%	0.0%
Owner	0.9%	0.8%	9.9%	7.9%	10.5%	20.8%	9.2%	2.5%	0.5%	0.3%

Source: American Community Survey, 5-Year Estimates, 2019.

5. Housing Costs and Availability

In 2019, the median home value in Rialto was estimated to be $313,400. As **Table 2-33** shows, Rialto's median home value is approximately $14,800 less than San Bernardino County and $58,300 less than the City of Fontana. Fontana has the highest median home value.

Table 2-33: Median Home Value by Community

Jurisdiction	Median Home Value
Fontana	$371,700
San Bernardino County	$328,200
Rialto	**$313,400**
Colton	$257,500
San Bernardino	$249,400

Source: American Community Survey, 5-Year Estimates, 2019.

Table 2-34 shows monthly rent for a one bedroom in Rialto has increased from $795 per month to $869 per month between 2015 and 2019 (an increase of 9.3 percent). Housing units with 5 or more bedrooms experienced the greatest increases in cost over the 5 years with an increase of 24.6 percent. In general, all rental units increased in prices over these 5 years, with the median gross rent increasing by 15.6 percent from $1,090 to $1,260.

Table 2-34: Median Gross Rent by Bedrooms						
	2015	2016	2017	2018	2019	Percent Change 2015 - 2019
Studio	$829	$804	$856	$933	$1,008	**21.6%**
1 Bedroom	$795	$800	$822	$868	$869	**9.3%**
2 Bedrooms	$981	$1,034	$1,077	$1,115	$1,159	**18.1%**
3 Bedrooms	$1,348	$1,350	$1,408	$1,423	$1,481	**9.9%**
4 Bedrooms	$1,649	$1,707	$1,840	$1,874	$1,912	**15.9%**
5 or More Bedrooms	$1,625	$1,802	$1,974	$1,873	$2,025	**24.6%**
Median Gross Rent	**$1,090**	**$1,110**	**$1,147**	**$1,198**	**$1,260**	15.6%
Source: American Community Survey, 5-Year Estimates, 2015, 2016, 2017, 2018, 2019.						

Housing affordability analysis includes comparing the cost of renting or owning a home in the City with the maximum affordable housing costs for households at different income levels. The analysis informs the affordability of different housing sizes and types and indicates the type of households most likely to experience overcrowding and overpayment.

The Federal Department of Housing and Urban Development (HUD) conducts annual household income surveys nationwide to determine a household's eligibility for federal housing assistance. Based on this survey and the Median Family Income (MFI), the California Department of Housing and Community Development (HCD) develops income limits to determine the maximum price affordable in the upper range of each income category. Households in the lower end of each category can afford less than those at the upper end. **Table 2-35** shows the maximum affordable home prices without overpayment for residents in San Bernardino County. This amount is contrasted with current housing values shown in **Table 2-33**. In **Table 2-36**, the data shows the maximum affordable monthly rental amount that a household can pay for each month without incurring a cost burden.

Extremely Low-Income

Extremely low-income households that earn less than 30 percent of the County MFI have a maximum affordable home price of $35,000 for ownership of a one-person household and $32,500 for a five-person household. Extremely low-income households cannot afford market-rate rental or ownership housing in Rialto without a substantial cost burden.

Very Low-Income

The very low-income limits are the basis for all other income limits. Very low-income households that earn between 31 percent and 50 percent of the County MFI have a maximum affordable home price of $87,000 for ownership of a one-person household and $86,500 for a five-person household. Very low-income households cannot afford market-rate rental or ownership housing in Rialto without a substantial cost burden.

Low-Income

Low-income households that earn between 51 percent and 80 percent of the County's MFI have a maximum affordable home price of $164,000 for ownership of a one-person household and $206,000 for a five-person household. Low-income households could generally afford market-rate rental units in Rialto depending on household size. Low-income households would not be able to afford ownership housing.

Moderate Income

Persons and households of moderate income earn between 81 percent and 120 percent of the County's MFI. The maximum affordable home price for a moderate-income household is $261,000 for a one-person household and $356,000 for a five-person family. Moderate income households can generally find affordable market-rate rental units in the Rialto. Ownership housing in the City is generally affordable to 5-person households but remains generally unattainable to smaller household sizes.

Table 2-35: Affordable Housing Costs in San Bernardino County (2020)

Annual Income		Mortgage	Utilities[1]	Tax and Insurance	Total Affordable Monthly Cost	Affordable Purchase Price
Extremely Low-income (30% of AMFI)						
1-Person	$23,700	$161	$192	$62	$415	$35,000
2-Person	$27,050	$140	$264	$71	$475	$30,500
3-Person	$30,450	$121	$346	$82	$549	$26,500
4-Person	$33,800	$136	$427	$99	$663	$30,000
5-Person	$36,550	$148	$512	$116	$776	$32,500
Very Low-Income (50% of AMFI)						
1-Person	$27,650	$396	$192	$104	$691	$87,000
2-Person	$31,600	$408	$264	$119	$790	$89,500
3-Person	$35,550	$409	$346	$133	$889	$90,000
4-Person	$39,500	$412	$427	$148	$988	$90,500
5-Person	$42,700	$395	$512	$160	$1,068	$86,500
Low-income (80% AMFI)						
1-Person	$44,250	$748	$192	$166	$1,106	$164,000
2-Person	$50,600	$811	$264	$190	$1,265	$178,000
3-Person	$56,900	$863	$346	$213	$1,423	$189,500
4-Person	$63,200	$916	$427	$237	$1,580	$201,000
5-Person	$68,300	$939	$512	$256	$1,708	$206,000
Moderate Income (120% AMFI)						
1-Person	$65,100	$1,191	$192	$244	$1,628	$261,000
2-Person	$74,400	$1,317	$264	$279	$1,860	$289,000
3-Person	$83,700	$1,433	$346	$314	$2,093	$314,500
4-Person	$93,000	$1,549	$427	$349	$2,325	$340,000
5-Person	$100,450	$1,623	$512	$377	$2,511	$356,000

1. Utilities includes natural gas cooking, heating, water heating; basic electric; water; trash; air conditioning; refrigerator. Utilities are calculated for detached houses only.

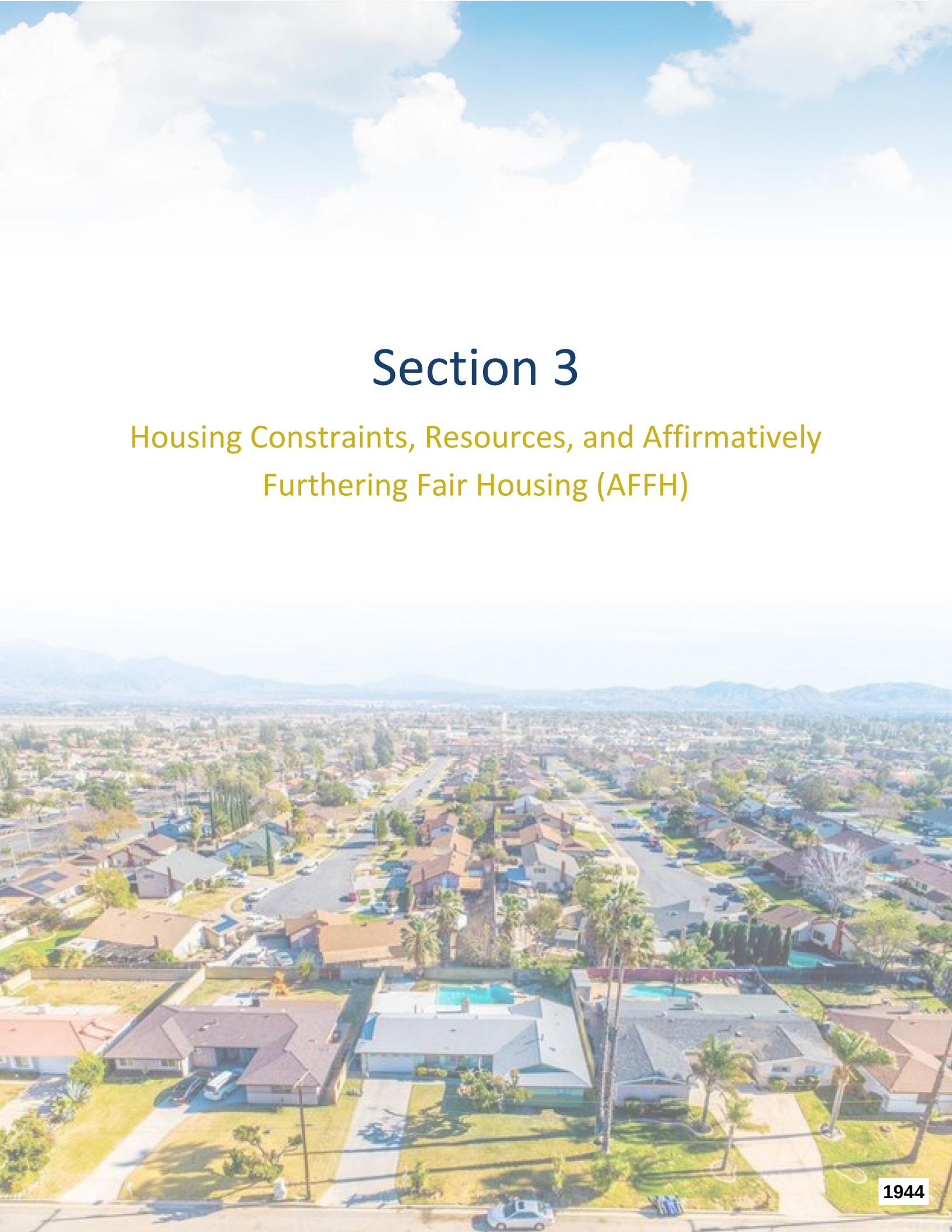
Source: 2020 HACSB Utility Allowance Schedule and California Department of Housing and Community Development, 2021 Income Limits and Kimley Horn and Associates Assumptions: 2021 HCD income limits; 30% gross household income as affordable housing cost; 15% of monthly affordable cost for taxes and insurance; 10% down payment; and 4.5% interest rate for a 30-year fixed-rate mortgage loan. Utilities based on the Housing Authority of San Bernardino County Utility Allowance.

Table 2-36: Affordable Monthly Housing Cost for Renters in San Bernardino County (2020)				
Annual Income		Rent	Utilities[1]	Total Affordable Monthly Housing Cost
Extremely Low-income (30% of AMFI)				
1-Person	$16,600	$247	$168	$415
2-Person	$19,000	$261	$214	$475
3-Person	$21,960	$277	$272	$549
4-Person	$26,500	$337	$326	$663
5-Person	$31,040	$394	$382	$776
Very Low-income (50% of AMFI)				
1-Person	$27,650	$523	$168	$691
2-Person	$31,600	$576	$214	$790
3-Person	$35,550	$617	$272	$889
4-Person	$39,500	$662	$326	$988
5-Person	$42,700	$686	$382	$1,068
Low-income (80% AMFI)				
1-Person	$44,250	$938	$168	$1,106
2-Person	$50,600	$1,051	$214	$1,265
3-Person	$56,900	$1,151	$272	$1,423
4-Person	$63,200	$1,254	$326	$1,580
5-Person	$68,300	$1,326	$382	$1,708
Moderate Income (120% AMFI)				
1-Person	$65,100	$1,460	$168	$1,628
2-Person	$74,400	$1,646	$214	$1,860
3-Person	$83,700	$1,821	$272	$2,093
4-Person	$93,000	$1,999	$326	$2,325
5-Person	$100,450	$2,129	$382	$2,511

1. Utilities includes natural gas cooking, heating, water heating; basic electric; water; air conditioning; refrigerator. Utilities are calculated for apartments only.
Source: 2020 HACSB Utility Allowance Schedule and California Department of Housing and Community Development, 2021 Income Limits and Kimley Horn and Associates Assumptions: 2021 HCD income limits; 30% gross household income as affordable housing cost; 15% of monthly affordable cost for taxes and insurance; 10% down payment; and 4.5% interest rate for a 30-year fixed-rate mortgage loan. Utilities based on the Housing Authority of San Bernardino County Utility Allowance.

Section 3

Housing Constraints, Resources, and Affirmatively Furthering Fair Housing (AFFH)



Housing Constraints, Resources, and AFFH

As is common in many communities, a variety of constraints affect the provisions and opportunities for adequate housing in the City of Rialto. Housing constraints consist of governmental constraints, including but not limited to development standards and building codes, land use controls, and permitting processes; as well as, nongovernmental or market constraints including but not limited to land costs, construction costs, and availability of finances. Combined, these factors create barriers to availability and affordability of new housing, especially for lower and moderate-income households.

A. Nongovernmental Constraints

Nongovernmental constraints affect the cost of housing in Rialto and can produce barriers to housing production and affordability. These constraints include the availability and cost of land for residential development, the demand for housing, financing, and lending, construction costs, and the availability of labor. These constraints can make it expensive for developers to build any housing, particularly affordable housing. The following section highlights the primary market factors that affect the production of housing in Rialto.

1. Land Costs and Construction Costs

Construction costs vary widely according to the type of development, with multi-family housing generally less expensive to construct than single-family homes on a square-foot and per unit basis. However, there is variation within each construction type, depending on unit size and the quantity and quality of amenities provided. One indicator of construction costs is Building Valuation Data compiled by the International Code Council (ICC). The ICC was established in 1994 with the goal of developing a single set of national model construction codes, known as the International Codes or I-Codes. The ICC updates the estimated cost of construction at six-month intervals and provides estimates for the average cost of labor and materials for typical Type VA wood-frame housing. Estimates are based on "good-quality" construction, providing for materials and fixtures well above the minimum required by state and local building codes.

In August 2020, the ICC estimated the average per square foot cost for good-quality housing was approximately $118.57 for multi-family housing, $131.24 for single-family homes, and $148.44 for residential care/assisted living facilities. Construction costs for custom homes and units with extra amenities are higher. Construction costs are dependent upon materials used and building height, as well as regulations set by the City's adopted Development Code, Building Code and Fire Code. For example, according to the ICC, an accessory dwelling unit (ADU) or converting a garage space for residential use using a Type VB wood framed unit would cost about $123.68 per square foot. Although construction costs are a significant portion of the overall development cost, they are consistent throughout the region and, when considering land costs, are not considered a major constraint to housing production in Rialto.

Land costs can also pose a significant constraint to the development of affordable and middle-income housing and represents a significant cost component in residential development. Land costs may vary depending on whether the site is undeveloped or has an existing use that must be removed. Similarly,

environmental issues (e.g. soil stability, seismic hazards, flooding) can also be considered constraints because they increase the overall cost of land. A May 2021 web search for an undeveloped lot for sale in Rialto returned nine lots for sale ranging in size and cost from 0.17 acre listed at $185,000 to 5.02 acres listed at $3,500,000. Based on information available for these nine lots, the average cost of land in Rialto is $12.74 per square foot. The cost of land in the City is considered affordable, accessible, and not considered a barrier or constraint to the potential development of housing.

2. Availability of Financing

The availability of financing affects a person's ability to purchase or improve a home. The availability of financing depends on a number of factors, including the type of lending institutions active in a community, lending practices, rates and fees charged, laws and regulations governing financial institutions, and equal access to such loans. Under the Home Mortgage Disclosure Act (HMDA), lending institutions are required to disclose information on the disposition of loan applications and the income, gender, and race of loan applicants. Lending activity is reviewed to determine if home financing is made available to all residents of a community. Data related to the disposition of loan applications submitted to financial institutions for home purchase, home improvement, and refinancing in the Riverside-San Bernardino-Ontario MSA/MD are discussed below.

Table 3-1 shows the disposition of loan applications for the Riverside-San Bernardino-Ontario MSA/MD per the 2019 HMDA report.

Table 3-1: Disposition of Loan Applications by Race/Ethnicity – RIVERSIDE-SAN BERNARDINO-ONTARIO MSA/MD				
Applications by Race/Ethnicity	Percent Approved	Percent Denied	Percent Other	Total (Count)
LESS THAN 50% OF MSA/MD MEDIAN				
American Indian and Alaska Native	27.9%	36.4%	37.6%	258
Asian	39.0%	35.4%	27.7%	983
Black or African American	48.9%	22.5%	29.8%	1,295
Native Hawaiian or other Pacific Islander	26.8%	50.3%	24.2%	149
White	48.0%	25.4%	29.2%	12,112
Hispanic or Latino	44.1%	28.5%	29.7%	6,251
50-79% OF MSA/MD MEDIAN				
American Indian and Alaska Native	40.9%	36.4%	26.1%	352
Asian	47.0%	30.3%	27.2%	1,521
Black or African American	43.8%	27.9%	32.3%	1,529
Native Hawaiian or other Pacific Islander	34.7%	48.2%	20.2%	193
White	54.0%	21.7%	29.9%	19,017
Hispanic or Latino	51.5%	25.0%	28.2%	11,797
80-99% OF MSA/MD MEDIAN				
American Indian and Alaska Native	44.4%	29.9%	28.5%	144
Asian	50.2%	22.8%	31.7%	880
Black or African American	46.1%	24.7%	32.4%	777
Native Hawaiian or other Pacific Islander	56.9%	27.7%	20.0%	65
White	57.7%	17.9%	29.4%	9,073
Hispanic or Latino	56.0%	19.5%	28.9%	5,678
100-119% OF MSA/MD MEDIAN				
American Indian and Alaska Native	48.1%	23.9%	30.9%	401
Asian	59.2%	18.7%	27.9%	2,831
Black or African American	53.0%	21.0%	29.5%	2,347
Native Hawaiian or other Pacific Islander	45.2%	32.4%	24.3%	259
White	63.1%	14.6%	27.3%	27,396
Hispanic or Latino	60.8%	16.4%	27.0%	16,178
120% OR MORE OF MSA/MD MEDIAN				
American Indian and Alaska Native	51.5%	19.2%	32.8%	927
Asian	60.6%	15.9%	28.9%	12,219
Black or African American	55.0%	18.7%	29.9%	6,393
Native Hawaiian or other Pacific Islander	51.1%	23.1%	30.6%	620
White	65.5%	12.4%	27.9%	78,875
Hispanic or Latino	61.5%	15.5%	27.3%	30,093
Source: Consumer Financial Protection Bureau, Disposition of loan applications, by Ethnicity/Race of applicant, 2019.				

3. Economic Constraints

Market forces on the economy and the trickle-down effects on the construction industry can act as a barrier to housing construction, particularly to affordable housing construction. It is estimated that housing price growth will continue in the City and the region for the foreseeable future. Moving into 2020, the economy was growing. California saw 1.6-percent growth in jobs versus 2019 and experienced all-time low unemployment rates.

The COVID-19 pandemic stalled many sectors of the economy in early 2020; however, as the California economy regains momentum, the housing stock and prices in the Rialto community remain stable. A housing market analysis by Redfin in May 2021 reports the median sale price of homes is $455,000, a 17.6-percent increase over 2020. In addition, Redfin reports homes spend an average of 14 days on the market and are selling at 3.8-percent over the listing price. The price per square foot is currently reported to be $295 – having increased 26.3 percent since last year.

According to the California Association of Realtors (CAR), the average cost of homes for sale in San Bernardino County is $405,000 (April 2021), a year-to-year increase of 24.6 percent. The average home cost in San Bernardino County is $345,000 less than Southern California ($750,000) and $95,000 less than that of the Inland Empire ($500,000).

According to the CAR First Time Buyer Housing Affordability Index for the first quarter of 2021, the median value of homes in San Bernardino County was $339,150, Monthly mortgage payments associated with this purchase price is $1,650 (including taxes and insurance). An average qualifying income of $49,500 is necessary to afford the median home price.

To locally assist with financial and economic constraints for residential developments, and specifically affordable housing developments, **Section 4: Housing Plan** of this Housing Element includes Housing Goal #3: Maximize the use of available financial resources and pursue creative and resourceful methods to reduce the overall cost of housing. Housing Goal #3 includes the following housing programs:

- **Housing Program 3A**: Down Payment Assistance Program
- **Housing Program 3B**: Preserve and Monitor At-Risk Units
- **Housing Program 3C**: Mobile Home Park Preservation
- **Housing Program 3D**: County Homeownership Program
- **Housing Program 3E**: Good Neighbor Next Door Program
- **Housing Program 3F**: County Housing Voucher Program
- **Housing Program 3G**: Tenant-Based Rental Assistance

Section 4: Housing Plan also includes a number of additional programs which seek to decrease the overall cost of constructing housing and incentivize the development of housing and affordable housing through the reduction of fees and development standards.

B. Governmental Constraints

Policies and regulations affect the price and availability of housing and the provision of affordable housing. For example, State and Federal regulations affect the availability of land for housing and the cost of housing production, making it difficult to meet the demand for affordable housing and limiting supply in a region. Regulations related to environmental protection, building codes, and other topics have significant, and at times adverse, impacts on housing cost and availability.

While the City of Rialto has no control over State and Federal Laws that bear upon housing, local laws including land use controls, site improvement requirements, fees and exactions, permit processing procedures, and other factors can constrain the maintenance, development, and improvement of housing by creating barriers.

1. Land Use Controls

Cities in California are required by Law to prepare a comprehensive, long term General Plan to guide future development. The Land Use Element of the General Plan establishes permitted land uses and development density. The following lists the land use designations which permit for a variety of residential uses throughout the city and their provided General Plan descriptions:

- **R2 – Residential** (0 – 2 dwelling units per acre): Reserved for very-low-density residential development. Generally single, detached homes on large lots, with a density of no more than 2 units acre. Additional permitted uses include group homes, public facilities, and utility support systems. Population density: 0 – 8 persons per acre.
- **R6 – Residential** (2.1 – 6 dwelling units per acre): Allows for residential development at low densities. Includes developments consisting of detached units in suburban-style subdivisions, with one unit per lot. Additional permitted uses include group homes, public facilities, and utility support systems. Population density: 8 – 23 persons per acre.
- **R12 – Residential** (6.1 – 12 dwelling units per acre): Allows residential development at moderate densities. Developments may include detached single units on individual lots, low-scale attached units with private and/or shared open space, groups of attached housing with larger common open space areas, and mobile home parks. Parking for individual units may be attached to and have direct access to interior living spaces. Additional permitted uses include group homes, public facilities, and utility support systems. Population density: 23 – 46 persons per acre.
- **R21 – Residential** (12.1 – 21 dwelling units per acre): Allows for residential development at higher densities, with locations typically located along major streets and near major activity centers. Development approaches may include low-scale attached units with private and/or shared open space, and groups of attached housing with larger common open space areas. Parking for individual units may either be fully enclosed with direct access to the dwelling units or common covered parking areas. Additional permitted uses include group homes, community care facilities, public facilities, and utility support systems. Population density: 46 – 80 persons per acre.
- **R30 – Residential** (22.1 – 30 dwelling units per acre): Creates opportunities for higher-density, multi-story residential developments with either surface or structured parking. Locations occur

along or near major transportation corridors and within walking distance of commercial centers and transit services. Amenities shall include common recreation and/or assembly areas suited to the population served. Additional permitted uses include public facilities and utility support systems. Population density: 80 – 114 persons per acre. **DMU – Downtown Mixed Use** (6.1 – 60 dwelling units per acre): The designation applies to Rialto's historic downtown core. This designation is established to facilitate development of a complementary mix of retail and service commercial, dining, entertainment, and residential uses within walking distance of each other and the nearby Metrolink station and Civic Center. Residential uses within the Downtown district may be developed as a stand-alone structure or as part of mixed-use development. However, any mixed-use structures with both commercial and residential use that front Riverside Avenue must have a ground-floor use that enlivens the environment and invites pedestrian access, such as retail or dining. Population density: 23 – 229 persons per acre.

State Density Bonus Law

In accordance with State Law – Government Code Section 65915 – a housing development may propose to increase the number of units above the maximum permitted and/or receive concessions or incentives that result in reductions in development standards in exchange for reserving units for very low-, low-income, and/or moderate-income households or for seniors. These units must be restricted by agreement to their level of affordability for at least 55 years. Density Bonuses may be requested for development that consist of 5 or more dwelling units. The Planning Commission or City Council may grant one density bonus to proposed housing developments that include at least one of the following:

- 10% of the total units of a housing development for lower income households;
- 4% of the total units of a housing development for very low income households;
- 10% of the total units in a common interest development for moderate income households (provided all units are offered to the public for purchase);
- A senior citizen housing development;
- 10% of the total units of a housing development for transitional foster youth (provided at the same affordability level as very low-income units);
- 10% of the total units of a housing development for disabled veterans (provided at the same affordability level as very low-income units);
- 10% of the total units of a housing development for homeless persons (provided at the same affordability level as very low-income units);
- 20% of the total student housing units for lower income students in a student housing development that meets the requirements of California Government Code Section 65915(b)(1)(F);
- 100% of the total units, exclusive of a manager's unit(s), for lower income households, except that up to 20% of the total units the development may be for moderate-income households.

The following density bonus calculations in **Table 3-2** through **3-4** will be applied to housing developments that meet the above criteria:

Table 3-2: Low-Income Density Bonus Calculations	
Percentage Low Income Units	Percentage Density Bonus
10	20
11	21.5
12	23
13	24.5
14	26
15	27.5
17	30.5
18	32
19	33.5
20	35
Source: City of Rialto Zoning Code	

Table 3-3: Very Low-Income Density Bonus Calculations	
Percentage Very Low-Income Units	Percentage Density Bonus
5	20
6	22.5
7	25
8	27.5
9	30
10	32.5
11	35
Source: City of Rialto Zoning Code	

Table 3-4: Moderate-Income Density Bonus Calculations	
Percentage Moderate-Income Units	Percentage Density Bonus
10	5
11	6
12	7
13	8
14	9
15	10
16	11
17	12
18	13
19	14
20	15
21	16
22	17
23	18
24	19
25	20
26	21
27	22
28	23
29	24
30	25
31	26
32	27
33	28
34	29
35	30
36	31
37	32
38	33
39	34
40	35
Source: City of Rialto Zoning Code	

Until 2021, under Government Code Section 65915, known as the Density Bonus Law, the maximum bonus was 35%. California state law AB 2345 states that all jurisdictions in California are required to process projects proposing up to 50% additional density as long as those projects provide the additional Below Market Rate units (BMR) in the "base" portion of the project, unless the locality already allows a bonus above 35%. The bill also lowered the BMR thresholds for concessions and incentives for projects with low income BPRs. As of 2021, Government Code Section 65915 authorizes an applicant to receive 2 incentives or concessions for projects that include at least 17% of the total units for lower income households, at least 10% of the total units for very low-income households, or at least 20% for persons or families of moderate income in a common interest development. It also allows an applicant to receive 3 incentives or concessions for projects that include at least 24% of the total units for lower income households, at least 15% of the total units for very low-income households, or at least 30% for persons or families of moderate income in a common interest development.

The City's Density Bonus program allows a maximum of 35% density increase; however, AB 2345 requires an allowance of up to 50% density bonus when the base BMR is proposed. The City has included a program in **Section 4: Housing Plan** to update the City's Development Code in compliance with state legislation.

2. Residential Development Standards

The City of Rialto's Zoning Code establishes residential zoning districts that permit a variety of developments and land uses in accordance with the General Plan. **Table 3-5** provides the development standards established for each zoning district to guide appropriate development. The development standards include minimum lot size requirements, building setbacks, and lot coverage.

- A-1: Agricultural Zone
- R-1: Single-Family Zones
    - R-1 A-10,000: Single-Family Zone
    - R-1 B: Single-Family Zone
    - R-1 C: Single-Family Zone
    - R-1 D: Single-Family Residential Zone
- R-3: Multiple Family Zone
- R-4: High Density Multiple Family Zone

Table 3-5: Rialto Development Standards - Dimensions								
Zone	Minimum Dimensions		Minimum Yard Setbacks			Construction Standards		
	Lot Size	Lot Width	Front	Side	Rear	Max. Height	Max. Lot Coverage	Max. Density
A-1	1 acre	120 ft.	25 ft.	3-5 ft.	20 ft.	35 ft.	N/A	N/A
R-1	8,400 sq. ft.	80 ft.	25 ft.	3-5 ft.	20 ft.	35 ft.	30%	N/A
R-1 A-10,000	10,000 sq. ft.	100 ft.	25 ft.	3-5 ft.	20 ft.	35 ft.	30%	N/A
R-1 B	8,400 sq. ft.	80 ft.	25 ft.	3-5 ft.	20 ft.	35 ft.	30%	N/A
R-1 C	7,700 sq. ft.	70 ft.	25 ft.	3-5 ft.	20 ft.	35 ft.	30%	N/A
R-1 D	10 acres	60/65 ft.	20 ft.	10 ft.	20 ft.	35 ft.	50%	6 DU/acre
R-3	1 acre	150 ft.	15 ft.	5 ft.	15 ft.	35 ft.	35%	1 DU/2,000 sq. ft.
R-4	7,200 sq. ft.	60 ft.	15 ft.	3-5 ft.	15 ft.	75 ft.	60%	1 DU/900 sq. ft.
Note: Table only reflects requirements for Zoning Districts which permit residential development. *Source: City of Rialto Zoning Code*								

The City of Rialto's development standards, as outlined in **Table 3-5**, are comparable to the standards of neighboring cities – Fontana, Colton, and San Bernardino. Rialto has some of the least restrictive development standards for the High-Density Multiple Family (R-4) Zone compared to the other cities. As Rialto's development standards do not restrict, deny, or reduce opportunities for development at a greater extent than jurisdictions in the region, they are not considered a constraint to the development of housing. Furthermore, the City provides opportunities for reasonable accommodations and Density Bonuses which may assist in the development of affordable housing.

Lot Dimensions

The City of Rialto regulates lot dimensions in conjunction with various development standards to maintain density and structural bulk. All zoning districts in the City are allocated differing lot size and lot width requirements to develop residential uses. Minimum lot size requirements could constrain housing development by requiring lot sizes that may not be available to develop projects intended for each zoning district. However, as it relates to the lot size requirements for the R-3 zone, the City has only identified very few lots zoned R-3 as part of the candidate sites analysis. These lots have a buildable acreage of 2.36 and 1 acre; minimum lot size requirements will not constrain each site from developing their combined potential of 117 units. For all R-3 zone lot size and lot coverage standards, there may pose a constraint due to the application of these standards in combination with other zoning requirements. The cumulative effect could pose a constraint to residential development in the R-3 zone. Therefore, **Program 4B** in the Housing Plan includes actions to review and amend the lot size requirements, parking and other application standards for sites in the R-3 zone.

Yard Requirements

A yard is defined by the City of Rialto Zoning Code as open space on the same lot with a building, which remains unoccupied and unobstructed from the ground up unless otherwise provided in the Zoning Code. Yard setbacks are regulated for safety and emergency access, privacy, and for environmental protection. Yard setbacks also create neighborhood uniformity and prevent crowding between structures and public-right-of-way. Rialto's yard requirements, when combined with all the development standards, do not constrain residential developments from reaching their density limits. Therefore, yard requirements alone

are not considered a constraint to housing development cost or supply. Yard requirements are required to provide safety and emergency access, privacy, and environmental protection.

Lot Coverage/Open Space

Lot coverage refers to the portion of a lot on which a building or structure is located. Lot coverage is regulated to avoid nuisances and excessive massing or density. Lot coverage differs for each zoning district and may work with open space requirements to ensure adequate uncovered area for safety and emergency access, landscaping, and privacy. Rialto's lot coverage limits, when combined with all the development standards, do not constrain residential developments from reaching their density limits. However, following feedback, the Housing Plan includes actions in **Program 4B** to review and amend the lot coverage requirements for sites in the R-3 zone.

Maximum Building Heights

Building height is defined as the vertical distance from the average finished ground level of the site covered by the building to the highest point of the structure. The highest point of the structure excludes chimneys and ventilators. Rialto's building height limits, when combined with all the development standards, do not constrain residential developments from reaching their density limits. A proposed 3-story residential development on a 1-acre lot in an R-3 zone could develop up to 37 units measuring 1,000 square feet each; however, it would be limited to 21 units on a lot of this size. A proposed 8-story residential development on a 7,200-square-foot lot in an R-4 zone could develop up to 20 units measuring 1,000 square feet each; however, it would be limited to 8 units on a lot of this size. Therefore, building height limits alone are not considered a constraint to housing development cost or supply.

Density Limits

The Rialto Zoning Code establishes a number of zoning districts with density limits so as to regulate and restrict the bulk of structures and density of population. **Table 3-5** provides the maximum densities permitted per zoning district.

Recent residential projects approved by the City have included proposed densities which are lower than the maximum density permitted. The following lists example sites and their densities:

- APN 013026115 – 10 units permitted by the Zoning Code, 4 units developed
- APN 024316137 – 6 units permitted by the Zoning Code, 4 units developed
- APN 24316138 – 6 units permitted by the Zoning Code, 4 units developed

Residential projects developing at densities lower than the maximum permitted is a relatively common occurrence due to the impact development standards, landscaping requirements, and street/sidewalk improvements have on the net buildable area of the sites after infrastructure is designed. While the City's development standards have been evaluated and when combined still allow projects to develop at the maximum density allowed, when paired with the site requirements of other City Departments, constraints may exist. As such, **Housing Program 4E** provides for a review of site requirements (as required by the Building and Engineering Divisions) to assess how the City can allow for projects to develop at their maximum density.

Population Density

The Land Use Element of the Rialto General Plan identifies population density ranges such as 80 to 114 persons per acre in the R30 land use. These ranges are simply a reference point in the General Plan and are not used on a project-by-project basis. No population density caps are used.

Parking Standards

Sufficient off-street parking must be provided to avoid street overcrowding. This is maintained through the establishment of parking requirements, which fluctuate depending on the land use/housing type and the number of bedrooms.

The City of Rialto requires the following number of parking spaces per residential use:

- **Single-Family Residential**: Two parking spaces within an enclosed garage.
- **Multiple-Family Residential**: Minimum of two parking spaces per dwelling unit with at least one located within an enclosed garage. The enclosed parking space may be substituted by a carport. At least one guest parking space must be provided for every four dwelling units.
- **Senior Citizen Housing**: Minimum of 0.75 parking spaces per dwelling unit, plus one guest parking space. At least half of the required parking spaces, with the exception of guest parking, must be in a covered carport or enclosed garage.
- **Mobile Homes**: Two parking spaces per mobile home, plus one guest space for every five mobile homes.
- **Boarding Facilities (boarding house, club, lodge, group care facility, or similar facility providing sleeping accommodations)**: One space for every room, or for every two beds, whichever is greater. An additional space must be provided per two employees, or a minimum of five spaces for employee parking, whichever is greater.

The City's parking requirements fluctuate depending on land use and intensity. The minimum parking requirements for a 48-unit project on one acre, in the R-4 zoning district, is a total of 108 parking spaces. Assuming a standard 9-foot by 18-foot parking spaces, approximately 17,496 square feet of land is needed to accommodate the required parking. Based on the market analysis provided in the governmental constraints section, land costs for an uncovered parking lot associated with a one-acre development, at maximum density, is $222,899. Construction costs for covered parking, parking structures, and/or below ground parking will run even higher. The cost of parking based on the City's requirements for multifamily housing could be considered a constraint to the development of housing; however, the developers may receive concessions or incentives in the form of parking reduction for the development of housing affordable to low and very low-income households. For example, the City recently approved a 204-unit development with 377 parking spaces when the Code required 459 parking spaces. **Housing Program 4B** is included in **Section 4: Housing Plan** to annually review development standards and design review findings for potential constraints – including potential constraints due to parking requirements. The Program provides for the update of standards and findings should a constraint be identified as part of the annual review.

Table 3-6 shows off-street parking requirements for communities neighboring Rialto. The table shows that the City of Rialto's parking requirements for single-family units matches that of the region. Parking requirements for multi-family residential projects in Rialto require more parking, depending on the number of bedrooms per unit, compared to City of Fontana and San Bernardino. However, City of Colton

requires more parking spaces than Rialto. Rialto's senior housing parking requirements are similar to that of the region.

Table 3-6: Comparative Off-Street Parking Requirements of Surrounding Cities

Residential Use		Parking Requirements
City of Fontana		
Single-Family Dwelling	Up to 4 bedrooms	2-car garage
	5-6 bedrooms	3-car garage
Multiple-Family Apartments, Condos, or Townhouse	Studio/1 bedroom	1 garage space + 0.5 open spaces
	2 bedrooms	2 garage spaces
	3 bedrooms	2 garage spaces + 0.5 open spaces
Detached Condo	2-3 bedrooms	2 garage spaces + 0.5 open spaces
	4 bedrooms	2 garage spaces + 0.7 open spaces
Senior Housing	Studio/Efficiency	1 parking space
	1 bedroom	1 parking space
	2 or more bedrooms	1.25 parking spaces
Other Parking Requirements	Mobile home park	2 covered spaces
	Boardinghouse, group care	1 parking space per sleeping room or 2 beds, whichever is greater + 1 parking space per 2 employees
Guest Parking	Multi-Family (apartments, condos, and townhouses)	1 parking space per 3 units
	Detached condos	0.5 open spaces
	Senior housing	1 parking spaces per 8 units (0.125 per unit)
	Mobile home parks	1 parking spaces per 3 units
City of San Bernardino		
Single-Family Dwellings		2 covered spaces within an enclosed garage
Multi-Family Residential	Studio	1 space per unit
	One Bedroom	1.5 covered and 1 uncovered guest space/5 units
	Two Bedroom	2 covered and 1 uncovered guest space/5 units
	Three+ Bedroom	2.5 covered and 1 uncovered guest space/5 units
Mobile home parks		2 covered spaces within an enclosed garage, which may be tandem, and 1 uncovered quest space/unit
Planned residential developments, including single-family dwellings and condominiums		2 covered spaces within an enclosed garage and 1 uncovered off-street guest parking space/5 units
Senior citizen apartments		1 covered space for each unit, plus 1 uncovered space/5 units for guest parking
Senior congregate care		0.75 covered space for each unit
City of Colton		
Very-low to medium density residential		2 spaces in a garage per unit
Multi-family residential		2 spaces in a garage per unit 0.5 spaces per unit where there are 6+ units
Boarding, lodging, or rooming houses		1 space per room or suite, or 1 space per 2 beds
Live/work units		1 space in a garage per unit 10+ units: 2 spaces per unit + 2 guest parking spaces per unit

Sources: City of Fontana Municipal Code, City of San Bernardino Municipal Code, City of Colton Municipal Code

Overall, the City of Rialto's off-street parking requirements may be considered a constraint to development if the cost of developing parking spaces is associated with particular bedroom sizes. To address the potential constraint, the City has added **Housing Program 4B:** Remove Development Constraints and **Housing Program 3H:** Parking Near Public Transit. **Housing Program 4B** commits the City to conduct a study of parking requirements and identify needed revisions to ensure parking requirements do not constrain development, particularly for studio and one-bedroom units. **Housing Program 3H** commits the City to amend the Zoning Code to comply with the requirements established by AB 2097.

In September 2022, AB 2097 was signed into law establishing provisions for vehicle parking requirements based on proximity to public transit. Specifically, AB 2097 prohibits public agencies from imposing minimum vehicle parking requirements for developments located within half-a-mile of public transit. "Public transit" means a major transit stop as defined by Section 21155 of the Public Resources Code:

- An existing rail of bus rapid transit station,
- A ferry terminal served by either a bus or rail transit service, and
- The intersection of two or more bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute period.

Jurisdictions may impose or enforce minimum parking requirements on housing developments if findings are made (within 30 days of a completed application) that not imposing minimum parking requirements on the development would have substantially negative impacts on the jurisdiction's ability to meet its RHNA or existing residential or commercial parking within half-a-mile of the housing development. These findings must be supported by a preponderance of the evidence in the record. Pursuant to AB 2097, the projects listed below are exempt from imposed or enforced minimum parking requirements:

- Housing development projects that dedicate a minimum of 20 percent of the total number of housing units to very low-, low-, or moderate-income households; students; the elderly; or persons with disabilities.
- Housing developments with fewer than 20 housing units.
- Housing developments subject to parking reductions based on any other applicable law.

AB 2097 prohibits these provisions from reducing, eliminating, or precluding the enforcement of any requirement imposed on a housing development project that is located within half-a-mile of public transit to provide electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities.

Assembly Bill 139

California Assembly Bill 139 (AB 139) amended Government Code Section 65583 on September 6, 2019. The purpose and intent of AB 139 is to plan for the needs of those experiencing homelessness by basing the needs of emergency shelters on the most recent homeless point-in-time count. The adopted amendment includes a provision for emergency shelter parking standards to accommodate staff; however, the parking standards may not exceed the standards for residential and commercial uses in the same zone.

According to the Rialto Zoning Code, service providers are responsible for providing and maintaining adequate parking and freight loading facilities for employees, clients, and other visitors who drive onto the premises. The Code establishes the following parking standard for emergency shelters:

- **Emergency Shelters**: one space per 1,000 square feet of gross floor area, or one space for each employee on the largest shift plus one space for each facility vehicle plus three visitors parking spaces, whichever is greater. Bike rack parking must also be provided at the facility.

3. Planned Residential Developments

Planned Residential Developments generally allow for greater flexibility when developing large areas of land. The Rialto Zoning Code has established two planned residential development districts for attached (PRD-A) or detached (PRD-D) housing units.

Planned Residential Development-Attached District (PRD-A)

The City's Zoning Code establishes a PRD-A District to facilitate and guide the development of high-density residential developments, including but not limited to condominiums, community apartment projects, and cluster housing. All current sites zoned PRD-A have been developed with residential units and meet the development standards shown below. The following development standards apply to proposed attached planned residential developments:

Table 3-7: PRD-A Development Standards

Development Feature		Measurement Requirement
Minimum Site Area		1 acre
Maximum Density		12 DUs/acre
Minimum Floor Area	Bachelor/Single	650 sq. ft.
	One Bedroom	750 sq. ft.
	Two Bedrooms	900 sq. ft.
	Three Bedrooms	1,100 sq. ft.
	Four Bedrooms	1,300 sq. ft.
Maximum Site Coverage		35%
Maximum Building Height		35 ft.
Minimum Setbacks	Front Yard	25 ft.
	Side Yards	15 ft.
	Rear Yard	15 ft.
Minimum Open Space		40%
Source: City of Rialto Zoning Code		

Planned Residential Development-Detached District (PRD-D)

The City's Zoning Code establishes a PRD-D District to facilitate and guide the development of single-family residential developments, including but not limited to cluster housing. All current sites zoned PRD-D have been developed with residential units and meet the development standards shown below. The following development standards apply to proposed detached planned residential developments:

Table 3-8: PRD-D Development Standards		
Development Feature		**Measurement Requirement**
Minimum Site Area		5 acres
Maximum Density		Net density of the adopted Community General Plan
Minimum Dwelling Sizes		Proposed by the applicant and approved by the Planning Commission at the time of application for a change of zone.
Maximum Site Coverage		35%
Maximum Building Height		35 ft.
Minimum Setbacks	Front Yard	25 ft.
	Side Yards	10 ft.
	Rear Yard	20 ft.
Minimum Open Space		40%
Source: City of Rialto Zoning Code		

4. City Ordinances

Growth Management Measures

Growth management measures are techniques used by a government to regulate the rate, amount, and type of development. Growth management measures allow cities to grow responsibly and orderly; however, they can produce constraints to the development of housing if overly restrictive. This may be particularly restrictive for accessible and affordable housing. There are not currently any growth management measures in Rialto; therefore, it does not create a constraint to the development of housing.

Mobile Home Rent Review Commission

The City of Rialto's Mobile Home Rent Review Commission was established to:

- Protects current homeowners' investment in their mobile homes and provides reasonable rents by precluding park owners from requiring existing or prospective mobile homeowners to sign an exempt lease or charging rents under an expired lease;
- Protects existing and prospective mobile homeowners from excessive rents by providing for lease options in order to give each existing and prospective homeowner a real choice between an exempt long-term lease and a rental agreement subject to the protections of the ordinance; and
- Protects existing and prospective homeowners' investments in their mobile homes through a lease assumption requirement imposed upon the mobile home.

The Mobile Home Rent Review Commission consists of five regular members appointed by the City Council to serve for four years. Members must be homeowners and cannot be a mobile home park owner or a relative, employee, or agent of a mobile home park owner.

According to the City's Zoning Code, rent increases and notices must comply with the following provisions:

- A park owner shall not demand, accept, or retain rent for a mobile home space exceeding the rent in effect on the effective date of this chapter, except as provided in this chapter.

- No rent increase is valid, enforceable, or collectible until either (a) an agreement has been reached after informal negotiations between a resident and a park owner or between the homeowner's association and a park owner, (b) an agreement has been reached after mediation is concluded, or (c) a final decision has been issued after the full commission hearing process is concluded.

In order to implement a rent increase, the mobile home park owner must do all of the following:

- At least thirty days prior to the service of a notice of a proposed rent increase, as required by Civil Code Section 798.30, the park owner may provide written notice to the affected recognized association (see Section 4.01.030C) with the city clerk and to the city clerk that a notice of proposed rent increase will be served. In the event that the mobile home park owner is unable to effect proper service upon the recognized association, the mobile home park owner shall post the notice in a conspicuous place in the affected mobile home park.
- Prior to the effective date of any proposed rent increase, the mobile home park owner shall serve each affected homeowner, in accordance with California Civil Code, Section 798.30, and in addition, with notice that a request for approval of the proposed rent increase is being filed with the commission.
- The mobile home park owner shall file a copy of any notice served pursuant to subsection (B)(2) of this section with the commission by delivery to the city clerk no later than five days after service upon the homeowners.
- No more than one increase in space rent shall be allowed in any twelve-month period.

The Mobile Home Rent Review Commission was established to protect existing mobile home park residents and affordable housing options within the City of Rialto. The Commission and review processes do not pose a constraint as they protect residents from displacement and housing cost burdens.

Short-Term Rental Ordinance

Short-term rentals are commonly defined as an accessory use of a Primary Residence for the purposes of providing temporary lodging for compensation for up to 30 days or less. The purpose of Short-Term Rental Ordinances is to establish regulations, standards, and a permitting process governing the renting or leasing of privately owned, visitor-serving dwelling units on a short-term basis. Short-Term Rental Ordinances are often established to safeguard residents by ensuring that short-term rental activities do not threaten the character of neighborhoods and that such short-term rental activities do not become a nuisance, or threaten the public health, safety, or welfare of neighboring properties.

The City of Rialto does not have a Short-Term Rental Ordinance.

Inclusionary Ordinance

Inclusionary Housing Ordinances are local zoning ordinances which either mandate or encourage housing developers to include a specified percentage of units affordable to lower and moderate-income households. Inclusionary Housing Ordinances bring affordable housing to market and increases types of housing available to different income levels.

The City of Rialto does not have an Inclusionary Housing Ordinance, but the City has committed to investigating the feasibility of adopting and Inclusionary Housing Ordinance during the 6th Cycle planning period (Housing Program 2T).

5. Specific Plans

The purpose of a Specific Plan is to implement the goals and objectives of a city's General Plan in a more focused and detailed manner that is area and project specific. The Specific Plan promotes consistence and an enhanced aesthetic level throughout the project community. Specific Plans contain their own development standards and requirements that may be more restrictive than those defined for the city as a whole. The following sections provide brief descriptions of the City of Rialto's adopted Specific Plans which affect the development of housing.

Agua Mansa Specific Plan

The Agua Mansa Specific Plan was established to create a master economic development plan with the goal of improving intergovernmental coordination and to facilitate the logical, planned development of the 4,285-acre area. Residential uses comprise 119 acres (less than 3 percent). The predominant land use of the Specific Plan is industrial. The Agua Mansa Specific Plan permits a maximum of 4 dwelling units per acre.

Foothill Boulevard Specific Plan

The Foothill Boulevard Specific Plan is intended to result in quality new development to encourage revitalization of existing development. The Specific Plan permits two residential land use districts – Residential-Mixed Use (R-MU) and Residential-High Density (R-HD). Both of these residential districts, and two additional commercial districts, allow for intense development to provide opportunity for innovative, high-quality development. Each of these districts has a pedestrian focus and allows for some degree of residential development. In commercial districts, residential uses must be combined with commercial uses.

The Foothill Boulevard Specific Plan allows for multi-story developments up to 75-feet in height and up to 30 dwelling units per acre on lots measuring a minimum of three acres. The Foothill Boulevard Specific Plan encourages lot consolidation and redevelopment of under-performing properties. Lower densities of residential developments may be permitted on small parcel sizes.

The City adopted the Foothill Central Specific Plan (Specific Plan) on February 11, 2025. The Specific Plan is an amendment to both the Foothill Boulevard Specific Plan and the Rialto Central Area Specific Plan. The recently adopted Specific Plan merges both planning areas to encourage a cohesive development pattern and create synergy in the corridor. The purpose of the updated Specific Plan is to guide the development of Foothill Boulevard and Rialto's Downtown Area, include pro-housing legislation aimed at supporting more equitable growth and housing production around transit corridors, and also reduce greenhouse gas (GHG) emissions and vehicles miles traveled (VMT). The Specific Plan is a tool to create quality new development that will in turn encourage the revitalization of existing development, creating a positive change in these areas and the City as a whole.

The Housing Element designates the two portions of the Plan Area, Foothill Boulevard and the Central Area, as Opportunity Areas and specifically notes the abundant vacant parcels in these areas as having high potential for revitalization with residential development. In total, the Foothill Boulevard Opportunity Area includes 159 acres as feasible for redevelopment with 5,530 units. These unit numbers assume a zoning amendment to allow 35 dwelling units per acre, an increase from the currently allowed 30 dwelling units per acre on lots of at least three acres. The Central Opportunity Area identifies 14 acres in the area as feasible for redevelopment with 470 units. This Opportunity Area's unit numbers assume the establishment of an overlay district or similar policy permitting 48 dwelling units per acre. This rezone strategy is intended to accommodate housing needs in Rialto's Opportunity Areas.

Lytle Creek Ranch Specific Plan

The Lytle Creek Ranch Specific Plan was created in response to the growing need to accommodate the increasing population of the Inland Empire. The vision of the Lytle Creek Specific Plan is to provide a multi-generational community where residents can live, work, shop, play, and relax. The Lytle Creek Specific Plan seeks to develop with a "sense of place" that promotes security, strong neighborhood ties, and a lifestyle rich in amenities. Lytle Creek Ranch incorporates clustered development that preserves natural open space areas and a mixed-use center near the freeway. Lytle Creek Ranch also includes an Active Adult community for persons over the age of 55. Permitted residential land uses in Lytle Creek Ranch and their respective densities include the following:

Table 3-9: Lytle Creek Ranch Land Use Summary

Residential Land Use	Density Range (DU/acre)	Target Dwelling Units	Acres
Single-Family Residential One (SFR-1)	2 – 5	943	263.2
Single-Family Residential Two (SFR-2)	5 – 8	1,908	304.5
Single-Family Residential Three (SFR-3)	8 – 14	2,403	220
Multi-Family Residential (MFR)	14 – 28	1,828	106.3
High Density Residential (HDR)	25 – 35	1,325	45.4
TOTAL	--	**8,407**	**939.4**

Source: Lytle Creek Ranch Specific Plan, 2012

Pepper Avenue Specific Plan

The Pepper Avenue Specific Plan includes a total of 101.7 acres intended to provide commercial and residential needs to neighboring community and within close accessibility to the freeway. The Pepper Avenue Specific Plan also provides for green, open space and encourages pedestrian and bicycle connectivity.

The Pepper Avenue Specific Plan includes a Multi-Family Residential Overlay to provide flexibility in land uses and future housing needs. The maximum density is 30 dwelling units per acre and a total maximum of 275 units for the Specific Plan area. Residential developments are restricted to the Pepper Avenue Specific Plan's PA 3 area.

Renaissance Specific Plan

The Renaissance Specific Plan is located on 1,439 acres and is intended to include a variety of logistics, employment, business, shopping, residential, and community facilities that are integrated by open spaces and amenities.

Permitted residential land uses in the Renaissance Specific Plan and their respective densities include the following:

Table 3-10: Renaissance Land Use Summary

Residential Land Use	Target Density (DU/acre)	Total Dwelling Units	Acres
Low Density Residential (LDR)	8	446	61.9
Medium Density Residential (MDR)	12.5	290	25.8
Medium High Density Residential (MHDR)	16	818	56.8
High Density Residential (HDR)	25	113	5
TOTAL	**--**	**1,667**	**149.5**

Source: Lytle Creek Ranch Specific Plan, 2012

Rialto Central Area Specific Plan

The Rialto Central Area Specific Plan allows for a single-family, multi-family, and increased density residential developments. The intent of the Rialto Central Area Specific Plan is to provide residential uses in conjunction with commercial uses to improve the economic vitality of the central area of Rialto.

6. Variety of Housing Types Permitted

California Housing Element Law mandates jurisdictions must make sites available through zoning and development standards to promote the development of a variety of housing types for all socioeconomic levels of the populations. Housing types include single-family homes, multi-family housing, accessory dwelling units, factory-built homes, mobile-homes, employee and agricultural work housing, transitional and supportive housing, single-room occupancy (SROs), and housing for persons with disabilities. **Table 3-11** shows the various housing types permitted throughout the City of Rialto.

Table 3-11: Permitted Housing Types											
Housing Types	A-1	R-1	R-1 A-10,000	R-1 B	R-1 C	R-1 D	R-3	R-4	A-P	O-P	I-P
Single-Family Dwellings	P	P	P	P	P	P	P	P	-	-	-
Accessory Dwelling Unit	P	P	P	P	P	P	P	P	-	-	-
Room and Board Facilities	-	CUP	CUP	CUP	CUP	-	CUP	CUP	-	-	-
Multiple Family Dwellings (4 or less units)	-	-	-	-	-	-	P	P	-	-	-
Multiple Family Dwellings (5 or more units)	-	-	-	-	-	-	CUP	P	-	-	-
Dwelling Groups	-	-	-	-	-	-	P	P	-	-	-
Apartment Houses	-	-	-	-	-	-	-	P	-	-	-
Boarding and Rooming Houses	-	-	-	-	-	-	-	P	-	-	-
Sanitariums	-	-	-	-	-	-	-	-	CUP	CUP	-
Nursing Homes	-	-	-	-	-	-	-	-	CUP	CUP	-
Emergency Shelter	-	-	-	-	-	-	-	-	-	-	P
Manufactured Homes	-	P	P	P	P	P	-	P	-	-	-
Supportive Housing	P	P	P	P	P	P	-	P	-	-	-
Transitional Housing	P	P	P	P	P	P	-	P	-	-	-
Farmworker Housing	-	-	-	-	-	-	-	-	-	-	-
Low Barrier Navigation Center	-	-	-	-	-	-	-	-	-	-	-

Notes:
P – Permitted
CUP – Conditional Use Permit
(-) – Not specified
Source: City of Rialto Zoning Code

Single-Family Dwelling/ One Family Dwelling

A single-family dwelling is defined by the Rialto Zoning Code as a detached building designed and/or used as a single dwelling unit. A single-family dwelling may only be used as a residence. Rialto has a number of zoning districts which permit the development of single-family dwelling units. These single-family zones make up the majority of residential zones within the City. While single-family zoning may be considered a constraint to the development of higher density housing, and specifically affordable housing, the City was historically developed as a residential community. A variety of housing types and higher density zoning districts have been added over time to meet the changing needs of the community and housing trends. Therefore, the prevalence of single-family dwelling units and zoning districts does not pose a constraint as the City continues to adjust for and meet the evolving housing needs of the community.

Accessory Dwelling Unit (ADU)/ Accessory Living Quarters

An ADU is defined as a detached subordinate building with an incidental use to the main building. A garage attached to the main building is considered a part of the main building. As of 2020, the State of California permits ADUs to be located in a detached building on the same lot and also within the primary residence. ADUs must include a full bathroom, utilities, a kitchenette/kitchen, and its own private entrance. The Rialto Zoning Code permits ADUs in all residential zoning districts and thus does not create a constraint.

Accessory living quarters are located within an accessory building and provide lodging for persons employed on the premises or for temporary use by guests. The Rialto Zoning Code does not permit a kitchen or cooking facilities in these accessory living quarters, nor can they be rented out or used as a separate dwelling unit.

Room and Board Facilities

Room and board facilities are defined as a dwelling with one or more rooms rented, leased, or subleased to individuals under separate rental agreements, leases, or subleases. The facility may include individual or group cooking facilities. The owner of the facility may or may not reside in the same residence. Room and board facilities do not include residential, community, or group care facilities. The Zoning Code permits Room and Board Facilities with a CUP in a number of single-family zones and the medium to high density zoning districts. This does not conflict with California State Law and, therefore, does not pose a constraint.

Multiple-Family Dwellings

Multiple-family dwellings are defined as a building, or portion of a building, used and/or designed as a residence with separate and independent dwelling units. Multiple-family dwellings may include duplexes, townhomes, apartments, or condominiums. Multiple-family dwellings are permitted in the medium and high-density zoning districts. A CUP is only required for developments of five or more units in the medium-density zone. This does not create a constraint to the development of housing.

Dwelling Groups

A dwelling group refers to two or more detached buildings used as one, two, or multiple family dwellings on a single lot. Dwelling groups are permitted in the R-3 and R-4 zones. This does not pose a constraint to housing development.

Apartment Homes

A room or suite of two or more rooms with a single kitchen in a multiple dwelling building, occupied or suitable for occupancy as a residence for one family. Apartment homes are permitted in the R-4 zoning district. This does not pose a constraint to housing development.

Boarding and Rooming Houses

A boarding house is defined as a dwelling, or portion of a dwelling, that consists of a maximum of 5 guest rooms and provides lodging and meals for 5 to 15 persons. Boarding and rooming houses are permitted in the R-4 zoning district. This does not pose a constraint to housing development.

Sanitariums

An establishment for the medical treatment of people who are convalescing or have a chronic illness. Sanitariums are permitted with a CUP in the Administrative-Professional zoning districts. This does not pose a constraint to housing development.

Nursing Homes

A facility that offers 24-hour medical care provided by nurses and physicians. Nursing homes may care for frail residents totally dependent on nursing care. Nursing homes are permitted with a CUP in the Administrative-Professional zoning districts. This does not pose a constraint to housing development.

Emergency Shelter

An emergency shelter is defined as housing with minimum supportive services for persons experiencing homelessness. Occupancy is limited to six months. No individual or household may be denied emergency shelter because of inability to pay. Per Assembly Bill 139 (AB 139), emergency shelters must be permitted in at least one zoning district without approval of a CUP or other discretionary permits. In compliance with AB 139, emergency shelters in Rialto are permitted within the Industrial Park Zone (I-P), as shown in **Figure 3-1**.

There are approximately 27 parcels within the I-P zones of Rialto with a combined total of about 90.5 acres of land. The parcels range in size from 0.6 acres to 9.6 acres. Thirteen of the 27 parcels are considered vacant and underutilized which pose as potential candidate sites for the development of emergency shelters. The 14 remaining parcels are developed with various industrial, commercial, and automotive uses that may have potential for reuse in the future.

Additionally, there are multiple bus stops along East Valley Boulevard, Southern Riverside Avenue, West San Bernardino Avenue, and East San Bernardino Avenue which are all major streets surrounding the I-P zone. In addition, there are convenience stores, retail shops such as Walmart, multiple restaurants and Emergency Services such as the Rialto Fire Station 205 all within a two-mile radius.

Based on the California Office of Environmental Health Hazards Assessment, there are approximately 2 hazardous waste contributors near the I-P zones in the southern portion of the City as shown in **Figure 3-2**. The census tracts that the I-P zones are located in scored between the 60 and 80 percentiles for hazardous waste.

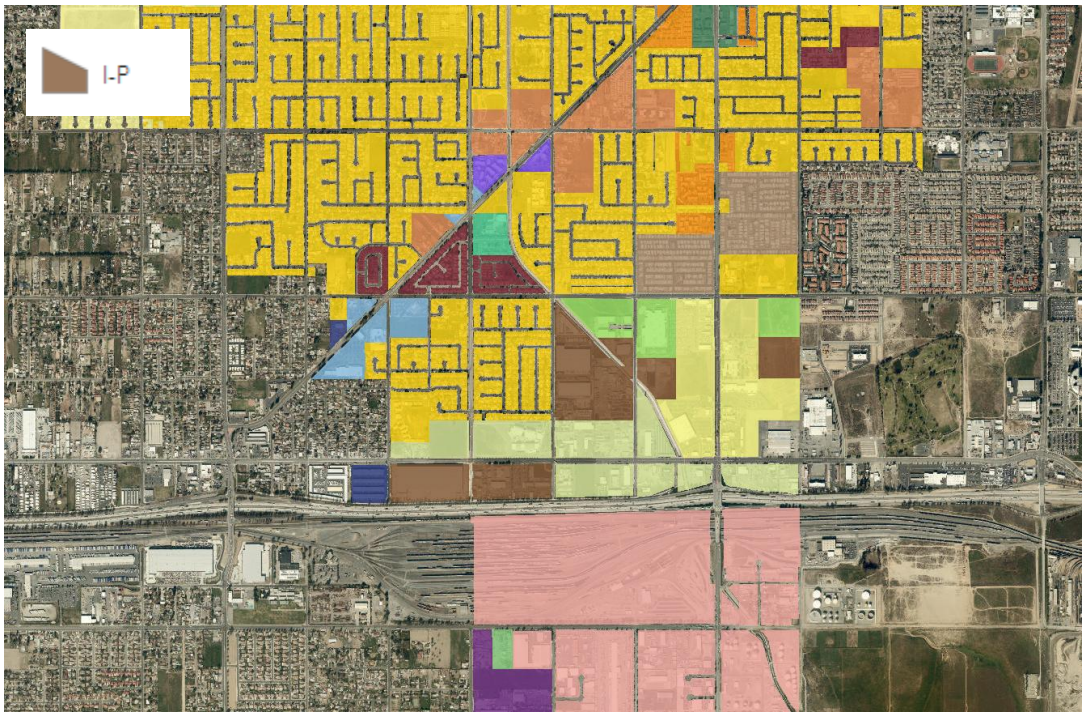
Hazardous waste is defined by the California Office of Environmental Health Hazard Assessment (OEHHA) as "Waste created by different commercial or industrial activity containing chemicals that may be dangerous or harmful to health. Only certain regulated facilities can treat, store, or dispose of this type of waste. These facilities are not the same as cleanup sites. Hazardous waste includes a range of different types of waste. It can include used automotive oil as well as toxic waste materials produced by factories and businesses."[1] The hazardous waste generators near the BP zones include the following:

- Walmart Supercenter
- Pasha Transport Inc.
- City of Colton
- CVS Pharmacy

[1] Update To The California Communities Environmental Health Screening Tool, CalEnviroScreen 3.0, 2017. Accessed online: December 16, 2021. https://oehha.ca.gov/media/downloads/calenviroscreen/report/ces3report.pdf#page=90

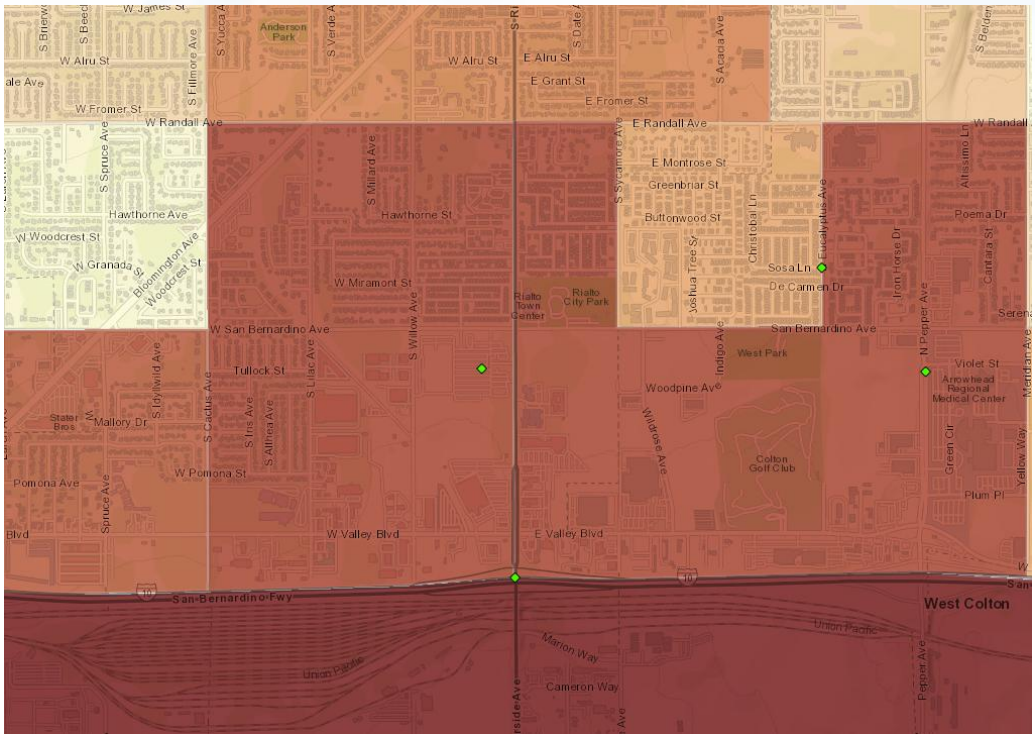
The hazardous waste generators are mainly business and a logistics center, typically not associated with the generation of chemicals of heavy manufacturing processes. By nature, these businesses include the typical household chemicals such as motor oils and lubricants, pesticides for gardening, electronic waste, medical supplies, and other materials. These businesses are required to register with the Department of Toxic Substances Control which maintains a database of permitted facilities and activities. Additionally, these facilities are required to handle and dispose of waste consistent with standards and requirements set by the Code of Federal Regulations § 262, as well as local regulations including the San Bernardino County Fire Department. The San Bernardino Fire Department is designated by the State Secretary for Environmental Protection as the Certified Unified Program Agency (CUPA) for the County of San Bernardino. The CUPA manages six hazardous materials and hazardous waste programs and conducts compliance inspections for over 7000 regulated facilities in San Bernardino County. Therefore, while these businesses create or are involved in waste generation, the waste streams are more consistent with use of materials associated with routine property maintenance, automotive maintenance, and medical supplies. Compliance with the regulatory requirements would reduce potential hazards to the public or the environment, including emergency shelters.

Figure 3-1: Map of Industrial Park (I-P) Zones in Rialto



Source: City of Rialto, Zoning Map.

Figure 3-2: Map of Hazardous Waste Contributors



Source: OEHHA, Hazardous Waste Results.

Supportive Housing

The Rialto Zoning Code defines supportive housing as housing with no limit on the length of stay, that is occupied by a target population, and that is linked to onsite or offsite services that assist the supported population in retaining the housing, improving their health, and maximizing their ability to live and work in the community. Government Code Section 65583(a)(5) requires supportive housing to be permitted in all residential zoning districts under the same restrictions as other residential dwellings of the same type in the same zone. Supportive housing in Rialto is currently permitted in all residential zoning districts, except for the R-3 district. **Section 4: Housing Plan** includes a program to update the Zoning Code in accordance with state legislation by permitting supportive housing in the R-3 zoning district.

Transitional Housing

Transitional housing is defined by the Rialto Zoning Code as temporary rental housing intended for occupancy for at least 6 months by target populations transitioning to permanent housing. Transitional housing in Rialto is currently permitted in all residential zoning districts, except for the R-3 district. **Section 4: Housing Plan** includes a program to update the Zoning Code in accordance with state legislation by permitting transitional housing in the R-3 zoning district.

Farmworker Housing

California Health and Safety Code Sections 17021.5 and 17021.6 generally requires agricultural employee housing to be permitted by-right, without a conditional use permit (CUP) or other discretionary permits, in single-family zones for six or fewer persons and in agricultural zones with no more than 12 units or 36

beds. The Rialto Zoning Code does not address Farmworker Housing by definition. A program is included in **Section 4: Housing Plan** to ensure the City's development standards allow Farmworker Housing by-right, without a CUP, in single-family zones for six or fewer persons and in agricultural zones for up to 12 units or 36 beds.

Low Barrier Navigation Centers

AB 101 states that "The Legislature finds and declares that Low Barrier Navigation Center developments are essential tools for alleviating the homelessness crisis in this state and are a matter of statewide concern-." Low Barrier Navigation Centers are defined as a Housing First, low-barrier, service-enriched shelter focused on moving people into permanent housing that provides temporary living facilities while case managers connect individuals experiencing homelessness to income, public benefits, health services, shelter, and housing. Low Barrier Navigation Centers are required as a use by right in areas zoned for mixed uses and nonresidential zones permitting multifamily uses if it meets specified requirements. The Rialto Zoning Code does not address Low Barrier Navigations Centers by definition. A program is included in **Section 4: Housing Plan** to ensure the City's development standards allow Low Barrier Navigation Centers by-right in all zones that permit mixed-uses and non-residential uses.

7. Housing for Persons with Disabilities

Both the Federal Fair Housing Amendment Act (FHAA) and the California Fair Employment and Housing Act require governments to make reasonable accommodations (that is, modifications or exceptions) in their zoning laws and other land use regulations to afford disabled persons an equal opportunity to housing. State law also requires cities to analyze potential and actual constraints to the development, maintenance, and improvement of housing for persons with disabilities.

Reasonable Accommodations

Reasonable accommodation in the land use and zoning context means providing individuals with disabilities or developers of housing for people with disabilities, flexibility in the application of land use and zoning and building regulations, policies, practices, and procedures, or even waiving certain requirements, when it is necessary to eliminate barriers to housing opportunities. For example, it may be reasonable to accommodate requests from persons with disabilities to waive a setback requirement or other standard of the Zoning Code to ensure that homes are accessible for the mobility impaired. Whether a particular modification is reasonable depends on the circumstances.

The City of Rialto provides reasonable accommodations through its Zoning Code. Applicants may submit applications for review by the Community Development Director or Designee. The Planning Commission becomes the reviewing party when an application includes an encroachment into the front setback, a building height greater than permitted, lot coverage or floor area ratio above the permitted maximum, and/or a reduction in parking. Advance noticing and a public hearing are required when an application is reviewed by the Planning Commission. Approved reasonable accommodation applications may include conditions of approval such as:

- Periodic inspection of the location, as specified in the application, to verify continued compliance with the provisions of this section and any conditions of approval

- Removal of improvements, where removal would not constitute an unreasonable financial burden, when the expressed need for which the accommodation was granted is no longer necessary
- Time limits and/or expiration of the approval if it can be determined that the applicants' reasons for approving the accommodation no longer exists
- Recordation of a deed restriction requiring removal of the accommodating feature once the need no longer exists
- Methods, design considerations and features that reduce the impact on surrounding uses
- Methods, design considerations and features that preserve the integrity of the property and structures
- Other reasonable accommodations providing an equivalent level of benefit that will not result in an encroachment into required setbacks, permitted exceedance of height limits, lot coverage or floor area ratio requirements specified for the applicable zoning district

As the City's reasonable accommodations provide for flexibility in the development standards, they facilitate, and not constrain, the development of housing, and specifically affordable housing.

Definition of Family

A restrictive definition of "family" that limits the number of unrelated persons and differentiates between related and unrelated individuals living together is inconsistent with the right of privacy established by the California Constitution. According to the City of Rialto's Zoning Code, "family" is defined as one or more persons living together as a single nonprofit housekeeping unit in a dwelling unit in conformance with the Uniform Housing Code. The City's definition of family does not limit the number of unrelated persons living together, nor does the definition of a "one family dwelling", and it is therefore not considered a constraint to housing development.

8. Development Fees

Residential developers are subject to a variety of permitting, development, and impact fees in order to access services and facilities as allowed by State law. The additional cost to develop, maintain, and improve housing due to development fees result in increased housing unit cost, and therefore is generally considered a constraint to housing development. However, fees are necessary to provide planning and public services in Rialto.

The location of projects and housing type result in varying degrees of development fees. The presumed total cost of development is also contingent on the project meeting city policies and regulations and the circumstances involved in a particular development project application. **Table 3-12** provides the planning processing fees and **Table 3-13** provides the engineering fees. **Table 3-14** provides the Development Impact Fees related to residential developments. All fees are publicly available on the City's website.

Table 3-12: Planning Processing Fees	
Application	**Fee**
Application Fees	
Annexation Cost (City Cost)	Min. of $10,634.70 – FB Hourly Rate
Appeal to Planning Commission Action to City Council	$1,369.60 + City Clerk Actual Cost
Conditional Development Permit (Minor)	$2,292
Conditional Development Permit (Major)	$3,241.50
Development Agreement (City Cost)	Min. of $3,987.70 – FB Hourly Rate
Environmental Negative Declaration	$1,586.70 + Dept. of Fish & Game filing fee
Environmental Categorical Exemption	$338.90 + Dept. of Fish & Game filing fee
Environmental Impact Report Review & Processing	City EIR Contract Cost + 5% Dept. Admin.
Extension of Time for Land Divisions	$705.10
General Plan Amendment	Min. of $4,087.50 – FB Hourly Rate
Geologic Review Fee Plus Cost for Consultant Review	$1,274.80
Landscape Plan Review	$366
Lot Line Adjustments	$786.40
Planning Commission Determination of Use	$1,612.80
Precise Plan of Design - Residential	
Residential, < 5 acres	$2,468.40
Residential, 5-10 acres	$3,092.30
Residential, > 10 acres	$3,702.60
Revisions of Approved Precise Plan of Design	$1,261.30
Specific Plan Review (City Cost)	City Contract Cost + 5% Dept. Admin.
Specific Plan Amendment Review (City Cost)	Deposit of $4,978.50 – FB Hourly Rate
Temporary Use Permit	$1,586.70
Tentative Parcel Map Review	$2,821
Tentative Parcel Map Review (Residential) 5 Lots or more	$4,462.10
Vested Tentative Tract Map Review (City Cost)	$5,927
Variance Review (Minor – Non-Public Hearing)	$1,329
Variance Review (Major – Public Hearing)	$1,329
Zone Change Review	$4,597.80
Zoning Verification Letter	$189.60
Source: City of Rialto Schedule of Fees – Development and Planning (06/15/2021)	

Table 3-13: Engineering Fees	
Application	Fee
Plan Check Fees – Subdivision Maps	
Tract Maps	$4,563.30
Parcel Maps	$4,563.30
Plan Check Fees – Plans	
Rough Grading Plan	$1,636.90
Precise Grading/Paving Plan	$1,636.90
Sewer Improvement Plan	$2,862.20
Water Improvement Plan	$2,862.20
Storm Drain Improvement Plan	$1,636.90
Landscape Plan (Public LMD)	$2,538.30
Irrigation Plan (Public LMD)	$2,538.30
Revisions to Approved Plans	$475.50
Surveying Services	
Lot Line Adjustment/Parcel Mergers	$1,118.40
Right of Way Dedication/Vacation	$1,118.40
Public Easements	$1,118.40
Annexation to Maintenance District	$1,776.80
Source: City of Rialto Schedule of Fees – Engineering (06/15/2021)	

Table 3-14: Development Impact Fees				
Development Fee Categories	Fees per Dwelling Unit Type			
	Estate	Single-Family	Multi-Family	Mobile Homes
General Facilities	$2,113.79	$2,113.79	$1,991.88	$1,991.88
Law Enforcement	$1,500.63	$1,500.63	$1,415.29	$1,415.29
Fire Protection	$1,104.44	$1,104.44	$1,042.28	$1,042.28
Park Development	--	$3,648.54	$3,440.08	$3,440.08
Quimby in lieu Fee	--	$6,337.71	$5,975.66	--
Open Space	$1,026.92	$606.82	$137.81	$328.62
Library Facilities	$377.89	$377.89	$355.96	$355.96
Regional Traffic Fees	--	$3,533	$2,448	--
Street Medians	$53.46	$53.46	$35.16	$26.93
Storm Drain Facilities	$6,085.36/DU $12,171.95/Acre	$4,126.39/DU $20,286.99/Acre	$1,399.45/DU $24,343.9/Acre	$1,399.45
Sewage Collection	$875.25	$875.25	$743.97	$743.97
Sewage Treatment	$2,066.07		$1,755.26	--
Fair Share Fees				
Renaissance Specific Plan/EIR Fee	$4,044.01/Acre			
Renaissance Specific Plan – Traffic Mitigation Fair Share Fee	$396.86		$204.32	--

Table 3-14: Development Impact Fees				
Development Fee Categories	Fees per Dwelling Unit Type			
	Estate	Single-Family	Multi-Family	Mobile Homes
Pepper Avenue Specific Plan – Improvement Fee	$513.72			
Pepper Avenue Specific Plan – EIR/SP Fee	$13,270.23/Acre			
Source: City of Rialto Development Impact and Fair Share Fees, Effective July 22, 2020.				

The development fees associated with each project is dependent on the housing type, density, intensity of use, and location. In addition to these direct fees, the total cost of development is contingent on the project meeting the City's policies and standards, as well as the project applicant submitting necessary documents and plans in a timely manner.

The estimated total development and impact fees for a typical single-family residential project measuring 3,000 square feet and located on a 9,000 square foot lot, assuming it is not part of a subdivision and is consistent with existing city policies and regulations, can range from $30,639 to $35,639. Estimated total development and impact fees for a typical multi-family residential project measuring 34,848 square feet with ten units and located on a one-acre lot, assuming it is consistent with existing city policies and regulations range from $56,483 to $61,483.

These estimates are illustrative in nature and that actual costs are contingent upon unique circumstance inherent in individual development project applications. Considering the cost of land in Rialto, and the International Code Council (ICC) estimates for cost of labor and materials, the combined costs of permits and fees range from approximately 6 percent to 7 percent of the direct cost of development for a single-family residential project and 1.2 percent to 1.3 percent for a multi-family residential project. Direct costs do not include, landscaping, connection fees, on/off-site improvements, shell construction or amenities, therefore the percentage of development and impact fees charged by the City may be smaller if all direct and indirect costs are included.

9. On-/Off-Site Improvements

Site improvements in the City consist of those typically associated with development for on-site improvements (improvements within the lot or property boundaries specific to the project or development) and off-site improvements which are required as a result of a development or project (curb, gutter, sidewalk, road widening and upgrading; stormwater facilities; and traffic improvements). Thus, these are costs that may influence the sale or rental price of housing.

Because residential development cannot take place without the addition of adequate infrastructure, site improvement requirements are considered a regular component of development of housing within the City and are therefore not considered a constraint to development. The majority of cost associated with on- and off-site improvements is reimbursed to the City in the form of Development Impact Fees as these improvements would impact public facilities such as water and sewer lines.

For single-family residential development on vacant land, examples of typical on-site improvements might include stormwater detention facilities (required by the Clean Water Act), roads, sidewalks, perimeter walls, fire hydrants, emergency access drivers, and recreational trails. Multifamily developments may also include common open space and recreational areas, as well as lockable storage areas.

Typical off-site improvements for both single-family and multi-family developments might include: new curbs, gutters, and sidewalks, recreational trail facilities, road improvements and traffic control needed to serve the development, street trees, and landscaping. Utilities may need to be updated or installed to serve the development, including water mains, sewer mains, stormwater pollution prevention measures, and undergrounding of electric utilities.

Infill residential projects may be required to install any of the improvements listed above, depending on site-specific circumstances and neighborhood needs.

Specific required improvements can be found in Chapter 17.20.080 – Improvements Required of the Rialto Municipal Code. Subdivisions require the improvement, or agreement to improve, all streets, highways, alleys, ways or easements as a condition of acceptance and approval of the final subdivision map. Improvements include:

- Grading, drainage, and drainage structures necessary to proper use and to the public safety;
- Curbs and gutters;
- Sidewalks of a width and quality as the Planning Commission may consider suitable for the local neighborhood use;
- Pavement of a width and quality suitable for local neighborhood traffic;
- Adequate domestic water supply and the transfer and conveyance to the City of all right, title and interest in and to the overlying water rights of the property;
- Sanitary sewer facilities and connections for each lot in such manner as will obviate the necessity for disturbing the street pavement, gutter, curb and sidewalk when service connections are made;
- Services from public utilities where provided;
- All trees shall be planted as required by the Department of Development Services in locations selected by said department and the reasonable cost of the street and planting thereof shall be paid by the subdivider;
- Street lights;
- Permanent subdivision survey monuments;
- In addition to the minimum improvements, the Planning Commission shall recommend, and the City Council shall require such additional improvements and facilities or such modification in the standards of minimum improvements as special conditions may cause the Planning Commission to make a special finding of need;
- All water lines are to be paid pursuant to plans and specifications of the City;
- Utility lines, including but not limited to electric, communications, street lighting, and cable television, shall be required to be placed underground.

Specific design standards for subdivisions can be found in Chapter 17.44 – Design Standards of the Rialto Municipal Code. The minimum standards include but are not limited to:

- Dedication of land for streets, alleys, floodways, and easements for:
    - Major streets and thoroughfares for opening or widening as shown in the general plan of the City, at the widths shown on such plan;
    - Local streets, not less than 60 feet in width or to complete dedications to that width of previously dedicated portions of streets, and located to provide natural drainage with no drainage pockets and adjusted to the topography, minimum number of intersections with major streets or thoroughfares;
    - Alleys, not less than 20 feet in width in all areas zoned or proposed for industrial, commercial, or multiple family use, with corner cut-off;
    - Easements: for flood channels at such widths as the county flood control officer or city engineer may indicate, utilities at the rear, or side, of lots may be necessary to serve the property and in a form satisfactory to the public utility companies which are authorized to serve the area;
    - Small parks or other public areas as may be appropriate;
    - Bridle trails and/or bikeways where, in the judgment of the planning commission, they may be necessary or desirable.

Building Codes and Community Compliance

The City has adopted the 2019 California Building Code, including the ancillary information within the tables, attachments, addendums, and footnotes. This would include the California Administrative Code, Building Code, Residential Code, Electrical Code, Mechanical Code, Plumbing Code, Energy Code, Historical Building Code, Fire Code, Existing Building Code, Green Building Standards Code, and California Referenced Standards Code. The adoption of the California Building Code therefore ensures a consistent development standard that would be promoted throughout the State.

The City's building code also requires new residential construction to comply with the Federal American Disabilities Act (ADA) standards, which specify that a minimum percentage of dwelling units in new developments must be fully accessible to persons with physical disabilities. While the incorporation of these measures may raise the cost of construction and therefore housing, these standards are necessary to provide access to homes for people with disabilities. As building codes are adopted by most cities throughout the Southern California region, they do not pose a constraint to the development of housing in Rialto.

Local amendments were made to the California Building Code in 2019 to facilitate fire safety and standards related to Rialto. As part of the amendment process, the City adopted appropriate findings as required by State law. Modified fire standards include those tailored specifically to tall buildings so that fire personnel may reach upper floors during emergencies. These standards include automatic fire sprinkler systems and pressurized doors for buildings with more than 55 feet above the lowest floor having building access. The amendment could be considered a constraint because it requires the installation of an automatic sprinkler system in all Group R, Division 1 occupancies, which include apartment houses. This is a standard amendment and helps prevent and quickly extinguish fires that may have far costlier impacts; therefore, it is not considered a constraint to housing development.

The City's Community Compliance Division provides service to the Rialto community and business partners. Most Community Compliance cases address concerns from residents and proactive work done by officers to maintain the aesthetics and value of property in the City. Some of the more common concerns include the following:

- Illegal vendors
- Inoperable vehicles in public view
- Parking on unpaved surfaces
- Property maintenance, health, and safety violations

10. Local Processing and Permit Procedures

The development community commonly cites the permit processing time as a contributor to the high cost of housing. Depending on the magnitude and complexity of the development proposal, the time that elapses from application submittal to project approval may vary considerably. Factors that can affect the length of development review on a proposed project include the completeness of the development application and the responsiveness of developers to staff comments and requests for information. Approval times are substantially lengthened for projects that are not exempt from the California Environmental Quality Act (CEQA), require rezoning or general plan amendments, or encounter community opposition. Applicants for all permits or reviews are recommended to request a preapplication meeting to: confirm City requirements as they apply to the proposed project; review the City's review process, possible project alternatives or revisions; and identify information and materials the City will require with the application, and any necessary technical studies and information relating to the environmental review of the project.

All permit applications are first reviewed by City Staff for completeness, and discretionary applications must then receive a recommendation through a staff report prior to a review by the appropriate authority. Various applications may also require public noticing and a public hearing. **Table 3-15** identifies the appropriate review process and requirements for each planning permit application.

Rialto's planning review process and requirements are similar to that of other jurisdictions in the region. Additionally, planning application decisions are appealable to Planning Commission and City Council. The Planning review process may vary based on the applications preparedness level. Typically, single-family projects take anywhere from a day to two weeks; multi-family projects may take between 4 months to a year; and ADUs go directly to the Building Division for permits.

The amount of time between when a project receives approval and submittal of an application for building permits varies, depending upon a variety of factors and is controlled by a project applicant. While the City makes every effort to streamline permitting processes, this element of time is outside the control of the City. Factors for variability of time may include the size of a project, type of construction, funding and financing considerations, lease or contract considerations, litigation, seasonal factors, engineering, design and architectural considerations. The timeline can be a matter of a few days to a few weeks, if the project is small and uncomplicated (e.g. ADU/JADU) to months for large-scale, modern construction. The City of Rialto views the longer time period as common and necessary for larger, more complicated projects and does not see this in any way as hindering the construction of housing or introducing unnecessary delays.

In most cases, the timeline from receiving approval to submitting for building permits is solely dictated by the project applicant and not constrained by any requirements placed upon the applicant by the City.

Based upon the City's estimation of past projects the following timelines between approval/entitlement of a project and issuance of building permits are as follows:

- Single Family Residential/ADU/JADU – a few days to 4 weeks.
- Multifamily Residential (small <20 du) – 4-8 weeks
- Multifamily Residential (larger >20 du) – 8-20 weeks
- Mixed Use (large scale) – 8 weeks to 1 year

The City can demonstrate that the vast majority of delays in issuance of permits are due to applicant considerations and may be influenced by weather, funding, financing, phasing or other considerations. Although the City does not see these timelines as a constraint, Program 4G provides for annual review and updating of review timing, objective standards and overall improvement to permit processing.

Overall, the application and review process is not considered a constraint to housing development. A program is included in **Section 4: Housing Plan** to bi-annually review the City's permit processing procedures for potential issues that may affect development costs and approval certainty.

Table 3-15: Planning Application Review Process and Requirements

Planning Application	Public Notice Required	Public Hearing Required	Recommending Authority	Final Review Authority	Notice of Decision
Variance	Yes	Yes	Community Development Department	Planning Commission	Yes
Minor Variance	No	No	Community Development Department	Community Development Director	No
Precise Plan of Design (PPD) – CEQA Exempt	No	No	Community Development Department	Community Development Director	Yes
Precise Plan of Design (PPD) with CEQA	Yes	Yes	Community Development Department	Planning Commission	No
Conditional Development Permits	Yes	Yes	Community Development Department	Planning Commission	Yes
Appeals to the City Council	Yes	Yes	Planning Commission	City Council	Yes
Environmental Review					
CEQA Exempt	No	No	Community Development Department	Community Development Director	No
ND or MND Required	Yes	Yes	Community Development Department	Planning Commission	Yes

Table 3-15: Planning Application Review Process and Requirements					
Planning Application	Public Notice Required	Public Hearing Required	Recommending Authority	Final Review Authority	Notice of Decision
EIR Required	Yes	Yes	Planning Commission	City Council	Yes
Specific Plan	Yes	Yes	Planning Commission	City Council	Yes
Development Agreement	Yes	Yes	Planning Commission	City Council	Yes
Source: City of Rialto, Title 18 - Zoning Code					

Subjectivity

While the City's current permit processing procedures are not generally identified to be a constraint to development, the Zoning Code includes subjective language which may lead to uncertainty in project approvals. For example, to grant a Conditional Development Permit, the City must make the following findings:

- The proposed use and development are 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;
- The proposed use and development will not be detrimental or injurious to the health, safety or general welfare of persons residing or working in the vicinity;
- The site for the proposed development is adequate in size, shape, topography, accessibility and other physical characteristics to accommodate the proposed use and development in a manner compatible with existing land uses;
- The development site has adequate access to those utilities and other services required for the proposed use;
- 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 in harmonious with, the general plan of this city and its objectives, zoning ordinances or any applicable specific plan and its objectives;
- 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.

Language such as "desirable" and "general well-being of the neighborhood or community" may lead to project denials and increased processing and review time, which may increase development costs. As such, **Housing Program 4G** is included in the Housing Plan to provide for a review and modification of subjective language to promote objectivity and approval certainty.

Single-Family Senate Bill 35

California Senate Bill 35 (SB 35), codified as Government Code Section 65913.41, was signed on September 29, 2017, and became effective January 1, 2018. SB 35 will automatically sunset on January 1, 2026

(Section 65913.4(m)). The intent of SB 35 is to expedite and facilitate construction of affordable housing. SB 35 applies to cities and counties that have not made sufficient progress toward meeting their affordable housing goals for above moderate- and lower-income levels as mandated by the State. In an effort to meet the affordable housing goals, SB 35 requires cities and counties to streamline the review and approval of certain qualifying affordable housing projects through a ministerial process.

When a jurisdiction has made insufficient progress toward their Above Moderate income RHNA and/or have not submitted the latest Housing Element Annual Progress Report (2018) it is subject to the streamlined ministerial approval process (SB 35 (Chapter 366, Statutes of 2017) streamlining) for proposed developments with at least 50-percent affordability. All projects, which propose at least 50-percent affordable units within Rialto are eligible for ministerial approval under SB 35 as determined by the SB 35 Statewide Determination Summary. To be eligible for SB 35 approval, sites must meet a long list of criteria, including:

- A multifamily housing development (at least two residential units) in an urbanized area;
- Located where 75% of the perimeter of the site is developed;
- Zoned or designated by the general plan for residential or mixed use residential;
- In a location where the locality's share of regional housing needs has not been satisfied by building permits previously issued;
- One that includes affordable housing in accordance with SB 35 requirements;
- Consistent with the local government's objective zoning and design review standards; and
- Willing to pay construction workers the state-determined "prevailing wage."

A project does not qualify for SB 35 streamline processing if located in or on:

- A coastal zone, conservation lands, or habitat for protected species;
- Prime farmland or farmland of statewide importance;
- Wetlands or lands under conservation easement;
- A very high fire hazard severity zone;
- Hazardous waste site;
- Earthquake fault zone;
- Flood plain or floodway;
- A site with existing multi-family housing that has been occupied by tenants in the last ten years or is subject to rent control; or
- A site with existing affordable housing.[2]

According to HCD's SB 35 Statewide Determination Summary (based on APR data received as of June 25, 2019), the City of Rialto has not made sufficient progress towards its Above Moderate RHNA and is therefore subject to SB 35. The City is subject to the streamlined ministerial approval review for proposed developments with at least 10 percent affordability. **Section 4: Housing Plan** includes policy and program updates to create review processes for proposed projects using SB 35 streamlining.

[2] JD Supra Knowledge Center, "How California's SB 35 Can Be Used to Streamline Real Estate Development Projects", Accessed March 26, 2021.

11.Infrastructure Constraints

Another factor that could constrain new residential construction is the requirement and cost to provide adequate infrastructure (major and local streets; water and sewer lines; and street lighting) needed to serve new residential development. In most cases, where new infrastructure is required, it is funded by the developer and then dedicated to the City, which is then responsible for its maintenance. Because the cost of these facilities is generally borne by developers, it increases the cost of new construction, with much of that increased cost often "passed on" as part of home rental or sales rates.

Dry Utilities

Dry utilities include electric, telephone, TV, internet, and gas service in a community.

Electricity

Southern California Edison (SCE) provides electricity to the City. According to the California Energy Commission, SCE consumed approximately 80,912 million kilowatts per hour (kWh) of electricity in 2019. SCE continues to provide energy to the state of California through a series of methods including oil, natural gas, renewable energy resources and alternative diverse supplies. SCE is responsible for providing service to all existing and future development in Rialto.

Natural Gas

The Southern California Gas Company (SCGC) provides natural gas service to Rialto and is the nation's largest natural gas utility provider with more than to 21.8 million consumers across 24,000 square miles throughout Central and Southern California. As public utilities, SCGC and SCE are under the jurisdiction of the California Public Utilities Commission (CPUC) which regulates natural gas rates and natural gas services, including in-state transportation over the utilities' transmission and distribution pipelines system, storage, procurement, metering, and billing. Most of California's natural gas supply comes from out of the state. SCGC is responsible for providing service to residential, industrial, and commercial customers in Rialto.

Water Supply and Wastewater Capacity

Water Supply

The City of Rialto relies upon local water sources. The majority of the City's water supply comes from local surface water and groundwater supplies. Surface water sources include Lytle Creek in the San Bernardino Mountains and Silverwood Lake. According to the City's General Plan, about two-thirds of the potable water supply comes from groundwater within the Lytle, Rialto, Bunker Hill, and North Riverside aquifers.

Three water agencies are responsible for water in the City of Rialto: The City of Rialto Department of Public Works Water Division, the West Valley Water District (WVWD), and the Fontana Water Company (FWC). The FWC is the only private investor-owned company, while the other two providers are public agencies. Each agency is further described below.

Rialto Public Works Department Water Division

According to the City's General Plan Investing in Our Future Section, the Rialto Public Works Department Water Division serves approximately 8.5 square miles between Baseline Avenue to Rialto Avenue.

The Water Division reports that groundwater supplies have been decreasing in past years as a result of long-term drought conditions and overexploitation of groundwater, as well as the shutdown of several wells related to perchlorate contamination in the northern portion of the City. The shutdown of these wells has resulted in a nearly 48 percent reduction of available water– placing the City in a water supply emergency.

West Valley Water District (WVWD)

The WVWD serves approximately 29 square miles north of Highland Avenue and in areas south of Rialto Avenue. The District's water is sourced from local surface water, ground water, and the State Water Project; they are also authorized to draw water from the Lytle Creek, Rialto/Colton, Bunker Hill, North Riverside, and Chino groundwater basins. About half of the WVWD's water demand comes from Rialto residents.

Fontana Water Company (FWC)

The FWC serves properties along the City's western edge. Water produced by the FWC comes from wells in the Chino Basin, Lytle Basin, Rialto Basin, an Unnamed Basin, and surface water from Lytle Creek. The Company also purchases untreated State Water Project water from San Bernardino Valley Municipal Water District (SBVMWD).

Wastewater

Wastewater in Rialto is maintained and operated by the City. This includes a wastewater collection system and treatment plant that serves most properties within the City. There are a number of unsewered, older residential properties south of Santa Anna Avenue and on the eastern and western edges of the City.

The City of Rialto's sewer system is expected to continue meeting the needs of current developments in the City through the next 50 to 100 years. The City has expansion plans set within the City limits and in the Sphere of Influence in order to meet the needs of the community as development and population increases.

Recycled Water

The City uses recycled water from treated wastewater for non-potable uses within the community. Recycled water is mostly used for landscaping irrigation needs in an effort to conserve potable water. In addition, the City of Rialto supplies Caltrans with recycled water for the irrigation of landscaping along the Interstate 10.

Plans for expanding the City's tertiary treatment plants and reclaimed water systems are set in order to meet the community's needs and reduce the need to purchase water from wholesalers.

Fire and Emergency Services

Administration

Fire Department Administration provides oversight to all Fire Department operations including project development, budgeting, development of policy and protocol, personnel development, and strategic planning to ensure highly effective fire and life safety services.

Fire Administration is staffed by the Fire Chief with an Executive Assistant, a Division Chief of Operations, Administrative Battalion Chief, and one office specialist position. The management principles of the fire department are discipline, division of labor, unity of command, and span of control.

Fire Prevention

The Rialto Fire Department deploys from five fire stations staffed 24 hours per day by career firefighters, non-safety ambulance operators, and one administrative office. Daily EMS and Fire/Rescue staffing consists of one Battalion Chief, four engine companies, one truck company, and four paramedic ambulances each day. On-duty personnel also provide staffing for a Hazardous Materials unit, Urban Search and Rescue vehicle, a Type III Wildland Brush Engine and an OES assigned Type VI Wildland Fire Engine. The Rialto Fire Department members respond to over 12,000 incidents per year while serving over 100,000 residents in Rialto as well as mutual aid support throughout California as part of the Master Mutual Aid System

Emergency Medical Services (EMS)

The Rialto Fire Department Emergency Medical Service provides planning, compliance, review, and oversight for the provisions of clinical medical care. The Rialto Fire Department provides first responder and ambulance transportation services to the City. The Fire Department staffs all fire engines, trucks, and ambulances with at least one Paramedic. All other positions are staffed by Emergency Medical Technicians.

The City of Rialto is fortunate to be one of the few city owned and operated ambulance transportation programs in the state. This local control results in greater continuity of care, faster response times, innovative treatment and response options, and options to lower the cost of ambulance transport to our community members. The Fire Department also has an Ambulance Operator program that allows for further reductions in cost and increase deployment efficiency.

Fire Prevention Division

The Fire Prevention Division is responsible for enforcing fire and life safety codes mandated by the State and adopted by the City. This is accomplished through annual inspection programs, new construction plan review, public education, and community involvement. The Fire Prevention Division addresses a variety of risks in the community through innovative programs like drowning prevention, child car seat safety, and juvenile fire setter programs. These preventative and educational programs continue to have a measurable impact on the safety of our community assets, residents, and visitors.

The Fire Prevention Division has many successful initiatives, including the award winning Stewie the Duck program, which has dramatically reduced the occurrence of drowning in Rialto.

Disaster Preparedness

The Fire Department leads the City's disaster preparedness and response program to facilitate effective preparation, mitigation, and response to a natural or man-made disaster. The City's disaster management team is made up of employees from every department within the City who are trained in specific roles in emergency management. This team communicates with county, state, and federal disaster coordinators

to coordinate resources and ensure that our community receives the needed resources to facilitate a rapid recovery.

Police Services

The Rialto Police Department acts as the City's enforcement agency to provide general law enforcement. The Rialto Police Department employs 176 total employees. The department services 28.5 square miles with a population of over 100,000 people.

The Rialto Police Department is organized into three divisions: Operations, Support Services, and Professional Standards. The Operations Division is made up of 3 Bureaus, 6 Teams and Units, and 2 Programs. The Support Services Division is made up of 8 Bureaus and 1 Program. The Professional Standards Division is responsible for investigating complaints that are received from members of the public concerning the performance, demeanor, and behavior of police personnel. The unit also conducts internal investigations concerning violations of Department policy and criminal law that are reported by police personnel and maintains confidential personnel files of employees.

12.Environmental Constraints

The City is susceptible to several potential environmental constraints to the development of housing, including geologic and seismic hazards, flooding, and fire hazards, all of which are detailed below.

Geologic and Seismic Hazards

The City of Rialto is located south of the San Gabriel Mountains, and like many cities in California, is situated along major fault traces. Rialto is located in a region with sharp contrasts in terrain. The gently sloping lands in south Rialto abruptly confront the rise of the San Gabriel Mountains to the north – a result of tectonic movement of the San Andreas Fault and its subsidiary faults. The poorly consolidated alluvium underlying virtually all properties in the City can result in devastating effects in the event of an earthquake. Seismic and geologic hazards have great potential for causing devastating damage citywide. Earthquakes can affect widespread areas, trigger many secondary effects, and overwhelm the ability of local jurisdictions to respond. Although it is impossible to predict the timing of seismic events, sound planning practices and public education can help minimize the associated effects.

Seismic Hazards

Rialto is susceptible to ground shaking caused by the several local fault systems. Historically, Rialto has experienced moderate to strong ground shaking associated with such events as the 1812 Wrightwood earthquake (estimated 7.5 magnitude), 1899 Cajon Pass earthquake (estimated 5.7 magnitude), 1933 Long Beach earthquake (6.4 magnitude), 1971 Sylmar earthquake (6.6 magnitude), and 1994 Northridge earthquake (6.7 magnitude).

Faults

Significant faulting occurs along the Lytle Creek Wash. The San Andreas fault, the feature that defines the coming together of the Pacific and North American tectonic plates, crosses to the northeast of Rialto through the city of San Bernardino. Rialto sits atop the Pacific Plate, which is moving north relative to San Bernardino. It has been said that in about 15 million years, Rialto will be hundreds of miles north of San Francisco.

The San Jacinto, San Andreas, and Cucamonga faults have the potential of generating earthquakes of maximum magnitudes ranging from 6.7 to 8.0. Shaking at these levels would cause moderate damage to buildings constructed with the latest building codes.

Flooding

Rialto and the surrounding areas are subject to unpredictable seasonal rainfall. During intense rainfall, the geographic and geologic characteristics typical of the Upper Santa Ana River Valley, where Rialto is located, make this area especially vulnerable to flood hazards. The gently sloping alluvial fan upon which Rialto sits emanates from a deep canyon within the San Gabriel Mountains; this contributes to the City's vulnerability to flood hazards.

In the early 1900s, the region was subjected to episodes of severe flooding. In response, the Army Corps of Engineers, the San Bernardino County Flood Control District (SBCFCD), and the City built numerous structures to control flood hazards. The first line of defense against flooding is a series of eight levees constructed along the western edge of Lytle Creek. Next, a regional storm drain system was built and is maintained by the SBCFCD. Within Rialto, this system includes three buried pipelines (the East Fontana Storm Drain, the East Rialto Storm Drain, and the Rialto-Baseline Storm Drain). The region's most significant and largest drainage facility is the Rialto Channel, a mostly open, earthen, and concrete-lined channel that extends from the Cactus Basins in the central part of the City south to the Santa Ana River. The County system also includes several retention basins that not only provide flood control but also serve as recharge basins.

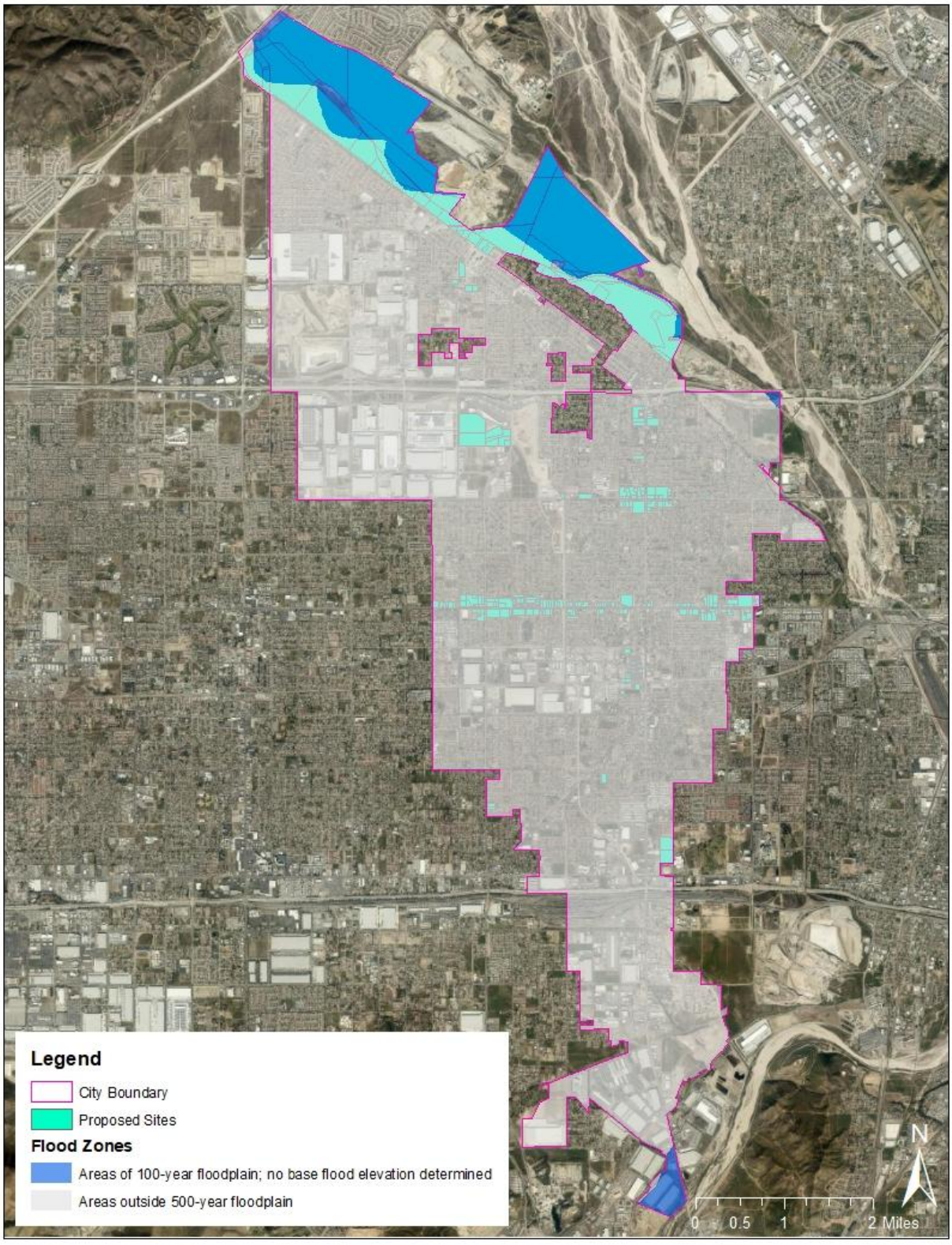
The developed portions of Rialto are served by an extensive municipal storm drain network that is maintained by the City and designed to collect urban runoff resulting from typical storm events. These ultimately discharge to the Santa Ana River. While existing flood control structures have provided significant protection from uncontrolled flooding, inadequacies in the local drainage system have caused occasional localized flooding.

100-Year Floods

One-hundred-year floods are those that have a 1/100 or one percent chance of occurring in any given year. The 100-year flood is a regulatory standard used by Federal agencies and most states to administer floodplain management programs and is also used by the National Flood Insurance Program (NFIP) as the basis for flood insurance requirements nationwide. Flood insurance rates are based on FEMA designations of flood zones. Standard practice is to avoid or restrict construction within 100-year flood zones, or to engage in flood-proofing techniques such as elevating building pads or constructing walls and levees. Portions of the City of Rialto are located within a 100-year flood plain.

Figure 3-3 illustrates the flood zones within the City of Rialto in relation to the proposed sites selected for future housing. The majority of the sites are located outside of the 500-year flood zone which is considered an area of minimal flood hazard and does not present as a constraint to the development of housing. However, there are 25 housing sites partially located within the 100-year flood zone. All of these sites are a part of the Lytle Creek Ranch Specific Plan which has previously gone through environmental evaluation and are approved for housing development. Additionally, all of the proposed housing sites are to be serviced by the City's emergency services.

Figure 3-3: Flood Zones and Proposed Sites



Source: FEMA, Flood Zones SCAG, published by Southern California Association of Governments, 2019, accessed December 2021.

Fire Hazards

Wildland Fires

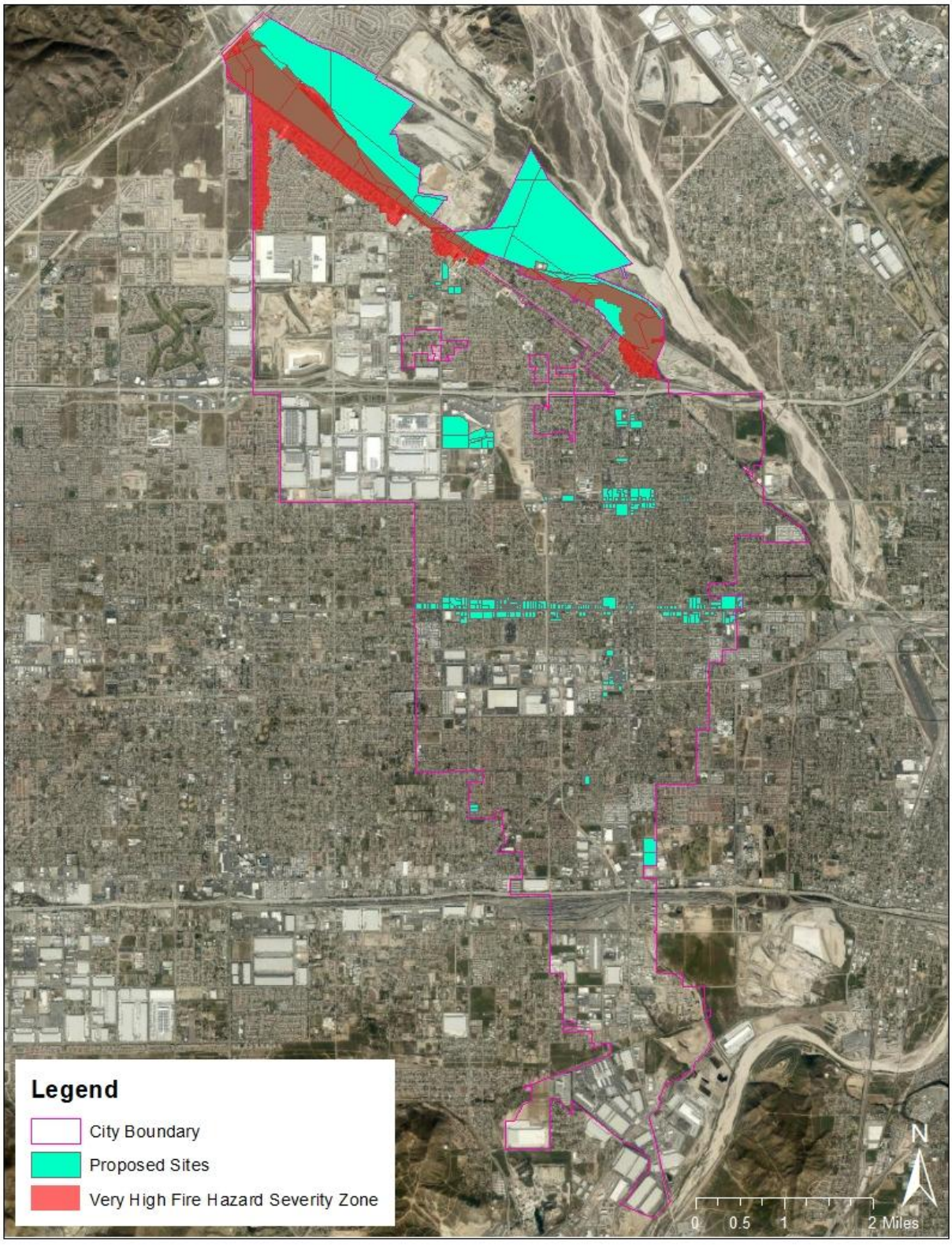
A wildland fire is an uncontrolled fire spreading through vegetative fuels that may expose or consume structures. Wildland fire hazards are of concern where development is adjacent to wildland areas, particularly in north Rialto. Fires starting in the foothill areas can easily spread south and consume urban development, especially if pushed by the Santa Ana winds that blow from the Cajon Pass. The threat of a wildland fire in or near Rialto is high due to the wildland urban areas in and around the City, where structures and other human development meet or intermingle with wildland or vegetative fuels. The threat of wildfire is particularly significant during dry summer months.

Urban Fires

Structural fires, although less than one percent of the incidents that the Fire Department responds to on an annual basis, account for 55 to 60 percentage of the yearly property losses in Rialto. To reduce these losses, the City requires development to include fire protection methods in building design. For example, structures exceeding 5,000 square feet must have fire and life safety systems in place, including automatic fire sprinklers and smoke detectors. In newer structures, these safety requirements help confine structural fires to the building or property of origin. In the older areas of Rialto, where building materials may not be fire rated and structures are not fitted with fire sprinklers, the probability of structural fires spreading to adjacent buildings is much higher. Structural fires are of particular concern in high-density areas, where the potential for fire to spread from one building to the next is greater. Additionally, Rialto's commercial and industrial districts have many uses with a high potential for chemical fires, which could impact nearby residential areas.

Figure 3-4 maps the fire hazard severity zones identified within the City in relation to the proposed sites for future housing. Based on the map, the majority of the proposed sites are located outside of the fire hazard severity zone. However, there are 36 housing sites partially located within the very high fire hazard severity zone. All of these sites are a part of the Lytle Creek Ranch Specific Plan which has previously gone through environmental evaluation and are approved for housing development. The Lytle Creek Ranch Specific Plan area is located adjacent to existing residential developments and as the surrounding area continues to be developed the risk of wildfire and fire severity will decrease. Additionally, the City's emergency response services can accommodate the planned increase in dwelling unit capacity. Therefore, fire hazards are not considered a major constraint on the development of housing.

Figure 3-4: Fire Hazard Severity Zones and Proposed Sites



Source: VHFHSV in LRA, Cal Fire, October 2008.

C. Affirmatively Furthering Fair Housing (AFFH)

Beginning January 1, 2019, AB 686 established new requirements for all California jurisdictions to ensure that local laws, programs, and activities affirmatively further fair housing. All Housing Elements due on or after January 1, 2021, must contain an Assessment of Fair Housing (AFH) consistent with the core elements of the analysis required by the federal Affirmatively Further Fair Housing Final Rule of July 16, 2015.

Fair housing is a condition in which individuals of similar income levels in the same housing market have like ranges of choice available to them regardless of race, color, ancestry, national origin, age, religion, sex, disability, marital status, familial status, source of income, sexual orientation, or any other arbitrary factor. Under State law, affirmatively further fair housing means "taking meaningful actions, in addition to combatting discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics". These characteristics can include, but are not limited to race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability.

The Analysis of Impediments (AI) to Fair Housing Choice, prepared for the City of Rialto for 2020-2024, examines local housing conditions, economics, policies, and practices in order to ensure that housing choices and opportunities for all residents are available in an environment free from discrimination. The AI assembles fair housing information, identified any existing impediments that limit housing choice, and proposes actions to mitigate those impediments.

The City's AI is accompanied by the San Bernardino County Analysis of Impediments for 2020 – 2025. The Regional AI examines fair housing issues in the County's unincorporated areas and cooperating cities, it includes additional fair housing issues and data for the City of Rialto.

1. Needs Assessment

Existing Needs

As described in Section 3.F of this Housing Element, the Housing Authority of the County of San Bernardino (HACSB) administers Section 8 Housing Choice vouchers within the City of Rialto. For the year 2020, there were 355 Section 8 voucher holders within the community of Rialto. Additionally, the HACSB stated in its 2020 Annual Report that it has a 77,687-person waitlist to receive Section 8 Housing Choice vouchers across the County.

AI Outreach

The AI contains a Citywide analysis of demographics, housing, and specifically fair housing issued in the City of Rialto. The City demographic and income profile, household and housing characteristics, housing cost and availability, and special needs populations were discussed in the previous **Section 2: Community Profile**.

As part of the City's 2020-2024 AI, a community meeting was organized to solicit input and feedback. The community meeting focused around the investment of federal housing and community development

resources. The City outreached to public and private agencies as well as local individuals. The public had the opportunity to review the public review draft for 30 days prior to a public hearing before the City Council on May 12, 2020.

Housing Element Outreach

Additionally, as part of the 2021-2029 Housing Element Update, the City provided the following community engagement opportunities:

- Virtual community workshops in English and Spanish
- Self-guided workshops online and in-person at City Hall
- Tabling at community events to gather survey responses
- Online community surveys and feedback maps
- City-wide mailers
- Meetings with community stakeholders
- Outreach to property-owners
- Publicly available study sessions with the Planning Commission and City Council
- Webpage on the City's website with the Public Review Draft and information on the Housing Element Update process

The City made diligent efforts to inform and engage the community about the update process, as well as to gather insight into key housing challenges that exist in Rialto. In addition to the workshops, surveys, and the Public Review Draft, City Staff engaged local community organizations, affordable housing advocates, and housing developers to increase the feasibility of housing at all income ranges in the City.

Fair Housing Issues

Within the legal framework of federal and state laws and based on the guidance provided by the HUD Fair Housing Planning Guide, impediments to fair housing choice can be defined as:

- Any actions, omissions, or decisions taken because of age, race, color, ancestry, national origin, religion, sex, disability, marital status, familial status, source of income, sexual orientation, or any other arbitrary factor which restrict housing choices or the availability of housing choices; or
- Any actions, omissions, or decisions which have the effect of restricting housing choices or the availability of housing choices on the basis of age, race, color, ancestry, national origin, religion, sex, disability, marital status, familial status, source of income, sexual orientation, or any other arbitrary factor.

Local Contributing Factors

As a part of the City's 2020-2024 AI, the following issues and solutions were identified:

Transit Access

The City's transit provider, Omnitrans, has adopted service standards to provide equitable distribution of services throughout Rialto. These standards require all areas with a density of at least 3.5 dwelling/units per acre located on at least 25 acres to be provided with a transit service so that 90 percent of residences are within one half mile of bus stop.

Race/Ethnic Relations

The City of Rialto is made up of a very diverse population. Despite high levels of integration, according to the City's AI, hate crime complaints were submitted related to biases on race, ethnicity, and national origin.

The City's fair housing contractor, Inland Fair Housing and Mediation Board (IFHMB) provides a variety of educational workshops for tenants and landlords in the City. IFHMB will focus educational opportunities on race and ethnicity as a result of it being identified as an issue in the City of Rialto. In addition, the City's Human Relations Commission is working with IFHMB on a campaign to improve relationships between the City's different race/ethnic groups.

Discrimination against Persons with Disabilities

According to IFHMB and the City's AI, 48 percent of fair housing discrimination complaints filed in Rialto were on the basis of disability. The AI states that there has been an increase in complaints in Rialto and in the Region as disabled persons are experiencing difficulties when requesting reasonable accommodations or modifications. This reportedly affects persons with cognitive disabilities.

It has been recommended that the IFHMB conduct fair housing workshops regarding the disabled and reasonable accommodations and modifications. Workshops will be held in the City of Rialto and the region.

Lending Patterns

Availability of financing affects a person's ability to purchase or improve a home. The analysis of the lending patterns and practices within a community or city help to identify persons who regularly experience disproportionate roadblocks to home ownership. **Table 3-16** below identifies the lending patterns by race and ethnicity, as well as income category for the Riverside San Bernardino Ontario Metropolitan Statistical Area (MSA). According to the data, applicants in the highest income category were more likely to have a loan approved, compared to applicants in the lowest income category where approval rates were consistently under 50 percent. Additionally, within each income category, applicants who identified as White consistently had higher rates of approval than other applicants who identified, for example, as Hispanic or Latino. Overall, applicants who identified as Native Hawaiian, Pacific Islander, and American Indian or Alaska Native had the lowest rates of loan approval in all income categories.

Table 3-16: Disposition of Loan Applications by Race/Ethnicity– Riverside San Bernardino Ontario MSA				
Applications by Race/Ethnicity	Approved (%)	Denied (%)	Other (%)	Total
LESS THAN 50% OF MSA/MD MEDIAN				
American Indian and Alaska Native	27.9%	36.4%	37.6%	258
Asian	40.0%	35.4%	27.7%	983
Black or African American	48.9%	22.6%	29.8%	1,295
Native Hawaiian or other Pacific Islander	26.9%	50.3%	24.2%	149
White	48.0%	25.4%	29.2%	12,112
Hispanic or Latino	44.1%	28.5%	29.7%	6,251
50-79% OF MSA/MD MEDIAN				
American Indian and Alaska Native	40.9%	36.4%	17.6%	352
Asian	47.0%	30.3%	27.2%	1521
Black or African American	43.8%	27.9%	32.3%	1529
Native Hawaiian or other Pacific Islander	34.7%	48.2%	20.2%	193
White	54.0%	21.7%	29.9%	19017
Hispanic or Latino	51.6%	25.1%	28.2%	11797
80-99% OF MSA/MD MEDIAN				
American Indian and Alaska Native	44.4%	29.9%	28.5%	144
Asian	50.2%	22.8%	31.7%	880
Black or African American	46.1%	24.7%	32.4%	777
Native Hawaiian or other Pacific Islander	56.9%	27.7%	20.0%	65
White	57.7%	17.9%	16.2%	9,073
Hispanic or Latino	56.0%	19.5%	28.9%	5,678
100-119% OF MSA/MD MEDIAN				
American Indian and Alaska Native	48.1%	23.9%	30.9%	401
Asian	59.2%	18.7%	27.9%	2,831
Black or African American	53.0%	21.0%	29.5%	2,347
Native Hawaiian or other Pacific Islander	45.2%	32.4%	24.3%	259
White	63.1%	14.6%	27.4%	27,369
Hispanic or Latino	60.8%	16.4%	27.0%	16,178
120% OR MORE OF MSA/MD MEDIAN				
American Indian and Alaska Native	51.5%	19.2%	32.8%	927
Asian	60.6%	15.9%	15.4%	12,219
Black or African American	55.0%	18.7%	29.9%	6,393
Native Hawaiian or other Pacific Islander	51.1%	23.1%	30.7%	620
White	65.5%	12.4%	27.9%	78,875
Hispanic or Latino	61.5%	15.5%	27.3%	30,093
Source: FFEIC (2019). Consumer Financial Protection Bureau, Disposition of applications by income, race, ethnicity of applicant, 2019. Retrieved from: https://ffiec.cfpb.gov/data-publication/aggregate-reports/2019/CA/40140/5 (Accessed September 2020)				

Hate Crimes

Hate crimes are violent acts against people, property, or organizations because of the group to which they belong or identify with. The Federal Fair Housing Act makes it illegal to threaten, harass, intimidate, or act violently toward a person who has exercised their right to free housing choice.

Between 2015 and 2019, a total of five hate crimes were reported in the City of Rialto. The five hate crimes were related to race, ethnicity, and/or ancestry.

Table 3-17: City of Rialto, Reported Hate Crimes by Bias Motivation (2015-2019)							
Year	Race/ Ethnicity/ Ancestry	Religion	Sexual Orientation	Disability	Gender	Gender Identity	Total
2015	1	0	0	0	0	0	1
2016	1	0	0	0	0	0	1
2017	1	0	0	0	0	0	1
2018	1	0	0	0	0	0	1
2019	1	0	0	0	0	0	1
Total	5	0	0	0	0	0	5
Source: Federal Bureau of Investigation (FBI), Uniform Crime Reporting. Hate Crime Statistics Report, 2014, 2015, 2016, 2017, 2018, and 2019.							

Fair Housing Enforcement and Outreach Capacity

The City of Rialto contracts with the IFHMB for services. The IFHMB is a nonprofit corporation founded in 1980 that serves the San Bernardino County and parts of Riverside and Imperial Counties. The IFHMB serves as an intermediary to assist individuals in resolving issues relating to housing discrimination, homeownership sustainability, rental complaints, and disputes in court through resource recommendations, education, and mediation. The organization assists thousands of individuals per year.

The IFHMB has capacity to use social media to raise awareness about fair housing and conduct fair housing education. This includes training workshops and presentations to provide information about fair housing laws and the services and resources available through the agency.

The City has not had and does not currently have any fair housing complaints, findings, lawsuits, or judgements related to enforcement actions. **Housing Program 5A** has been included in **Section 4: Housing Plan** to ensure compliance with Fair Housing Laws and Regulations and establish provisions to update the City's Municipal Code should it be necessary to maintain compliance.

Future Growth Needs

The City's future growth need is based on the RHNA production of 2,218 very low and 1,206 low-income units within the 2021-2029 planning period. **Appendix B** of this Housing Element shows the City's ability to meet its 2021-2029 RHNA need at all income levels. This demonstrates the City's ability to accommodate the anticipated future affordable housing needs of the community.

2. Integration and Segregation Patterns and Trends

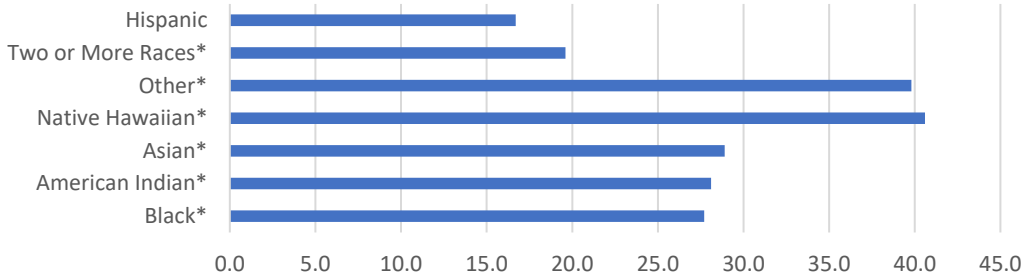
The dissimilarity index is the most commonly used measure of segregation between two groups, reflecting their relative distributions across neighborhoods (as defined by census tracts). The index represents the percentage of the minority group that would have to move to new neighborhoods to achieve perfect integration of that group. An index score can range in value from 0 percent, indicating complete integration, to 100 percent, indicating complete segregation. An index number above 60 is considered to show high similarity and a segregated community.

It is important to note that segregation is a complex topic, difficult to generalize, and is influenced by many factors. Individual choices can be a cause of segregation, with some residents choosing to live

among people of their own race or ethnic group. For instance, recent immigrants often depend on nearby relatives, friends, and ethnic institutions to help them adjust to a new country.[3] Alternatively, when White residents leave neighborhoods that become more diverse, those neighborhoods can become segregated. Other factors, including housing market dynamics, availability of lending to different ethnic groups, availability of affordable housing, and discrimination can also cause residential segregation.

Figure 3-5 shows the dissimilarity between each of the identified race and ethnic groups and Rialto's White population. While all scores are less than 60, higher scores in **Figure 3-5** indicates higher levels of segregation with the White population.

Figure 3-5: Dissimilarity Index with the White Population in Rialto



	Black*	American Indian*	Asian*	Native Hawaiian*	Other*	Two or More Races*	Hispanic
Dissimilarity Index with White Population	27.7	28.1	28.9	40.6	39.8	19.6	16.7

*Non-Hispanic Only.

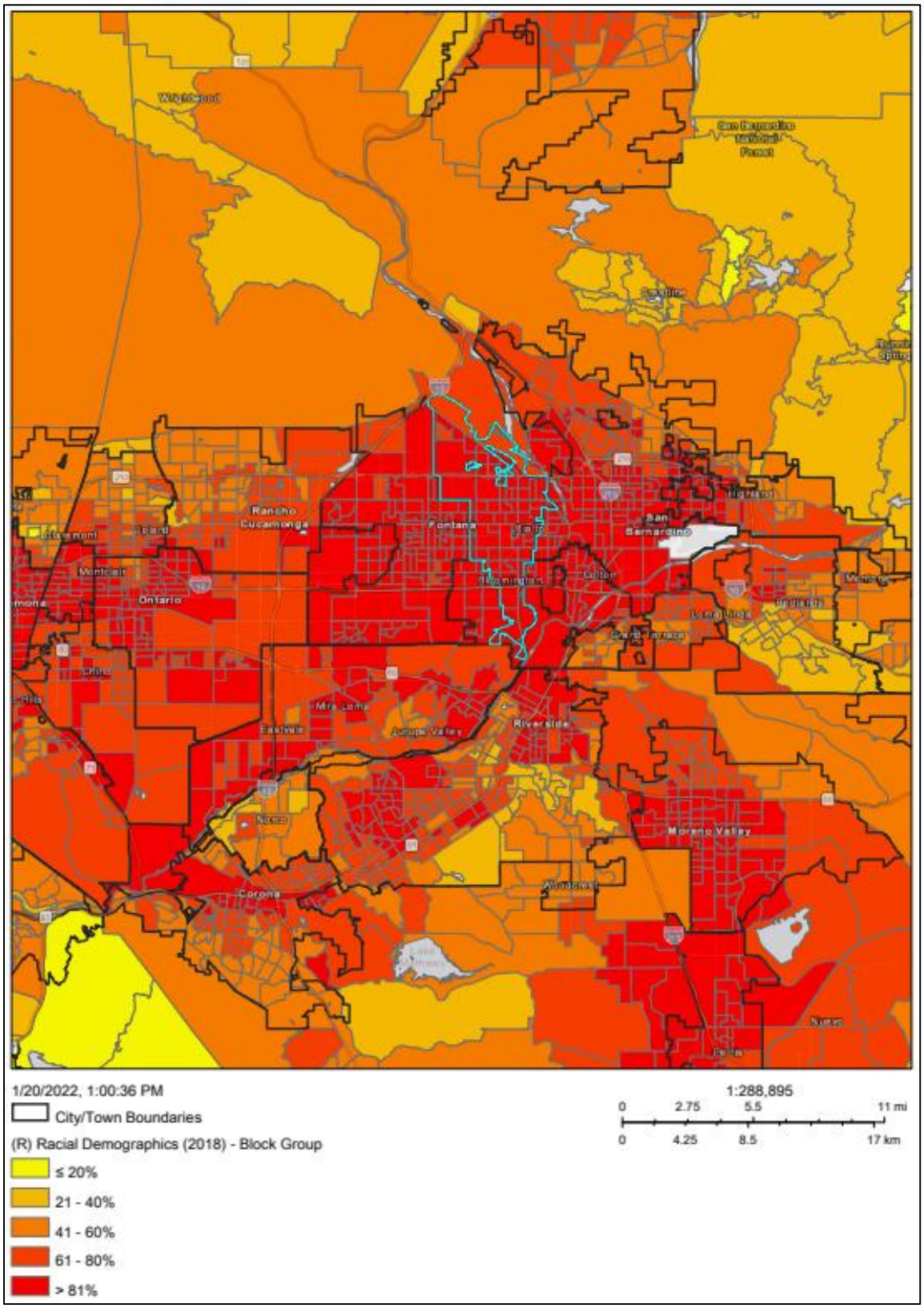
**When a group's population is less than 1,000 its dissimilarity index may be high even if the group's members are evenly distributed throughout the area.

Source: Census Scope, Social Science Data Analysis Network

Figure 3-6a shows 2018 racial demographics of the Rialto population in comparison to the surrounding region. As the figure shows, the City of Rialto population is completely made up of 81 percent or more persons who do not identify as White. This is consistent with the demographics of surrounding communities. In comparison, **Figure 3-6b** also shows racial demographics but for 2010. The figures show that over 8 years the City has increased its diversity and changed from a majority of its block groups reporting 41-60 percent Non-White population to all block groups reporting over 81 percent Non-White population. The trend is similar to the region where all block groups have increased in Non-White population, with some Cities such as Rialto experiencing much greater diversification.

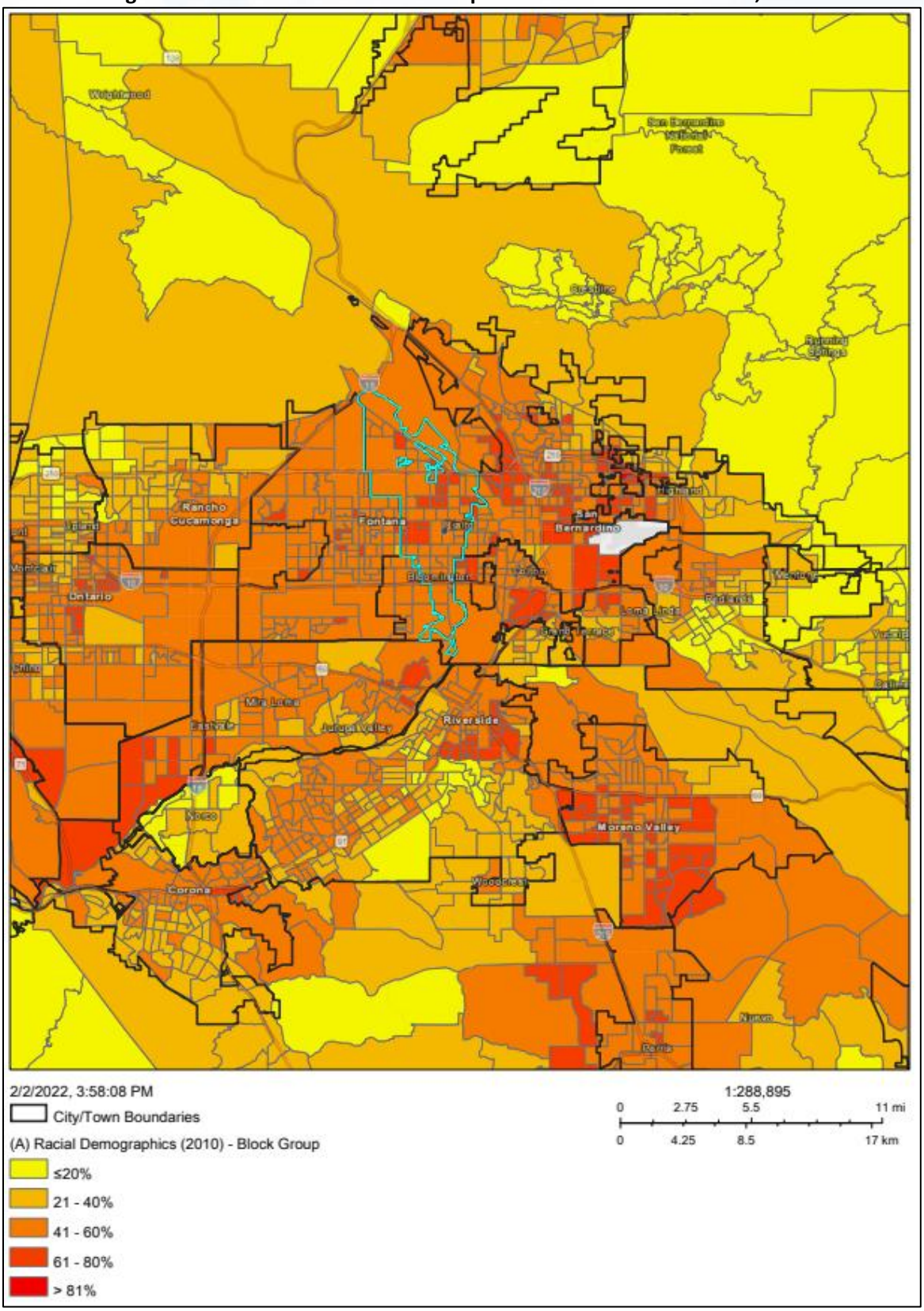
[3] Allen, James P. and Turner, Eugene. "Changing Faces, Changing Places: Mapping Southern California". California State University, Northridge, (2002).

Figure 3-6a: Percent of Non-White Population in and Around Rialto, 2018



Source: California Department of Housing and Community Development – AFFH Data Viewer

Figure 3-6b: Percent of Non-White Population in and Around Rialto, 2010



Source: California Department of Housing and Community Development – AFFH Data Viewer

The racial and ethnic groups in Rialto with the highest levels of segregation were Native Hawaiian (40.6 percent) and Other (39.8 percent). These scores correlate directly with the percentage of people within that racial or ethnic group that would need to move into a predominately White census tract in order to achieve a more integrated community. For instance, 40.6 percent of the Native Hawaiian population would need to move into a predominately White census tract areas to achieve "perfect" integration.

As indicated above, a score of 60 or higher indicates a segregated area. The City does not have any racial or ethnic groups with scores higher than 60.

Racially or Ethnically Concentrated Areas of Poverty (R/ECAP)

To assist communities in identifying racially/ethnically concentrated areas of poverty (R/ECAPs), HUD has developed a census tract-based definition of R/ECAPs. The definition involves a racial/ethnic concentration threshold and a poverty test. The racial/ethnic concentration threshold is straightforward: RECAPs must have a non-white population of 50 percent or more. Regarding the poverty threshold, neighborhoods of extreme poverty are census tracts with 40 percent or more of individuals living at or below the poverty line. Because overall poverty levels are substantially lower in many parts of the country, HUD supplements this with an alternate criterion. Thus, a neighborhood can be a RECAP if the poverty rate within the neighborhood exceeds 40 percent or is three or more times the average tract poverty rate for the metropolitan area, whichever threshold is lower.

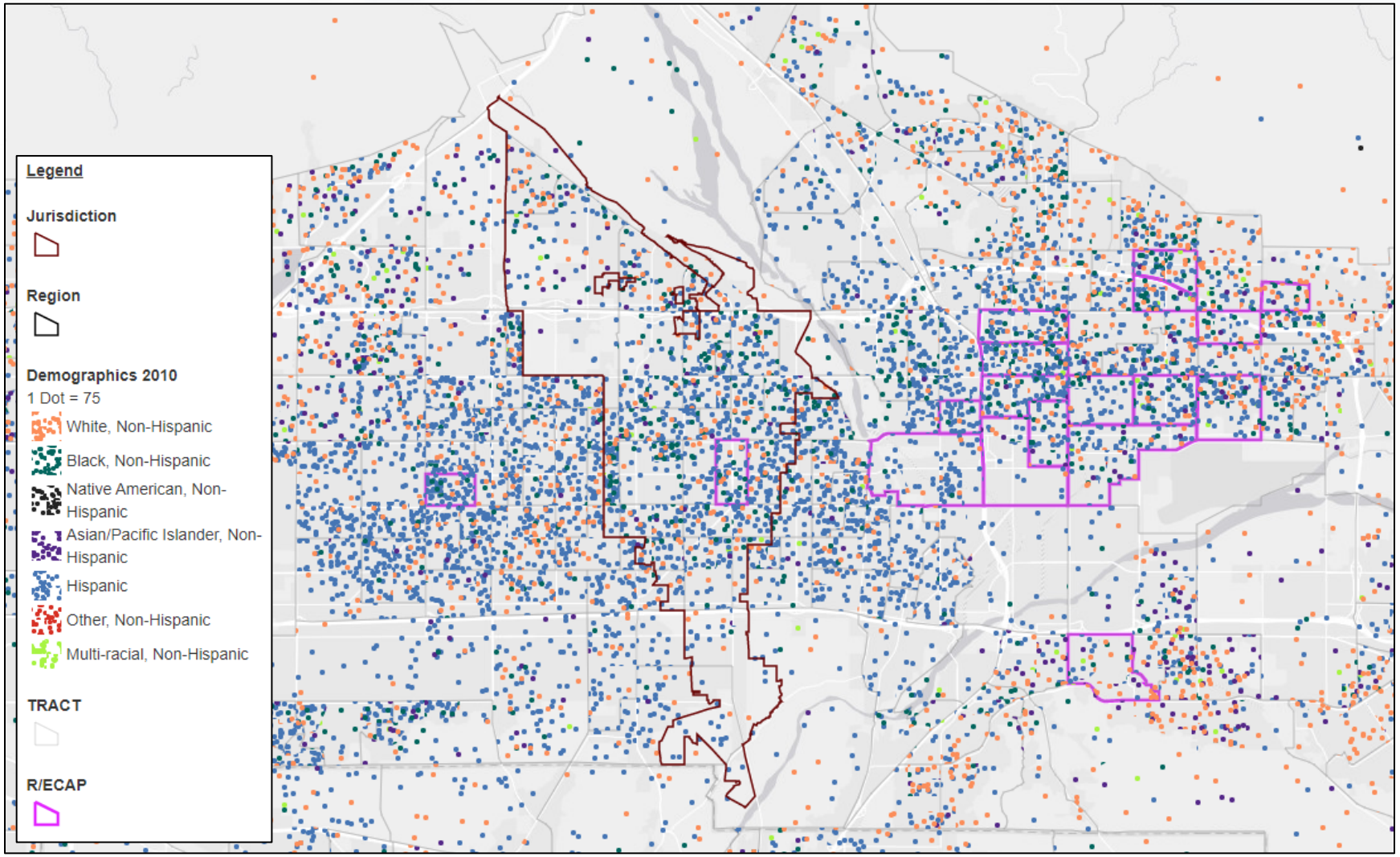
Location of residence can have a substantial effect on mental and physical health, education opportunities, and economic opportunities. Urban areas that are more residentially segregated by race and income tend to have lower levels of upward economic mobility than other areas. Research has found that racial inequality is thus amplified by residential segregation[4]. However, these areas may also provide different opportunities, such as ethnic enclaves providing proximity to centers of cultural significance, or businesses, social networks, and communities to help immigrants preserve cultural identify and establish themselves in new places. Overall, it is important to study and identify these areas in order to understand patterns of segregation and poverty in a City.

Figure 3-7 below displays the R/ECAP analysis for the City of Rialto and surrounding area. The figure shows there is one racially or ethnically concentrated areas of poverty in the City's downtown area. Additionally, there are a number of racially or ethnically concentrated areas of poverty outside the City's limits. These are especially concentrated east of the City of Rialto.

The City of Rialto is committed to increasing housing mobility opportunities. **Section 4** of this Housing Element outlines housing opportunities, affordable housing, and fair housing strategies to increase opportunities to all households.

[4] Schulz, A. J., Williams, D. R., Israel, B. A., & Lempert, L. B. (2002). Racial and spatial relations as fundamental determinants of health in Detroit. *The Milbank quarterly*, *80*(4), 677–iv. https://doi.org/10.1111/1468-0009.00028

Figure 3-7: R/ECAP Areas, City of Rialto



Source: HUD Affirmitaevly Furthering Fair Housing Data and Mapping Tool, Data Versions: AFFHT0006, June 8, 2021

Racially or Ethnically Concentrated Areas of Affluence (RCCA)

Racially or Ethnically Concentrated Areas of Poverty have long been analyzed and reviewed as a contributing factor to segregation. However, patterns of segregation in the United States show that of all racial groups, the White population is the most severely insulated (separated from other racial groups). Research also identifies segregation of affluence to be greater than the segregation of poverty. Racial and economic segregation can have significant effects on respective communities, including but not limited to, socioeconomic disparities, educational experiences and benefits, exposure to environmental conditions and crime, and access to public goods and services.

Data used in the analysis of Racially Concentrated Areas of Affluence (RCAA) is from the 2012-2016 American Community Survey and measured at the census track level. The definition for an RCAA is a census tract in which 80 percent or more of the population is White and has a median income of at least $125,000. The nationwide RCAA analysis identifies the following:

- RCAA tracts have more than twice the median household income of the average tract in their metro area.
- Poverty rates in RCAAs are significantly lower and are, on average about 20 percent of a typical tract.
- RCAAs tracts are more income homogenous than R/ECAPs.
- The average RCAA is about 57 percent affluent, whereas the average R/ECAP had a poverty rate of 48 percent.
- The typical RCAA tract has a rate of affluence 3.2 times that of a typical tract, whereas R/ECAPs on average had a poverty rate 3.2 times that of a typical tract.

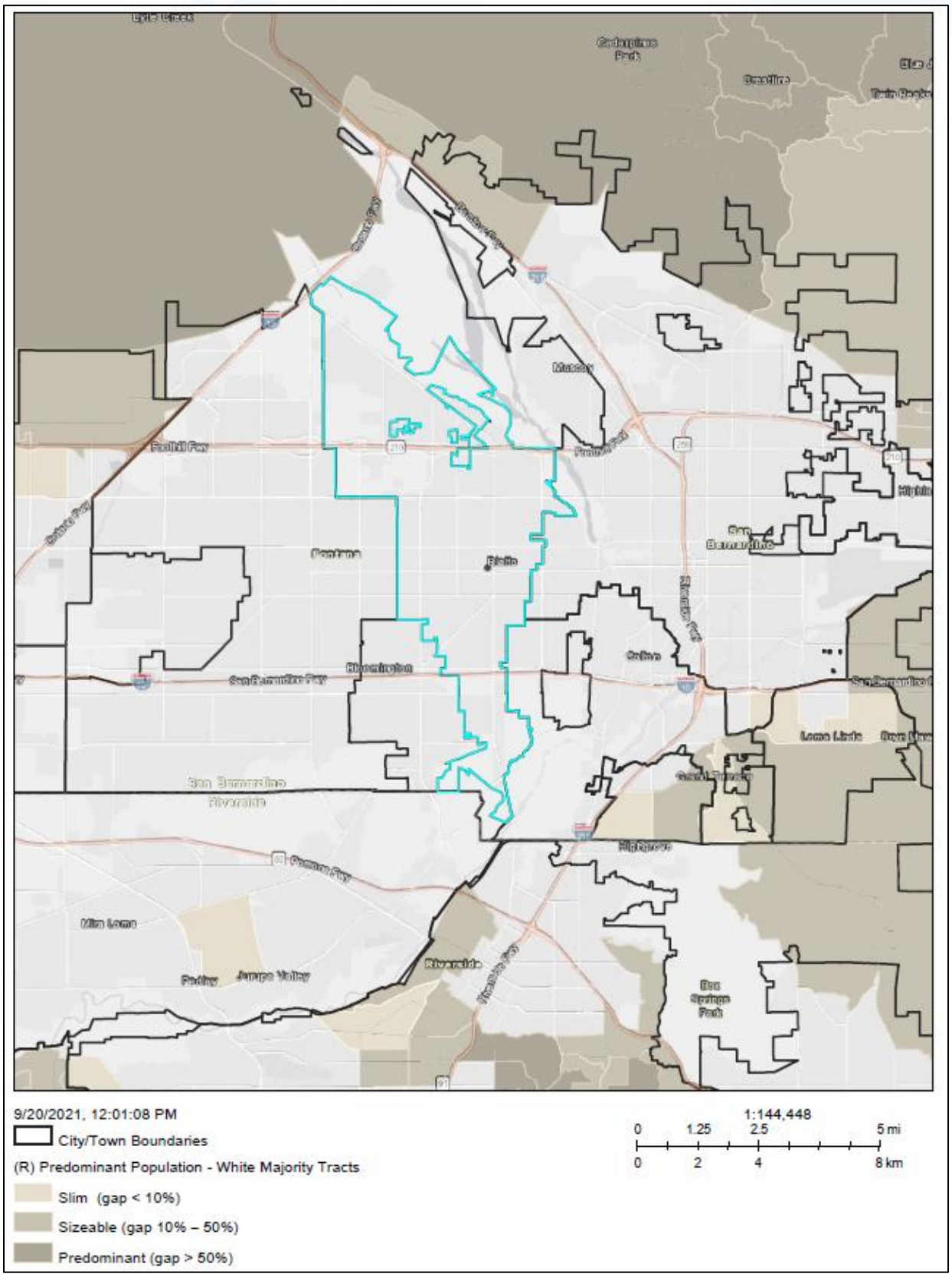
Overall, RCCAs may represent a public policy issue to the extent that they have been created and maintained through exclusionary and discriminatory land use and development practices. Postwar patterns of suburbanization in many metropolitan areas were characterized by White communities erecting barriers to affordable housing and engaging in racially exclusionary practices. **Figure 3-8** shows the City of Rialto does not have any census tracts with a White majority population. Additionally, **Figure 3-9** does not show any census tracts with a median income greater than $125,000. Therefore, the City of Rialto does not have any identified areas of affluence. **Figure 3-9** shows the majority of the City earns a median income greater than $87,100, but not greater than $125,000. Lower median incomes are predominantly located around the City's downtown area, while higher median incomes are located in the northern region of the City. The sites identified as part of the City's Appendix B: Adequate Sites Analysis are located all throughout Rialto to create new housing opportunities for all income groups across the City. **Table 3-18** shows local (Rialto) and regional (San Bernardino County) context for the median household income and White population.

Table 3-18: RCCAs - Median Household Income by Race, Rialto and San Bernardino County

Race	Rialto		San Bernardino County	
	Median Income	Population	Median Income	Population
White	$62,859[1]	62.9%	$64,416	61.2%
All Households	$61,518	--	$63,362	--

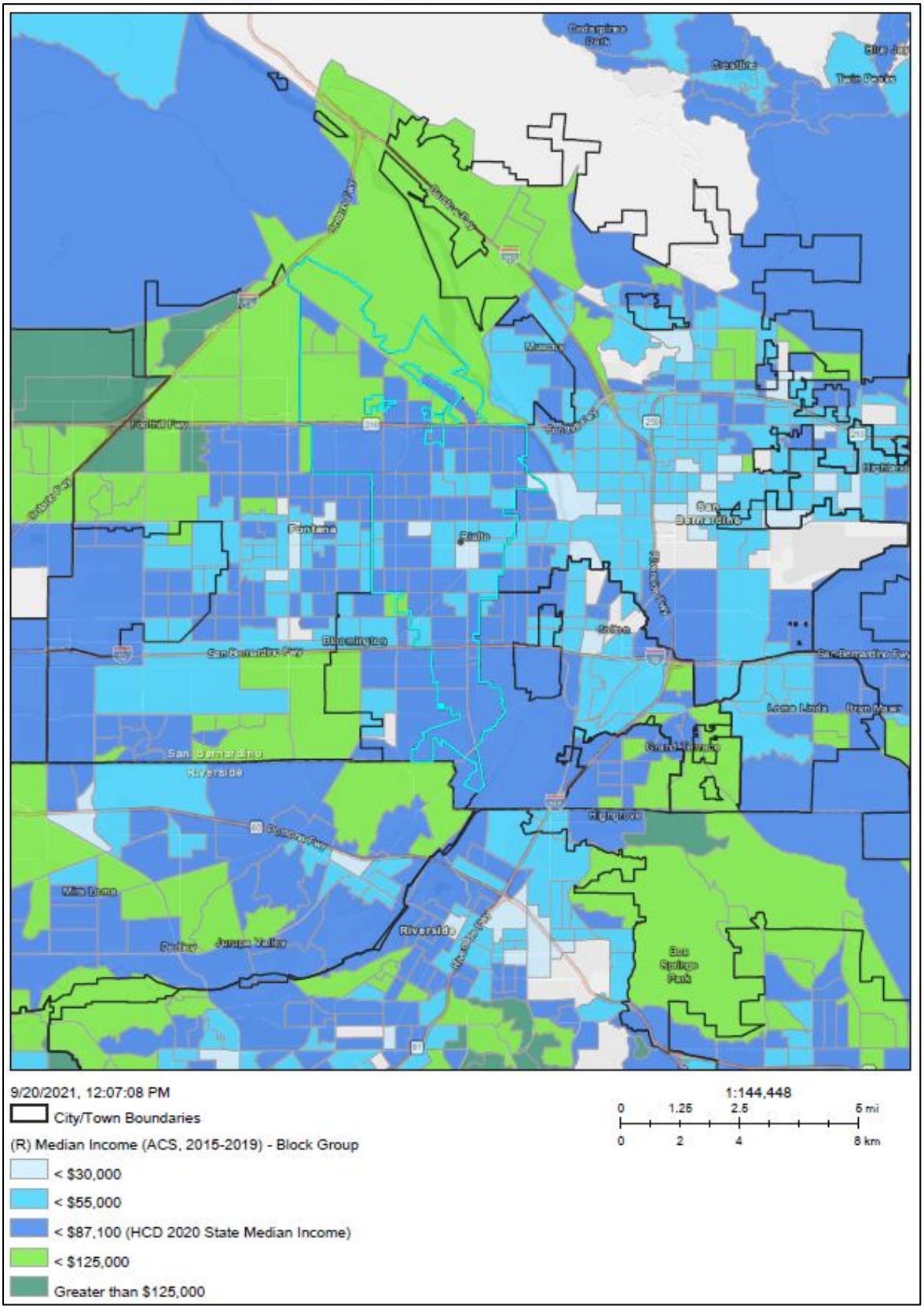
Source: American Community Survey, 5-Year Estimates, 2019.

Figure 3-8: RCAA – White Majority Population, Rialto



Source: California Department of Housing and Community Development – AFFH Data Viewer

Figure 3-9: RCAA – Median Income, Rialto



Source: California Department of Housing and Community Development – AFFH Data Viewer

3. Disparities in Access to Opportunity

Regional Opportunity Index (ROI)

The UC Davis Center for Regional Change and Rabobank partnered to develop the Regional Opportunity Index (ROI) intended to help communities understand local social and economic opportunities. The goal of the ROI is to help target resources and policies toward people and places with the greatest need to foster thriving communities. The ROI incorporates both "people" and "place components, integrating economic, infrastructure, environmental, and social indicators into a comprehensive assessment of the factors driving opportunity."

The **ROI: People** is a relative measure of people's assets in education, the economy, housing, mobility/transportation, health/environment, and civic life as follows:

- **Education Opportunity:** Assesses people's relative success in gaining educational assets, in the form of a higher education, elementary school achievement, and regular elementary school attendance.
- **Economic Opportunity:** Measures the relative economic well-being of the people in a community, in the form of employment and income level.
- **Housing Opportunity:** Measures the relative residential stability of a community, in the form of homeownership and housing costs.
- **Mobility/Transportation Opportunity:** Contains indicators that assess a community's relative opportunities for overcoming rural isolation.
- **Health/Environment Opportunity**: Measures the relative health outcomes of the people within a community, in the form of infant and teen health and general health.
- **Civic Life Opportunity:** A relative social and political engagement of an area, in the form of households that speak English and voter turnout.

The **ROI: Place** is a relative measure of an area's assets in education, the economy, housing, mobility/transportation, health/environment, and civic life.

- **Education Opportunity:** Assesses a census tract's relative ability to provide educational opportunity, in the form of high-quality schools that meet the basic educational and social needs of the population.
- **Economic Opportunity**: Measures the relative economic climate of a community, in the form of access to employment and business climate.
- **Housing Opportunity:** Measures relative availability of housing in a community, in the form of housing sufficiency and housing affordability.
- **Health/Environment Opportunity:** A relative measure of how well communities meet the health needs of their constituents, in the form of access to health care and other health-related environments.
- **Civic Life Opportunity:** Measures the relative social and political stability of an area, in the form of neighborhood stability (living in same residence for one year) and US citizenship.

As **Figures 3-10** and **3-11** show below, the majority of the City of Rialto is classified as low to moderate opportunity. This indicates a low level of relative opportunities that residents achieve as well as low levels of relative opportunities that Rialto provides. While the majority of the census tracts within the City are areas of low to moderate opportunities, there is a census tract in the ROI People Index shown as green or high opportunity. **Figure 3-10** identifies the lowest and highest opportunity census

tracts showing that persons living within these two areas have low/high achievement opportunity for economic, health, and housing.

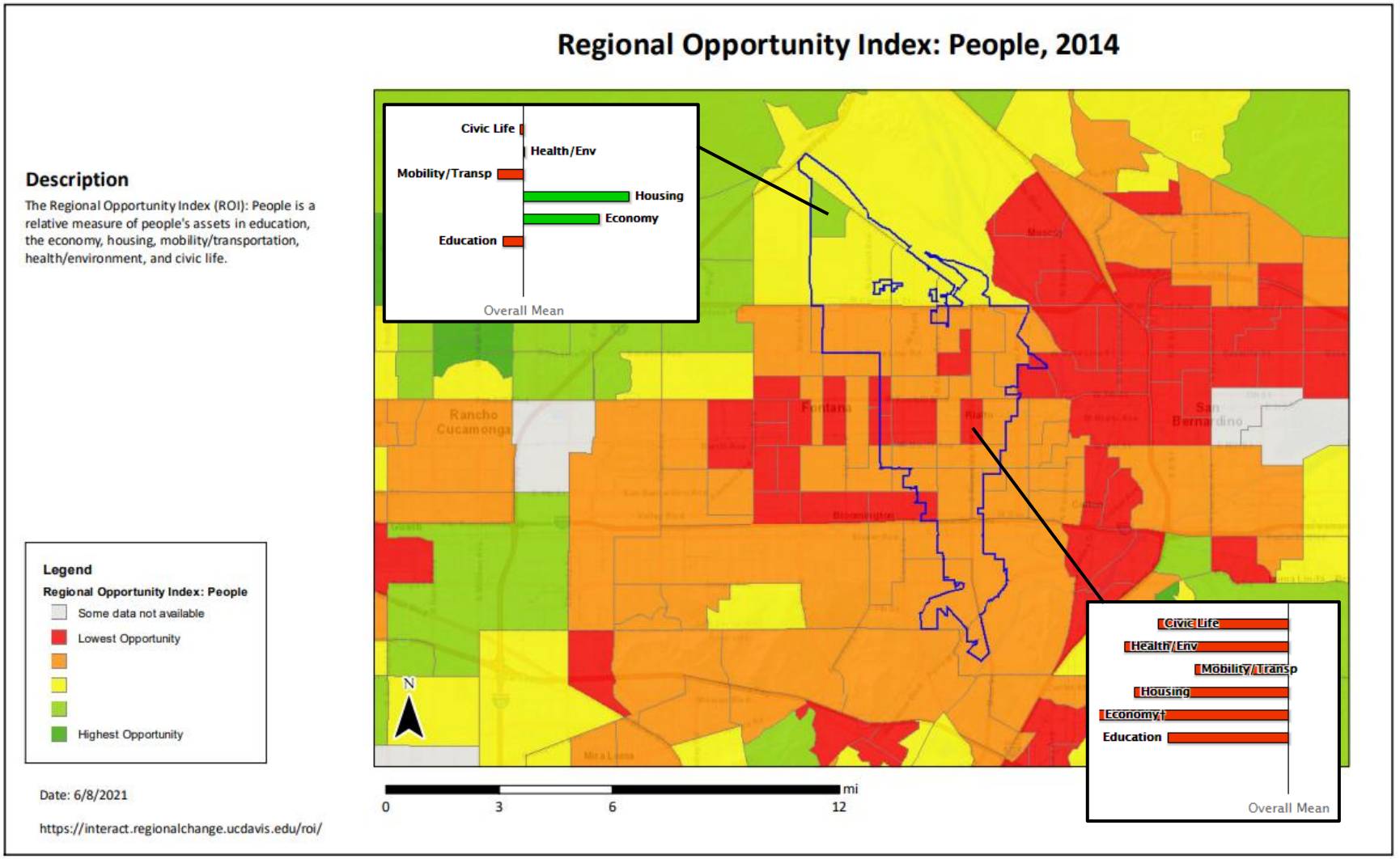
Overall, the City of Rialto is shown as low opportunity, this can be a result of a variety of factors including economy, mobility and/or housing. The Housing Element has identified areas within the City which can reasonably accommodate additional housing, specifically, housing which can be affordable to low and very low-income households. By increasing stable and affordable housing opportunity, the City hopes to increase opportunity for current and future residents of the City.

Figure 3-11 displays the opportunity that different census tracts can provide. The map also notes that majority of the City is classified as low opportunity. The southern region of the City has the highest-relative opportunity ratings – moderate opportunity. This provides a slightly higher level of opportunity than the rest of the City for civic life, health, and economic opportunity.

Additionally, **Table 3-19** and **Figure 3-12** below display the Regional Opportunity Index data for the City of Rialto and the State of California. The data shows the following key findings:

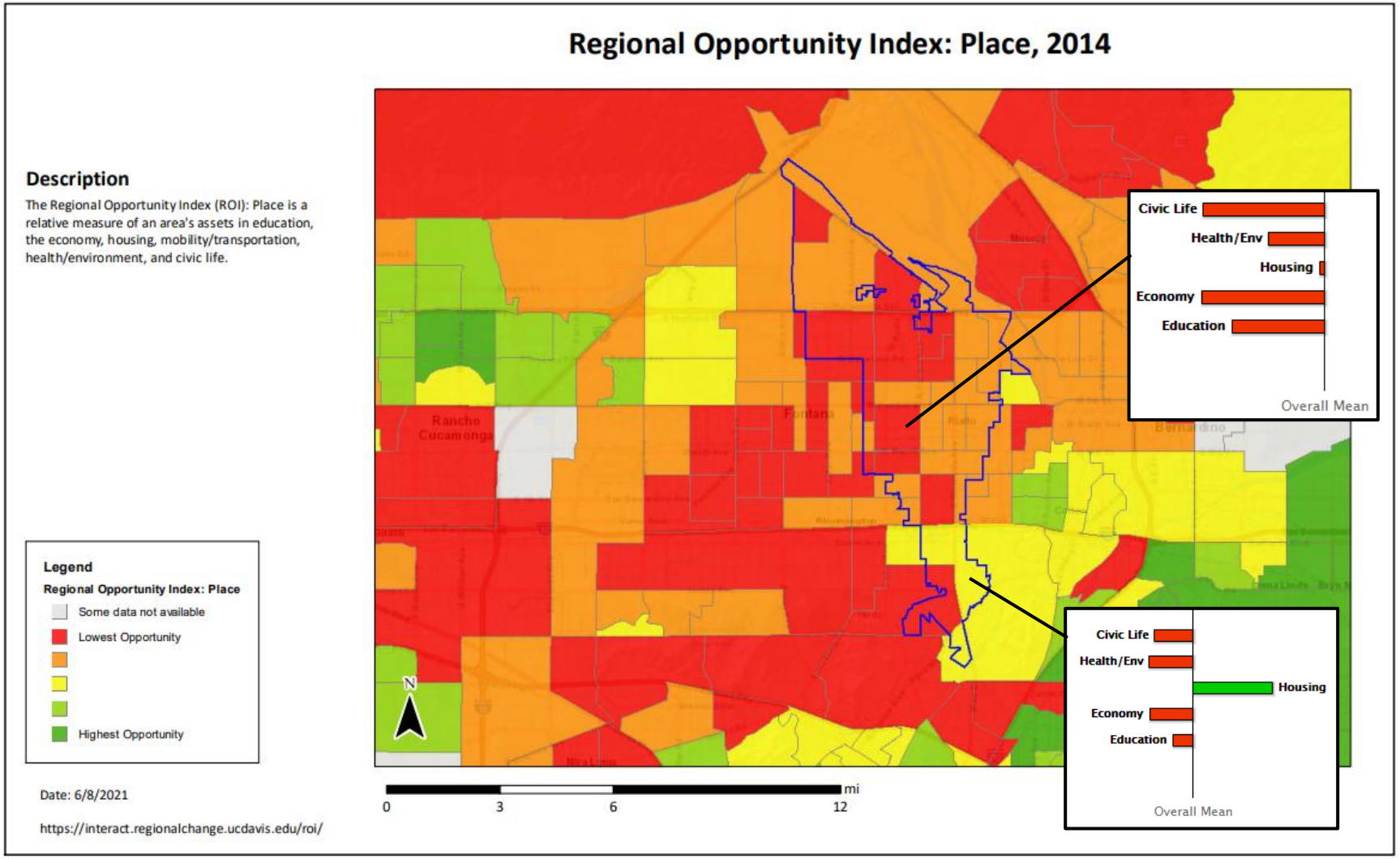
- Rialto residents reportedly have lower educational achievements and less access to educational resources. Despite teacher experience being higher than for the State, the elementary truancy and high school discipline rates are greater for the City and students have lower rates of UC/CSU eligibility.
- Rialto residents have lower employment rates and earn less than the State; however, the quality of jobs is greater and job growth is greater than for the State.
- Housing stock in Rialto is predominantly owner-occupied and has a higher level of affordability than the State.
- Rialto households have high access to vehicles and tend to have lower commute times than across the State.
- Environmental conditions are lower in Rialto than for the State. Infant health is a little lower in Rialto, but birth to teens and years of life lost are higher than for the State. The City has less access to health care and supermarkets.
- US citizenship and English speakers are lower in Rialto.
- In general, the City of Rialto is considered a low opportunity area. In selecting candidate housing sites, the City considers the need of existing residents to access education, employment, health care, and commercial necessities.

Figure 3-10: Regional Opportunity Index, People – City of Rialto



Source: UC Davis Center for Regional Change and Rabobank, 2014.

Figure 3-11: Regional Opportunity Index, Place – City of Rialto

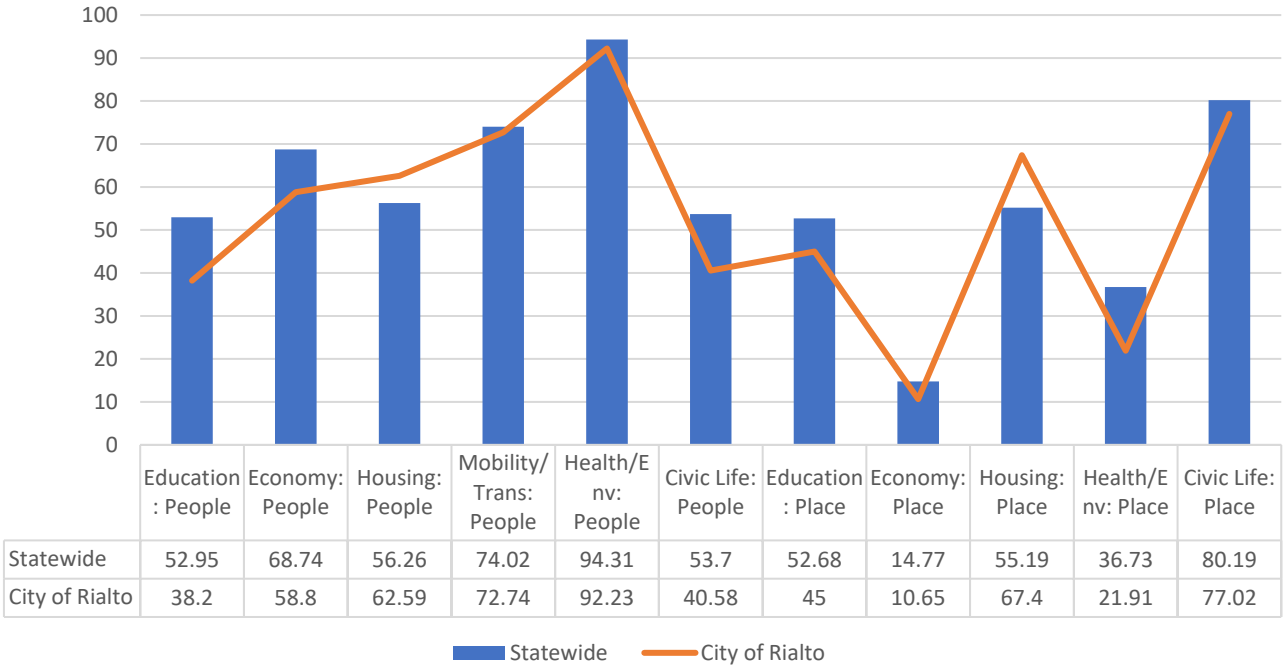


Source: UC Davis Center for Regional Change and Rabobank, 2014.

Table 3-19: Opportunity Indicators, Rialto and California			
	ROI Indicator	Rialto	California
Education	**People**		
	College Educated Adults	**18%**	38%
	Math Proficiency	**64%**	70%
	English Proficiency	**56%**	65%
	Elementary Truancy	**34%**	24%
	Place		
	High School Graduation Rate	**81%**	83%
	UC/CSU Eligibility	**15%**	41%
	Teacher Experience	**56%**	36%
	High School Discipline Rate	**12%**	6%
Economic	**People**		
	Employment Rate	**85%**	89%
	Minimum Basic Income	**53%**	64%
	Place		
	Job Availability	**393.32**	701.75
	Job Quality	**41%**	40%
	Job Growth	**11%**	3%
	Bank Accessibility	**0.09**	0.24
Housing	**People**		
	Home Ownership	**67%**	55%
	Housing Cost Burden	**51%**	52%
	Place		
	Housing Adequacy	**85%**	91%
	Housing Affordability	**0.30**	0.19
Mobility	**People**		
	Vehicle Availability	**91%**	86%
	Commute Time	**54%**	60%
	Internet Access	**4.44**	4
Health/Environmental	**Place**		
	Infant Health	**94%**	95%
	Birth to Teens	**11%**	7%
	Years of Life Lost	**35.84**	29.84
	Place		
	Air Quality	**12.93**	10.01
	Prenatal Care	**84%**	83%
	Access to Supermarket	**44%**	53%
	Health Care Availability	**0.45**	1.76
Civic Life	**People**		
	Voting Rates	**19%**	31%
	English Speakers	**83%**	88%
	Place		
	US Citizenship	**77%**	83%
	Neighborhood Stability	**84%**	85%

Source: UC Davis Center for Regional Change and Rabobank, 2014.

Figure 3-12: Regional Opportunity Indices, Rialto and California



	Education: People	Economy: People	Housing: People	Mobility/ Trans: People	Health/Env: People	Civic Life: People	Education: Place	Economy: Place	Housing: Place	Health/Env: Place	Civic Life: Place
Statewide	52.95	68.74	56.26	74.02	94.31	53.7	52.68	14.77	55.19	36.73	80.19
City of Rialto	38.2	58.8	62.59	72.74	92.23	40.58	45	10.65	67.4	21.91	77.02

Source: UC Davis Center for Regional Change and Rabobank, 2014.

As Rialto is considered a low opportunity region, the City is committed to implementing policies and programs to encourage new opportunities and access to existing and future residents. **Section 4: Housing Plan** identifies the strategies the City will explore in order to provide opportunity and housing for persons within the Rialto/San Bernardino County region.

Local Knowledge:

Disparities in access to opportunity is a complicated issue with many different factors. From City Staff's perspective:

- Lower educational achievement is likely associated with the high number of people for whom English is a second Language.
- With relatively low levels of college graduates, students in the school district have fewer role models or guides to help them prepare for a college education, which impacts eligibility to enter into UC/CSU colleges.
- Historically, the City has experienced limited private investment, which in turn, limits job availability, constrains bank, super market, and health care access.
- Environmental conditions are largely tied to manufacturing and warehousing uses with significant numbers of trucks generating emissions that affect air quality.

Opportunity Indicators

Opportunity indicators also help inform communities about disparities in access to opportunity. The Department of Housing and Urban Development (HUD) developed the opportunity indicators to help

inform communities about disparities in access to opportunity, the scores are based on nationally available data sources and assess resident's access to key opportunity assets in the City. **Table 3-20** provides the index scores (ranging from zero to 100) for the following opportunity indicator indices:

- **Low Poverty Index:** The low poverty index captures poverty in a given neighborhood. The poverty rate is determined at the census tract level. The higher the score, the less exposure to poverty in a neighborhood.
- **School Proficiency Index:** The school proficiency index uses school-level data on the performance of 4th grade students on state exams to describe which neighborhoods have high-performing elementary schools nearby and which are near lower performing elementary schools. The higher the score, the higher the school system quality is in a neighborhood.
- **Labor Market Engagement Index:** The labor market engagement index provides a summary description of the relative intensity of labor market engagement and human capital in a neighborhood. This is based upon the level of employment, labor force participation, and educational attainment in a census tract. The higher the score, the higher the labor force participation and human capital in a neighborhood.
- **Transit Trips Index:** This index is based on estimates of transit trips taken by a family that meets the following description: a three-person single-parent family with income at 50% of the median income for renters for the region (i.e. the Core-Based Statistical Area (CBSA)). The higher the transit trips index, the more likely residents in that neighborhood utilize public transit.
- **Low Transportation Cost Index:** This index is based on estimates of transportation costs for a family that meets the following description: a three-person single-parent family with income at 50 percent of the median income for renters for the region/CBSA. The higher the index, the lower the cost of transportation in that neighborhood.
- **Jobs Proximity Index:** The jobs proximity index quantifies the accessibility of a given residential neighborhood as a function of its distance to all job locations within a region/CBSA, with larger employment centers weighted more heavily. The higher the index value, the better the access to employment opportunities for residents in a neighborhood.
- **Environmental Health Index:** The environmental health index summarizes potential exposure to harmful toxins at a neighborhood level. The higher the index value, the less exposure to toxins harmful to human health. Therefore, the higher the value, the better the environmental quality of a neighborhood, where a neighborhood is a census block-group.

Table 3-20 below displays the opportunity indices by race and ethnicity for persons living in Rialto. According to the data, there is poverty among all populations in Rialto, across all racial/ethnic groups. The highest levels of poverty are among persons identifying as Hispanic. All racial/ethnic groups in Rialto report low scores for school proficiency, labor market, low transportation cost, proximity to jobs, and environmental health.

Table 3-20: Opportunity Indicators, Rialto							
(Rialto, CA CDBG) Jurisdiction	Low Poverty Index	School Proficiency Index	Labor Market Index	Transit Index	Low Transportation Cost Index	Jobs Proximity Index	Environmental Health Index
Total Population							
White, Non-Hispanic	44.76	31.21	20.73	60.50	44.50	28.32	24.98
Black, Non-Hispanic	40.88	28.99	19.69	60.34	45.64	23.87	25.23
Hispanic	34.83	25.79	16.97	63.06	48.09	23.49	23.14
Asian or Pacific Islander, Non-Hispanic	49.21	32.62	24.10	56.18	41.10	28.16	26.35
Native American, Non-Hispanic	37.42	27.74	16.68	62.83	47.42	24.22	22.52
Population Below Federal Poverty Line							
White, Non-Hispanic	35.96	29.19	18.61	64.37	48.58	27.68	23.96
Black, Non-Hispanic	28.23	24.95	15.32	62.57	48.80	20.58	25.65
Hispanic	24.32	21.85	13.76	65.49	52.47	20.34	22.39
Asian or Pacific Islander, Non-Hispanic	21.91	15.13	10.43	65.77	52.93	20.96	23.76
Native American, Non-Hispanic	18.33	27.71	6.53	69.17	54.10	18.96	19.79
Source: Department of Housing and Urban Development, Affirmatively Furthering Fair Housing Online Mapping tool, Decennial Census; ACS; Great Schools; Common Core of Data; SABINS; LAI; LEHD; NATA							

TCAC/HCD Distribution of Private and Public Resources

Additionally, the Department of Housing and Community Development (HCD) together with the California Tax Credit Allocation Committee (TCAC) established the California Fair Housing Task Force to provide research, evidence-based policy recommendations, and other strategic recommendations to HCD and other related state agencies/departments to further the fair housing goals (as defined by HCD). The Task force developed the TCAC/HCD Opportunity Area Maps to understand how public and private resources are spatially distributed. The Task force defines opportunities as pathways to better lives, including health, education, and employment. Overall, opportunity maps are intended to display which areas, according to research, offer low-income children and adults the best chance at economic advancement, high educational attainment, and good physical and mental health.

According to the Task Force's methodology, the tool allocates the 20 percent of the tracts in each region with the highest relative index scores to the "Highest Resource" designation and the next 20 percent to

the "High Resource" designation. Each region then ends up with 40 percent of its total tracts as "Highest" or "High" resource. These two categories are intended to help State decision-makers identify tracts within each region that the research suggests low-income families are most likely to thrive, and where they typically do not have the option to live—but might, if given the choice.

AREAS OF HIGH SEGREGATION AND POVERTY

As shown in **Figure 3-13** below the City of Rialto is classified as low to moderate resource areas. The TCAC/HCD Opportunity Map also identifies two census tracts reporting high segregation and poverty within Rialto. Census tract 35.10 and 37.00 are located in older central areas of the City where residential uses are a small component of the overall land use mix. Census tract 35.10 is located on the western side of the City and is largely made up of industrial and commercial uses with about a quarter of the area made up of a mixture of single-family and multi-family residential. The single-family residences in the tract were constructed in the mid-1900s. Census tract 37.00, or Downtown Rialto, is one of the oldest tracts in the City. It contains City Hall, downtown commercial uses, schools, a community center, industrial uses adjacent to the railroad, some multi-family residences, and a mixture of older single-family residences developed in the mid-1900s.

The following provides further analysis on the two areas' access to infrastructure, resources, and conditions:

- **Infrastructure** – The sidewalks, curbs, gutters, driveway approaches, alleys, pedestrian crossings and streetlights in the two areas of segregation and poverty are among the oldest infrastructure in the City and are in need of improvements. Both areas are within the City's water service area and have existing water infrastructure (water lines, valves, and fire hydrants) in all streets. These two areas have ample water sources and supplies, storage, and the required pressure for fire flow. The system has been maintained to achieve the required water quality and best management practices. Both areas are also within the City's sewer service area and have existing sewer infrastructure in all streets. There is plenty of capacity to add additional flows to the sewer collection system as may be necessary. Pavement condition in the two areas have various ratings similar to other areas of the City. In the western census blocks, many roads are ranked good with a few streets in the fair, poor, and very poor rankings. In the central area, pavement conditions are a blend of fair and poor with a few roadways that are good and a few roadways that are very poor.
- **Community Amenities** – In the central area of the City are multiple parks and open space amenities, including the Civic Center complex and Downtown Park. This area has better access to parks than other areas of the City. The western area of high segregation and poverty has fewer park and open space amenities. Nevertheless, access is similar to most neighborhoods in Rialto. Amenities include the Pacific Electric Trail, which offers connection to Bud Bender Park and the Carl Johns a short distance to the east of the neighborhood. Beyond parks and trails, there are a few public amenities in the two areas of high segregation and poverty. The central neighborhood has a resource center, a community center, Rialto City Hall, and the Metrolink Station. Community amenities in the western area are located interior to multifamily developments.
- **Safe Routes to School** – There are two schools located in the western area of high segregation – Rialto Middle School and Werner Elementary School. The City's Safe Routes to School Plan (SRTS

Plan) includes five street segments that serve both. Other schools in the city have similar routes planned. In the SRTS Plan both schools ranked 15 out of 29 schools in terms of prioritization of improvements.

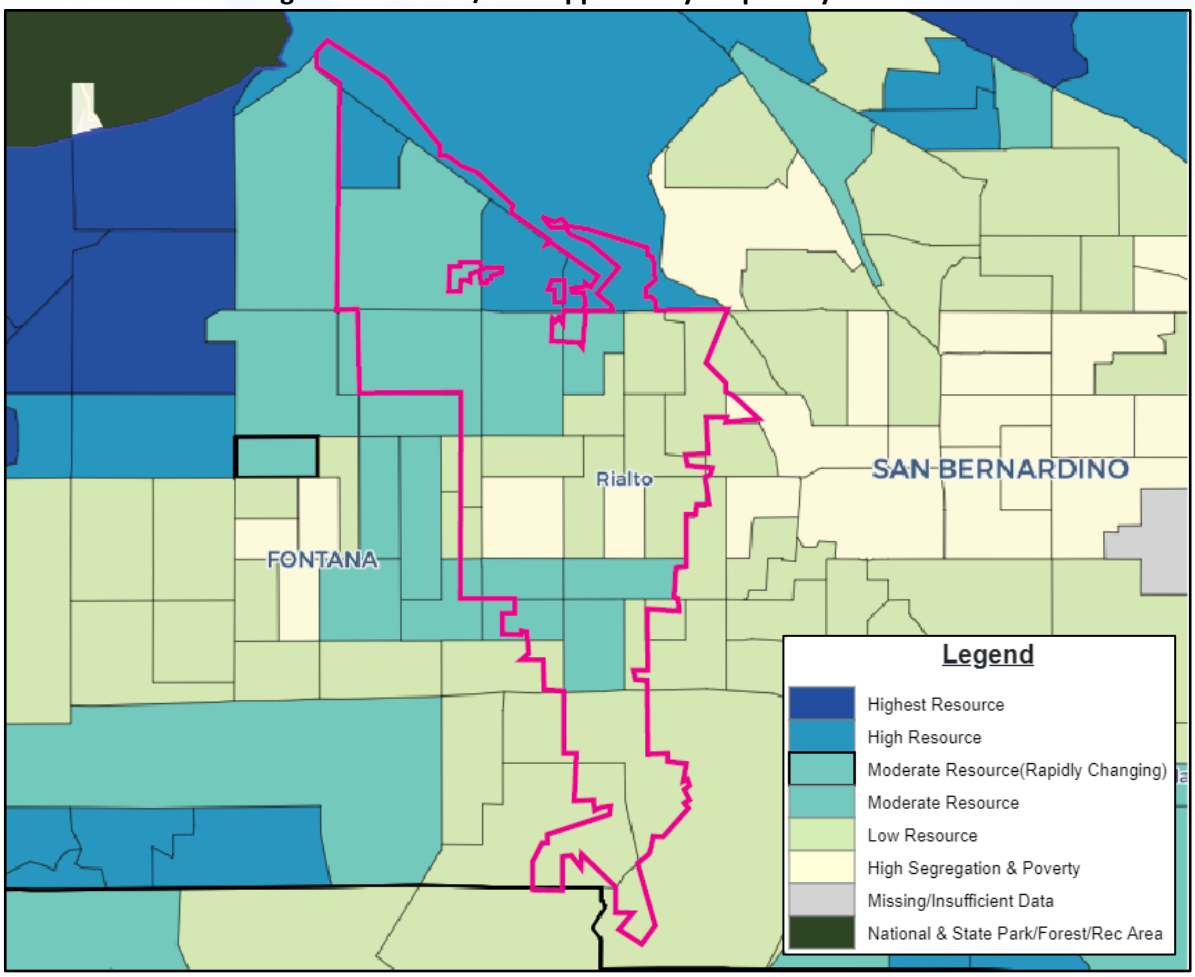
- **Environmental Health** – Census tract 35.10 reports a TCAC environmental domain score of 0.52 and a CalEnviroScreen 4.0 percentile score of 82.75 for environmental burdens. A truck route lines the western edge of the census tract, which may result in higher levels of air pollution. The street also has high traffic speeds. The area includes manufacturing uses, which offer jobs within a short distance. Two grocery stores are located less than a mile away. Shopping and services in the area include a Home Depot and the County of San Bernardino Transitional Assistance Department. Beyond these, there are limited opportunities for shopping and services in the area. Recreational opportunities are linked to public health and, as noted previously, include the Pacific Electric Trail, which passes through the area and Buck Bender Park, which is about a mile and a half away from the furthest residential portions of the area.

  Census tract 37.00 reports a TCAC environmental domain score of 0.54 and a CalEnviroScreen 4.0 percentile score of 96.08 for environmental burdens. Riverside Avenue runs through the middle of the census tract and is a high-volume street; there is also a railway that passes through the center, which may impact air quality. Services include the Rialto Resource Center, which provides a wide range of services including, but not limited to, career training and assistance with housing, food, water bills, gas and jobs. There are two grocery stores within a five-minute drive.
- **Past Policies and Efforts** – In the past, there have not been any policies or strategies specifically targeting these two areas of high segregation and poverty. The 2015-2019 Consolidated Plan listed past strategies that have addressed needs in these who census tracts, as well as in other disadvantaged areas of the City. However, no data is available to show how the programs have affected segregation and poverty since. Those programs included:
  - Community facilities and infrastructure improvements
  - Public services for low-income residents
  - Housing preservation
  - Fair housing services

  The 5th Cycle Housing Element included a number of programs that have assisted homeowners, including the following:
  - Emergency Home Repair (EHP): assisted two property owners
  - MAP: assisted two property owners
  - Home Sweet Home (HSH): assisted seven first-time homebuyers
  - Minor Rehabilitation Program (MRP): assisted three property owners

The City of Rialto is committed to exploring programs and avenues to increase housing access and opportunity to both existing residents, future residents, and households in nearby areas. Housing Program 5A includes specific actions and timelines to address the needs of high segregation and poverty neighborhoods.

Figure 3-13: TCAC/HCD Opportunity Map – City of Rialto



Source: California Tax Credit Allocation Committee and Department of Housing and Community Development, 2020

Opportunity Indicators – Education

The TCAC/HCD Opportunity Area Maps include education data, as illustrated in **Figure 3-14**. This data represents opportunity levels based on the following four factors:

- **Math proficiency** – Percentage of 4th graders who meet or exceed math proficiency standards.
- **Reading proficiency** – Percentage of 4th graders who meet or exceed literacy standards.
- **High school graduation rates** – Percentage of high school cohort that graduated on time.
- **Student poverty rate** – Percentage of students not receiving free or reduced-price lunch.

As **Figure 3-14** shows, the City is categorized as having lower opportunities for education. There are regions of higher opportunity to the north of the City, but most of the City is shown as having lower scores. This is similar to the opportunity scores of surrounding communities. **Figure 3-14** shows that while there are higher opportunity regions further to the west of the City, the San Bernardino region to the east of Rialto is mostly made up of lower scoring communities.

As part of the City's candidate sites analysis (**Appendix B**), sites have been identified equally throughout the City as a whole; there are no concentrations of lower income units identified. As such, the future development of affordable housing may occur in regions of the City providing various levels of opportunity for education. To provide improved opportunities for existing and future residents, the City has included Program 5A in **Section 4: Housing Plan**.

Opportunity Indicators – Economy

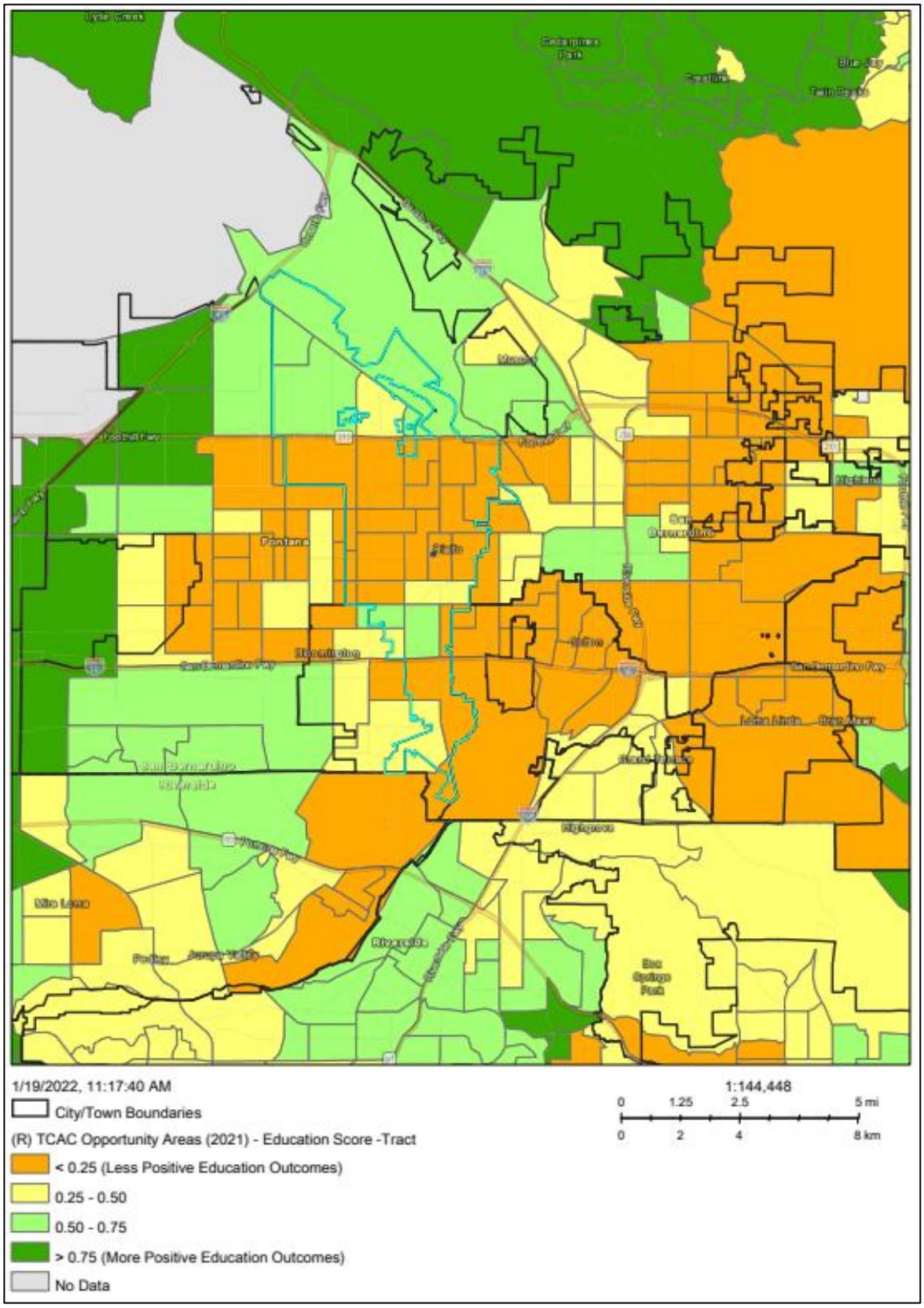
The TCAC/HCD Opportunity Area Maps include economic data, as illustrated in **Figure 3-15**. This data represents opportunity levels based on the following five factors:

- **Poverty** – Percent of population with income above 200% of federal poverty line.
- **Adult Education** – Percent of adults with a bachelor's degree or above.
- **Employment** – Percent of adults aged 20-64 who are employed in the civilian labor force or in the armed forces.
- **Job Proximity** – Number of jobs filled by workers with less than a BA that fall within a given radius (determined by the typical commute distance of low-wage workers in each region) of each census tract population-weighted centroid.
- **Median Home Value** - Value of owner-occupied units.

As **Figure 3-15** shows, the City is generally made up of moderate economic opportunities. The City's central region is made up of low to moderate scores, but there are pockets of higher scores and large high-scoring regions to the north of the City. The City of Rialto fairly resembles the surrounding region in terms of opportunity levels. The neighboring City of Fontana is very similar to Rialto with lower opportunity scores towards the City's central region and higher scores in the northern and southern region. In contrast, the San Bernardino region is predominantly made up of very low scoring economic opportunities.

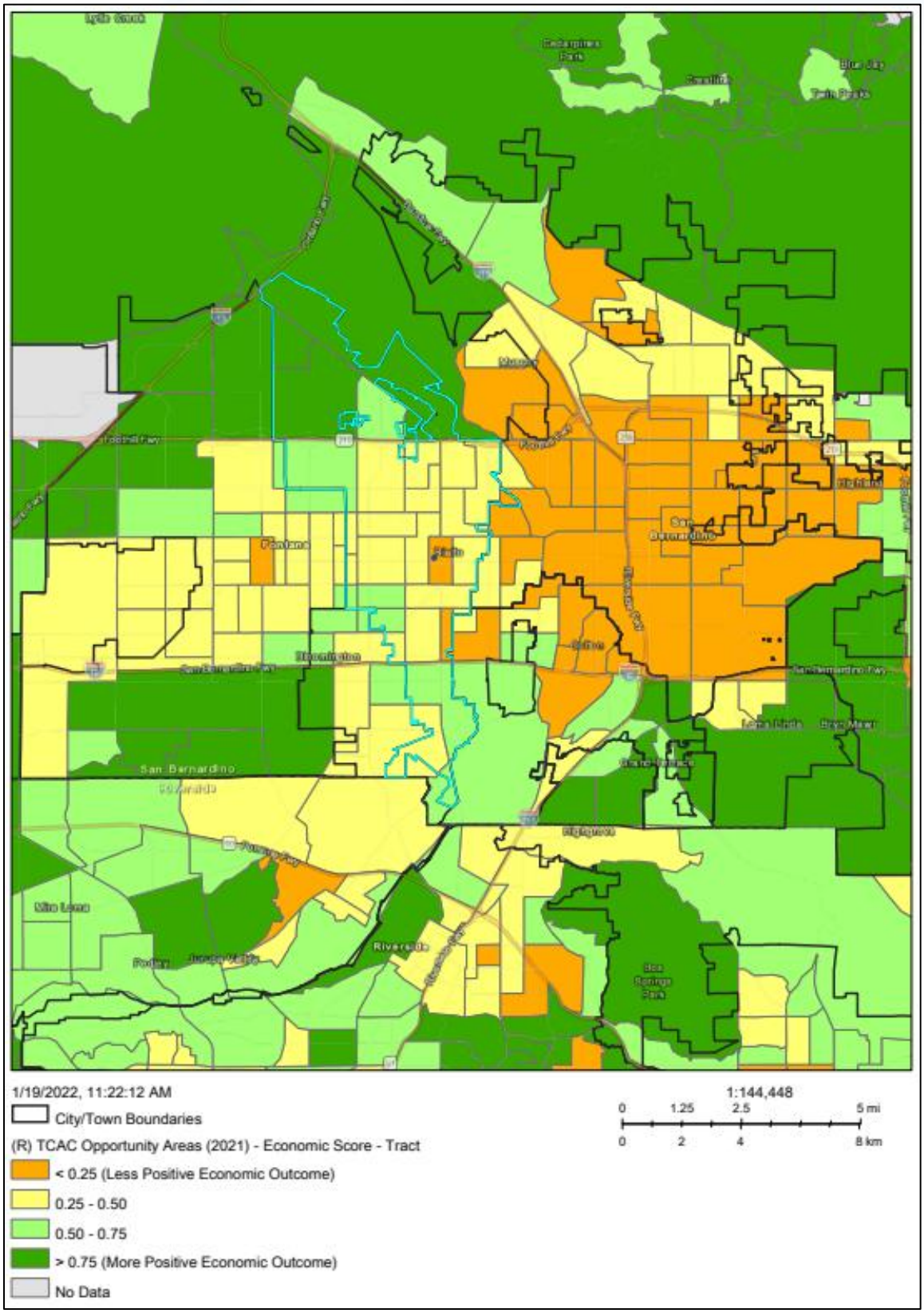
As part of the City's candidate sites analysis (**Appendix B**), sites have been identified equally throughout the City as a whole; there are no concentrations of lower income units identified. As such, the future development of affordable housing may occur in regions of the City providing various levels of opportunity for economic achievement. To provide improved opportunities for existing and future residents, the City has included Program 5A in **Section 4: Housing Plan**.

Figure 3-14: TCAC/HCD Opportunity Map – Education Score



Source: California Department of Housing and Community Development – AFFH Data Viewer

Figure 3-15: TCAC/HCD Opportunity Map – Economic Score



Source: California Department of Housing and Community Development – AFFH Data Viewer

Access to Transit

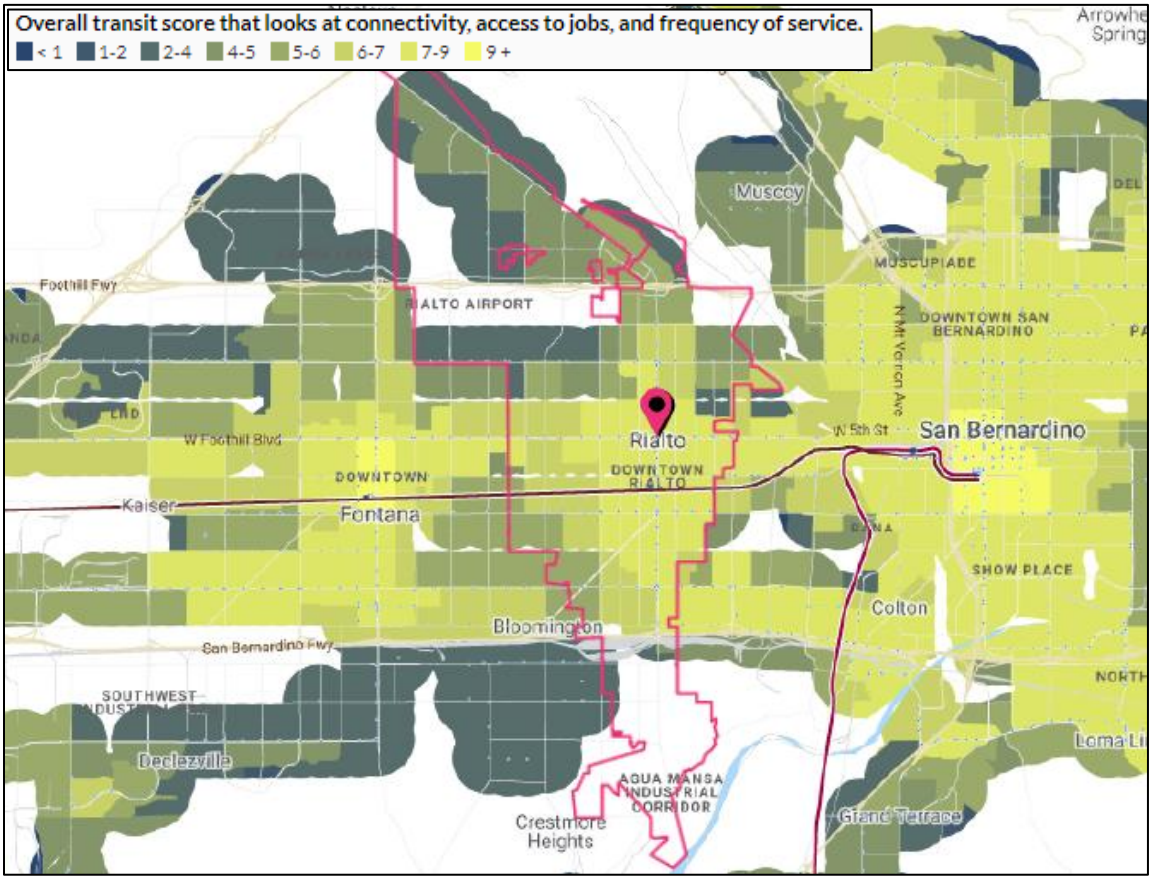
AllTransit explores metrics that reveal the social and economic impact of transit, specifically looking at connectivity, access to jobs, and frequency of service. According to the data provided in **Table 3-21**, Rialto scored a 6.0 AllTransit performance score, illustrating a moderate to high combination of trips per week and number of jobs accessible that enable a moderate number of people to take transit to work. By comparison, the cities of Fontana, Colton, and San Bernardino scored lower AllTransit scores. The city of San Bernardino is the only nearby city which scored higher than Rialto, with an AllTransit score of 6.7.

Table 3-21: Opportunity Indicator – Transit

Jurisdiction	AllTransit Performance Score	Transit Trips Per Week within 1/2 Mile	Jobs Accessible in 30-min trip	Commuters Who Use Transit	Transit Routes within 1/2 Mile
Fontana	5.5	1,592	46,136	1.99%	4
Rialto	**6.0**	**1,147**	**44,123**	**1.98%**	**2**
San Bernardino	6.7	2,483	74,028	2.38%	6
Colton	5.9	1,715	84,703	1.7%	3
San Bernardino County	4.4	1,098	44,660	1.57%	3

Source: All transit, American Community Survey 2019.

Figure 3-16: AllTransit Performance Score – City of Rialto



Source: AllTransit Metrics, ACS 2017.

Environmental Justice

The California Office of Environmental Health Hazard Assessment (OEHHA) developed a screening methodology to help identify California communities disproportionately burdened by multiple sources of pollution called the California Communities Environmental Health Screening Tool (CalEnviro Screen). In addition to environmental factors (pollutant exposure, groundwater threats, toxic sites, and hazardous materials exposure) and sensitive receptors (seniors, children, persons with asthma, and low birth weight infants), CalEnviro Screen also takes into consideration socioeconomic factors. These factors include educational attainment, linguistic isolation, poverty, and unemployment. Research has shown a heightened vulnerability of people of certain ethnicities and lower socioeconomic status to environmental pollutants.

Figure 3-17 below displays mapped results of the CalEnviro Screen in Rialto and surrounding region. The map shows that all of the City is primarily high scoring. High scores signify high pollution burdens in the City. **Table 3-22** below identifies the census tract with the highest burden percentile and **Table 3-23** identifies the census tract with the lowest burden percentile; both census tracts are outlined in blue.

Table 3-22: CalEnviro Screen 3.0 – Census Tract 6071004004, Rialto

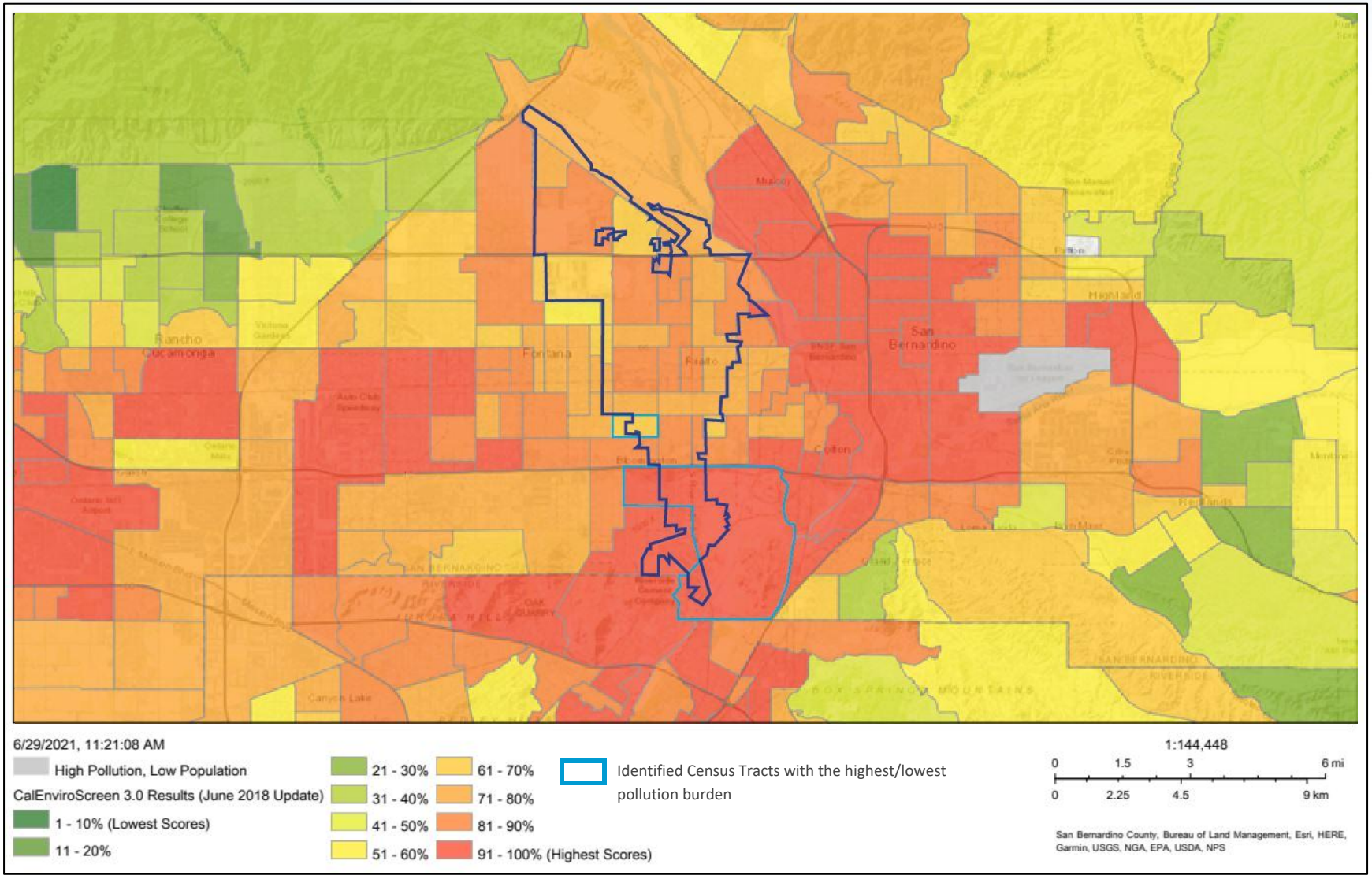
Pollutant	Percentile*		Health Risk/Burden	Percentile*
Ozone	100		Asthma	63
PM 2.5	78		Low Birth Weight	87
Diesel	98		Cardiovascular Rate	64
Pesticides	93		Education	85
Toxic Releases	67		Linguistic Isolation	68
Traffic	7		Poverty	79
Drinking Water	94		Unemployment	79
Cleanups	96		Housing Burden	17
Groundwater Threats	98			
Hazardous Waste	99			
Impaired Water	15			
Solid Waste	99			

*Percentile derived using a weighted scoring system to determine average pollution burden/ socioeconomic scores relative to other census tracts.

Source: CalEnviro Screen 3.0 Map Tool, June 2018 Update. Accessed June 8, 2021.

Table 3-23: CalEnviro Screen 3.0 – Census Tract 6071003605, Rialto				
Pollutant	Percentile*		Health Risk/Burden	Percentile*
Ozone	98		Asthma	50
PM 2.5	93		Low Birth Weight	69
Diesel	77		Cardiovascular Rate	55
Pesticides	0		Education	72
Toxic Releases	70		Linguistic Isolation	64
Traffic	19		Poverty	70
Drinking Water	84		Unemployment	76
Cleanups	0		Housing Burden	71
Groundwater Threats	0			
Hazardous Waste	0			
Impaired Water	0			
Solid Waste	0			
*Percentile derived using a weighted scoring system to determine average pollution burden/ socioeconomic scores relative to other census tracts. *Source: CalEnviro Screen 3.0 Map Tool, June 2018 Update. Accessed June 8, 2021.*				

Figure 3-17: CalEnviro Screen, City of Rialto Region



Source: CalEnviro Screen 3.0 Map Tool, June 2018. Accessed June 29, 2021.

4. Analysis of Federal, State, and Local Data and Knowledge

A variety of factors affect housing needs for different households. Most commonly, disability, household income and household characteristics shape the type and size of housing units needed, as well as accessibility based on existing units in a City. **Table 3-24** through **3-31** display data for demographic characteristics of Rialto, as compared to the County of San Bernardino and the State of California. A detailed analysis of the Rialto community demographics is outlined in **Section 2: Community Profile** of this Housing Element.

Table 3-24 displays the data for persons with disabilities in the City, County, and State. Overall, about 10 percent of the California population reports having at least one disability. Both the County and City have similar demographics with 11 percent and 9.5 percent reporting a disability, respectively. Of the Rialto residents who report a disability, those with an ambulatory disability represent the largest percentage. The County and State both also have the highest percentage of persons with ambulatory difficulties. Ease of reasonable accommodation procedures and opportunity for accessible housing can provide increased housing security for the population with disabilities.

Table 3-24: Population by Disability Type, Compared by Geography

Disability	City of Rialto	County of San Bernardino	State of California
Hearing Difficulty	1.9%	2.9%	2.9%
Vision Difficulty	1.8%	2.2%	2%
Cognitive Difficulty	4.3%	4.6%	4.3%
Ambulatory Difficulty	5.5%	6.3%	5.8%
Self-Care Difficulty	2.6%	2.6%	2.6%
Independent Living Difficulty	4.9%	5.7%	5.5%
Total with a Disability	**9.5%**	**11%**	**10.6%**

Source: American Community Survey, 5-Year Estimates, 2019.

Figure 3-18a shows the 2019 population with at least one disability throughout the City and neighboring communities. As illustrated, the majority of the City has census tracts with less than 10 percent of the population reporting a disability. A few census tracts in the center of the city and in the southern region have higher percentages with up to 10 to 20 percent of the census tract population reporting a disability. Candidate sites have been identified in census tracts reporting larger populations of disabled individuals. The addition of affordable housing in these areas can be of benefit when paired with or located near commercial necessities and services.

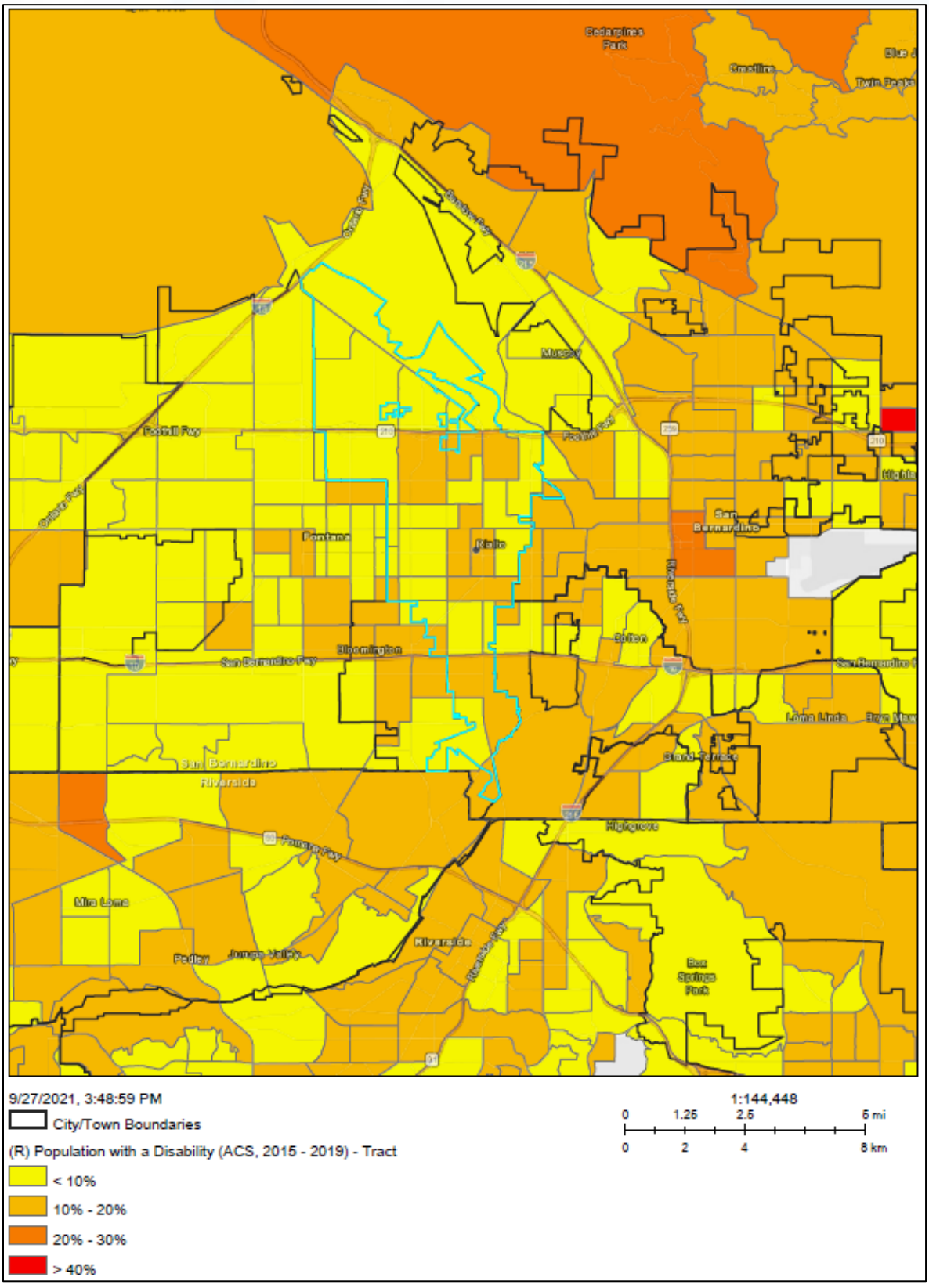
In comparison, **Figure 3-18b** shows the 2014 population with at least one disability. More census tracts report populations with a disability between 10 to 20 percent compared to 2019. The two figures show that over five years the City has seen a decrease in population with a disability, thus decreasing specialized need across the City as a whole.

Public comments from the AI and Housing Element Update outreach indicates that discrimination based on disability is a primary concern. Organizational leaders identified education, counseling, anti-discrimination, and landlord-tenant mediation services as needed to advance fair housing goals.

2019

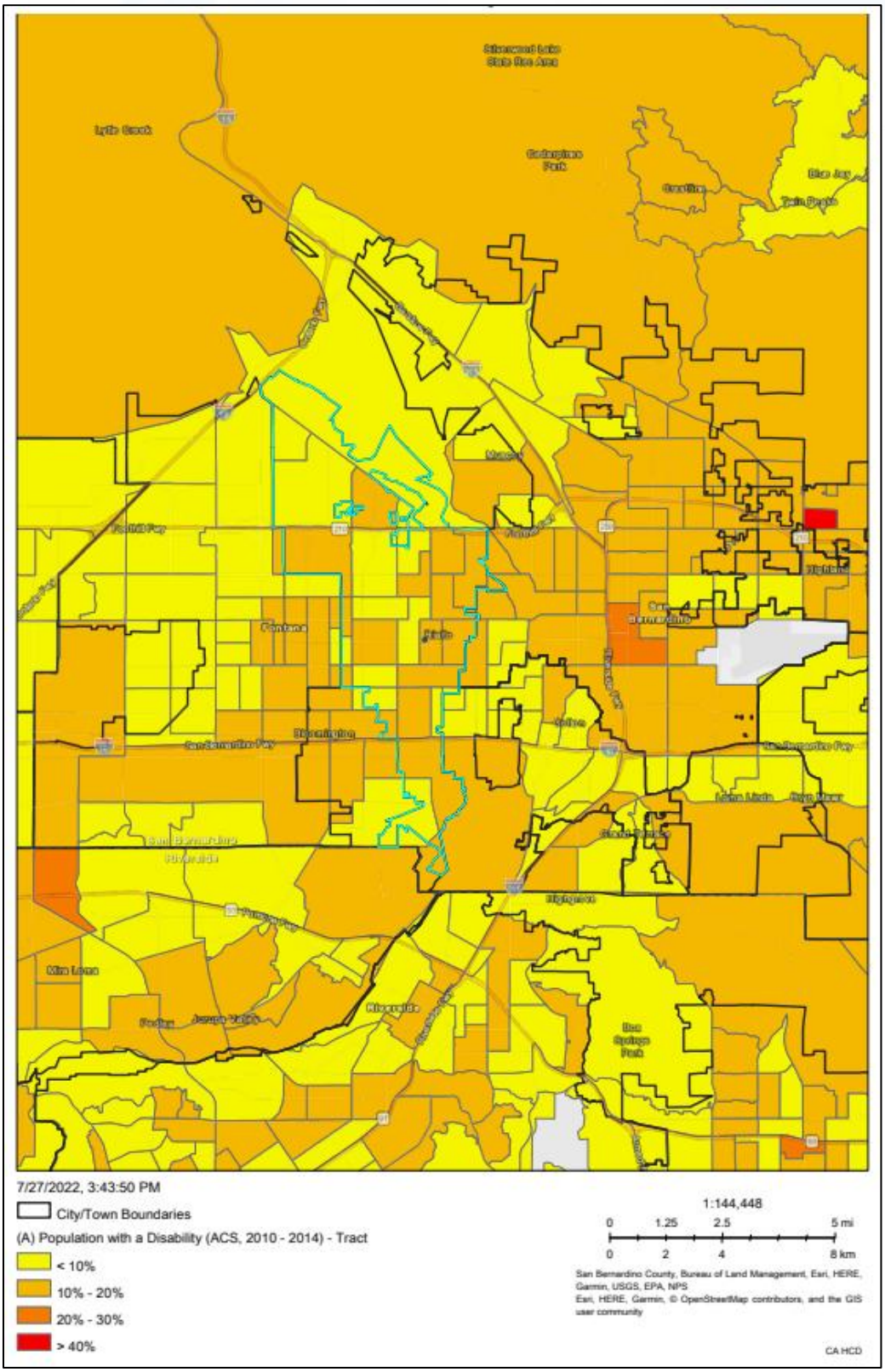
Participants mentioned that the undersupply and preservation of affordable housing was critical, particularly for those who are disabled and seniors. In addition to housing, members of the public have observed a high range of need for additional services such as those necessary for developmentally disabled adults. As it relates to transportation, **Figure 3-16** shows areas with higher percentages of persons with disabilities generally overlap with high scoring transit access.

Figure 3-18a: Rialto Population with a Disability (2019)



Source: California Department of Housing and Community Development – AFFH Data Viewer

Figure 3-18b: Rialto Population with a Disability (2014)



Source: California Department of Housing and Community Development – AFFH Data Viewer

Table 3-25 and **3-26** display household types and income data for the City, County, and State. Overall, the City has the largest percentage of family households compared to the County and the State; this includes family households and those with related children under the age of 18. Of the three jurisdictions, the State has the largest percentage of non-family households and households with at least one person over the age of 60.

Regarding household income, the City has a lower median household income compared to the County and the State. As **Table 3-26** shows, about half of Rialto's households earn incomes between $35,000 and $99,999. Households earning over $100,000 represent 24.5 percent in the City, 28.5 percent in the County, and 37.7 percent in the State.

Table 3-25: Population by Familial Status, Compared by Geography

Familial Status	City of Rialto	County of San Bernardino	State of California
Family Households	82.6%	76.5%	68.7%
Married-Couple Family Households	54%	52.1%	49.8%
With Related Children <18 Years	50.8%	41.4%	34%
Non-Family Households	17.4%	23.5%	31.3%
Households with One or More People 65 Years+	36.4%	37.2%	39.1%
Total Households	**26,033**	**636,041**	**13,044,266**

Source: American Community Survey, 5-Year Estimates, 2019.

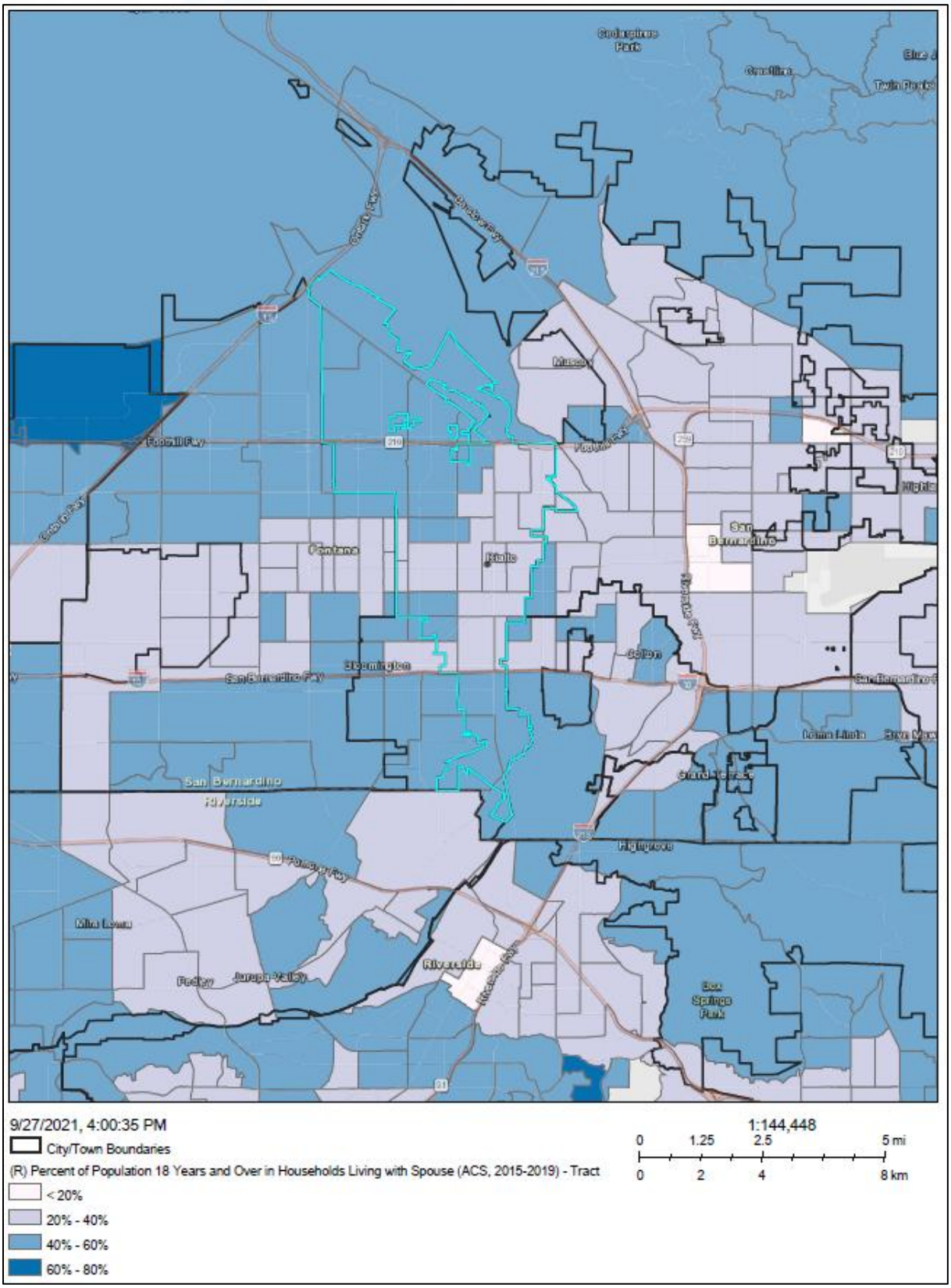
Table 3-26: Household by Income, Compared by Geography

Household Income	City of Rialto	County of San Bernardino	State of California
Less than $10,000	3.9%	5.0%	4.8%
$10,000-$14,999	3.9%	4.6%	4.1%
$15,000-$24,999	9.4%	8.6%	7.5%
$25,000-$34,999	8.9%	9.1%	7.5%
$35,000-$49,999	12.9%	12.2%	10.5%
$50,000-$74,999	21.0%	18.1%	15.5%
$75,000-$99,999	15.5%	13.9%	12.4%
$100,000-$149,999	15.8%	16.0%	16.6%
$150,000-$199,999	6.2%	7.1%	8.9%
$200,000 or More	2.5%	5.4%	12.2%
Median Income	**$61,518**	**$63,362**	**$75,235**

Source: American Community Survey, 5-Year Estimates, 2019.

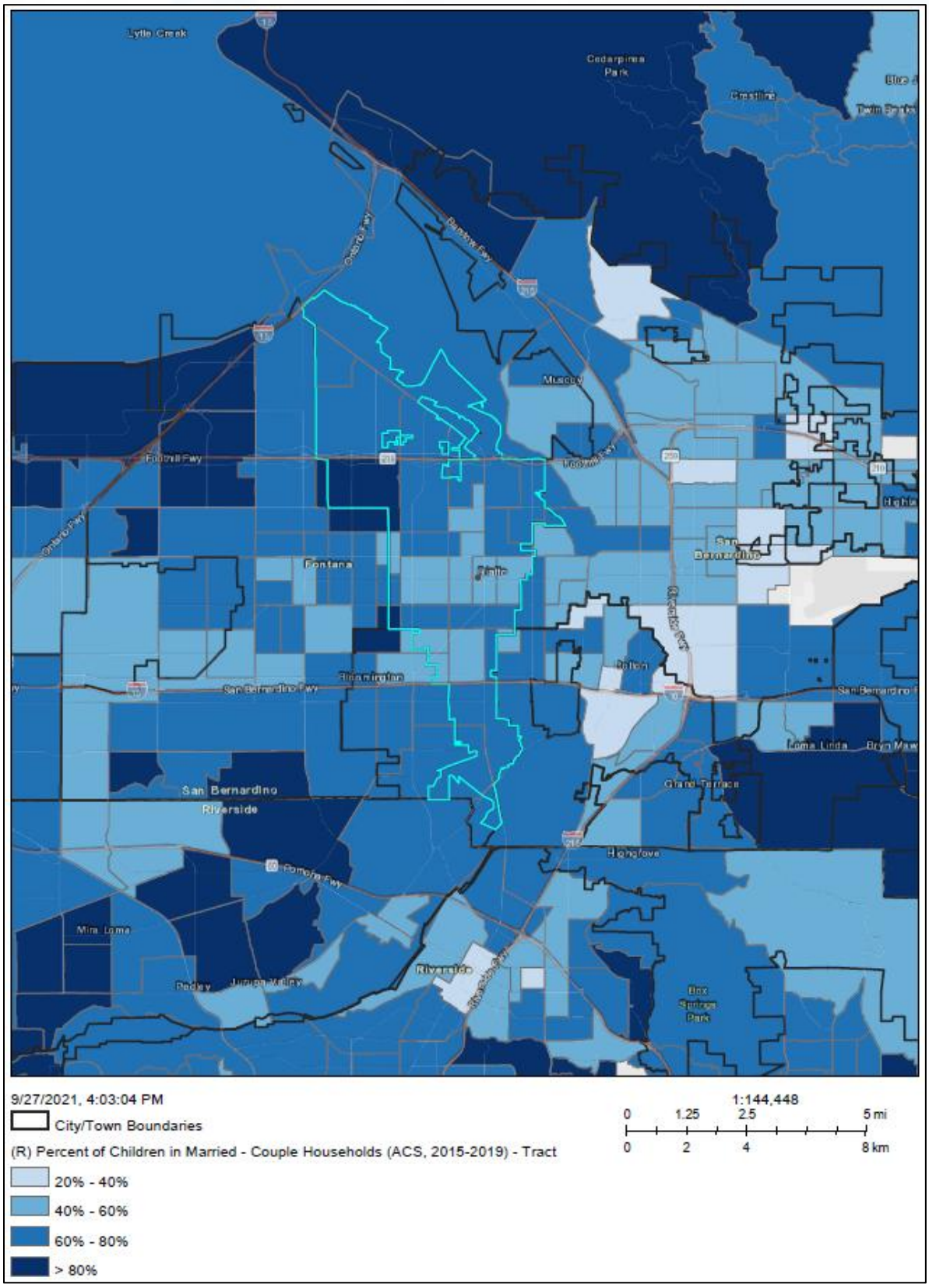
Figure 3-19 below shows the propensity of married-couple households throughout the City. As illustrated, the northern and southern regions of the City have a near majority representation of married-couple households, while the region around Rialto's downtown reports 20 to 40 percent. The data is similar for children living in married-couple house, as shown in **Figure 3-20**. **Figure 3-21** shows higher percentages of children living in female-headed households towards the center of the City, with one census tract reporting 40 to 60 percent of children living in female-headed households. The City of Rialto has very low percentages of persons living alone; all census tracts report less than 20 percent persons living alone (**Figure 3-22**).

Figure 3-19: Married-Couple Households, Rialto



Source: California Department of Housing and Community Development – AFFH Data Viewer

Figure 3-20: Children in Married-Couple Households, Rialto



Source: California Department of Housing and Community Development – AFFH Data Viewer

Figure 3-21: Children in Female-Headed Households, Rialto

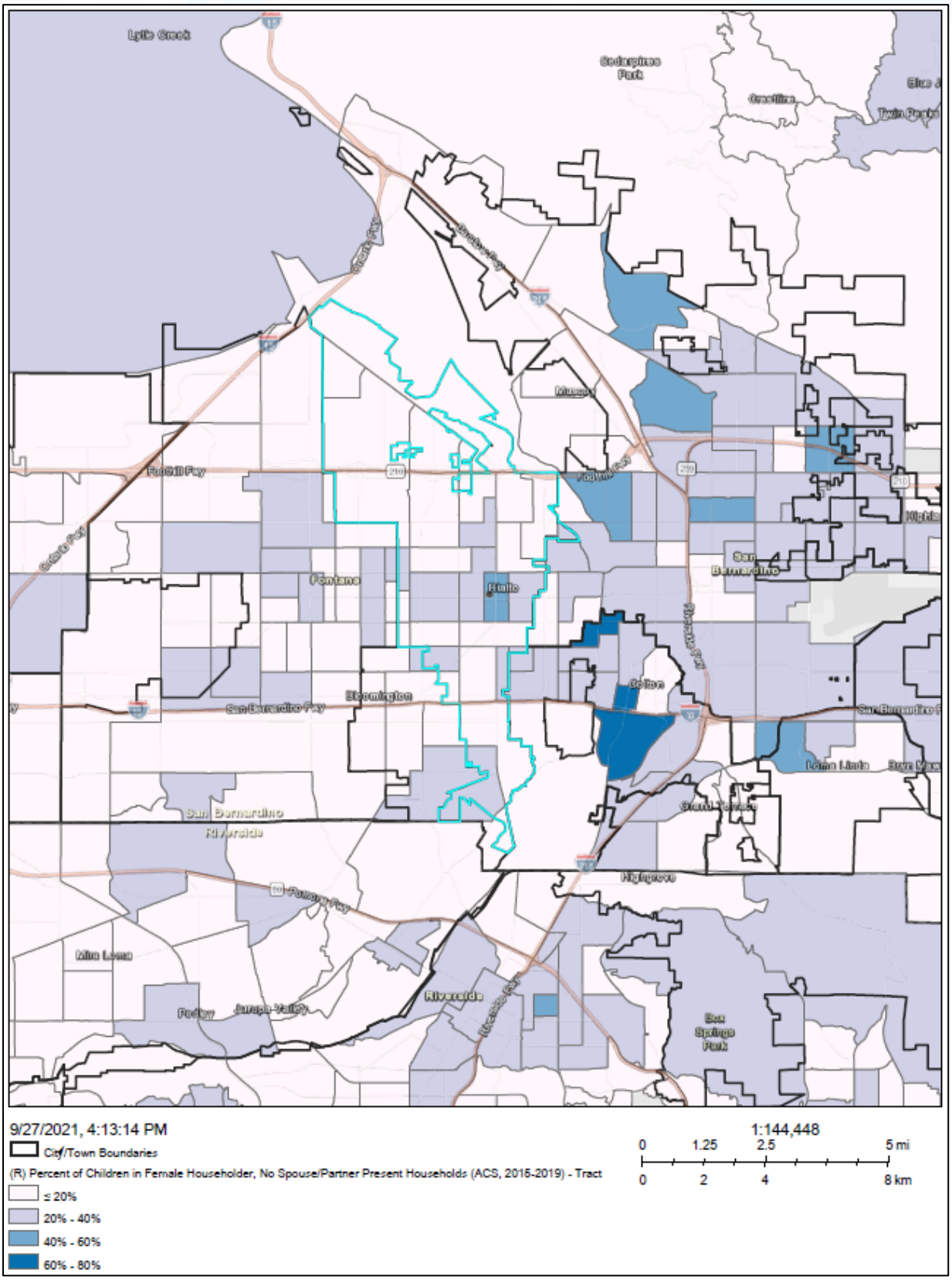
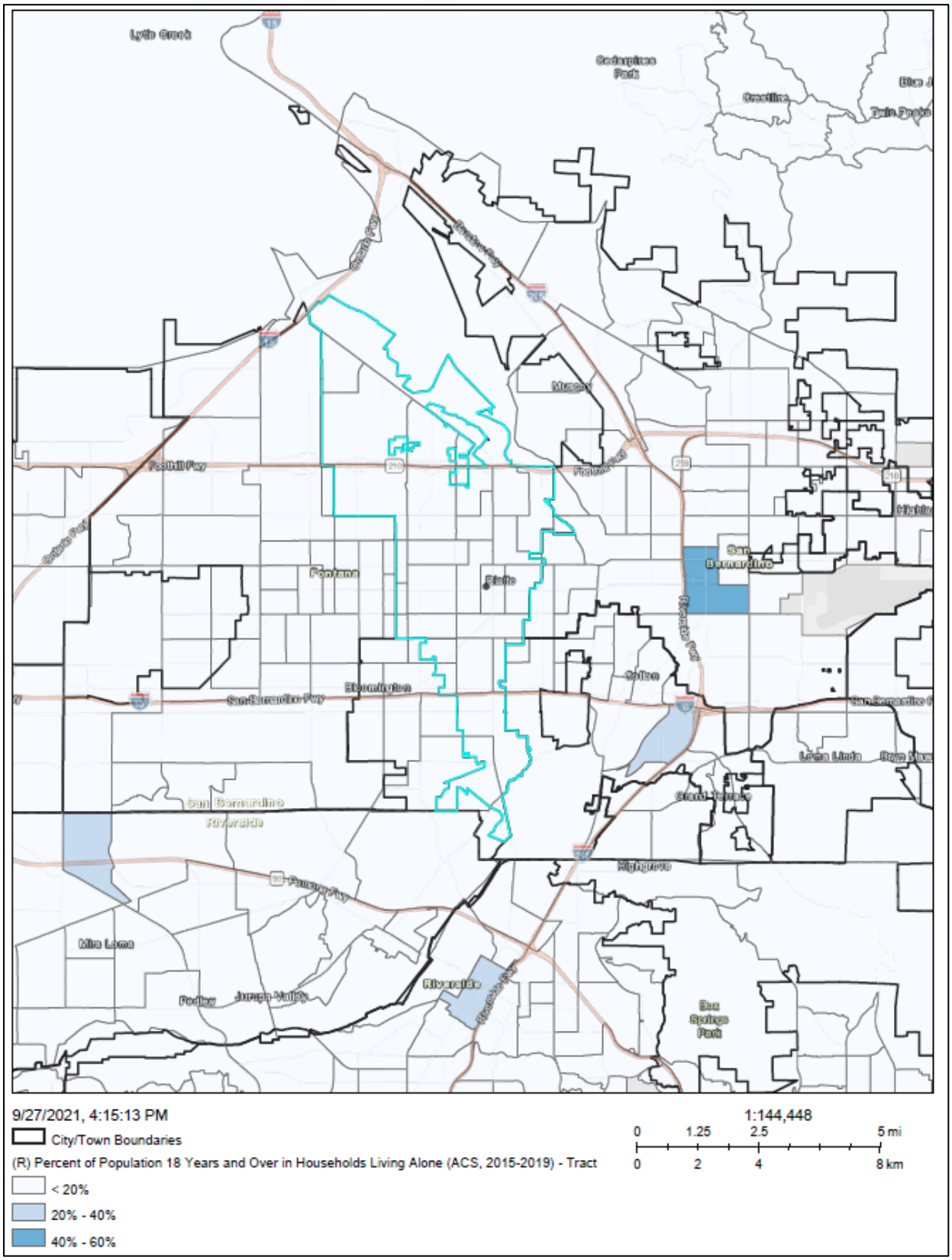

Lytle Creek
Fontana
Rialto
San Bernardino
Bloomington
Colton
Riverside
Highgrove
Mira Loma
Jurupa Valley
Glen Avon
Pedley
Muscoy
Devore
Crestline
Lake Arrowhead
Running Springs
Big Bear Lake
Twin Peaks
Sugarloaf
Cedar Glen
Lake Gregory
Crestline
Arrowbear Park
Cedarpines Park
Big Bear City
Sky Forest
Lytle Creek
Wrightwood
Phelan
Pinon Hills
Oak Hills
Hesperia
Victorville
Apple Valley
Adelanto
Helendale
Barstow
Yucca Valley
Joshua Tree
Twentynine Palms
Morongo Valley
Desert Hot Springs
Palm Springs
Cathedral City
Rancho Mirage
Palm Desert
Indian Wells
La Quinta
Indio
Coachella
Thermal
Mecca
Desert Center
Blythe
Needles
Parker
Lake Havasu City
Bullhead City
Kingman
Searchlight
Boulder City
Henderson
Las Vegas
North Las Vegas
Mesquite
Overton
Moapa Valley
Logandale
Glendale
Mesa
Gilbert
Chandler
Tempe
Scottsdale
Phoenix
Peoria
Surprise
Sun City
Sun City West
Wickenburg
Prescott
Prescott Valley
Chino Valley
Cottonwood
Sedona
Flagstaff
Winslow
Holbrook
Show Low
Pinetop-Lakeside
Snowflake
Taylor
Eagar
Springerville
Alpine
Greer
Nutrioso
Eagle Creek
Duncan
Safford
Thatcher
Pima
Morenci
Clifton
Metcalf
Lordsburg
Deming
Columbus
Las Cruces
Anthony
Sunland Park
El Paso
Socorro
Horizon City
Fabens
Canutillo
Tornillo
Clint
Fort Hancock
Sierra Blanca
Van Horizon
Fort Bliss
Fort Bliss Biggs Army Airfield
Fort Bliss Main Cantonment
Fort Bliss Doña Ana Range Camp
Fort Bliss Otero Mesa
Fort Bliss McGregor Range
Fort Bliss Dona Ana Range Camp
Fort Bliss Orogrande Range
Fort Bliss Castner Range
Fort Bliss Fort Bliss Training Complex
Fort Bliss Red Rio Training Area
Fort Bliss Centennial Cantonment Area
Fort Bliss Fort Bliss Training Complex
Fort Bliss Fort Bliss Training Complex
Fort Bliss Fort Bliss Training Complex

Figure 3-22: Individuals Living Alone, Rialto



Source: California Department of Housing and Community Development – AFFH Data Viewer

Table 3-27 displays data for households experiencing overpayment or cost burden in the City, County, and State. Displacement is a potential consequence of high housing cost which may also result in limited access to essential goods and employment. Among the jurisdictions compared, the percentage of households that experience a cost burden greater than 30 percent is highest in the City by a small percentage. Cost burden over 50 percent is approximately the same for the City, County, and State. Increased opportunity for affordable housing and housing assistance funds help to prevent cost burden on households.

Table 3-27: Household by Overpayment, Compared by Geography			
Overpayment/Cost Burden	City of Rialto	County of San Bernardino	State of California
Cost Burden > 30%	41.8%	40.1%	40.1%
Cost Burden > 50%	19%	19%	19.4%
Cost Burden Not Available	0.7%	1.5%	1.4%
Source: Consolidated Planning/CHAS Data, 2013- 2017.			

Table 3-28 displays data for household tenure (owner versus renter) for the City, County, and State. Homeownership is a crucial foundation for helping families with low incomes build strength, stability, and independence. The opportunity for transition into the homebuyer's market is important for persons and households in different communities, homeownership allows for increased stability and opportunity to age in place. **Table 3-28** shows that the City has the highest rate of homeownership compared to the County and State.

Table 3-28: Household by Tenure, Compared by Geography			
Household Tenure	City of Rialto	County of San Bernardino	State of California
Owner Households	63.4%	59.8%	54.8%
Renter Households	36.6%	40.2%	45.2%
Total Occupied Housing Units	**26,033**	**636,041**	**13,044,266**
Source: American Community Survey, 5-Year Estimates, 2019.			

Table 3-29 displays data for overcrowding in the City, County, and State. Overcrowding is defined as between 1.01 and 1.5 persons per room in a household, and severe overcrowding is defined as more than 1.51 persons per room. Overcrowding often occurs when nonfamily members combine incomes to live in one household, such as college students and roommates, it also occurs when there are not enough size-appropriate housing options for large or multigenerational families. The City experiences higher rates of overcrowding and severe overcrowding compared to the County and the State. Overcrowding is also shown to occur more often in renter households rather than owner households. In Rialto, owner households that are severely overcrowded represent 1.9 percent of all households, while renter households that are severely overcrowded represent 5.9 percent of all households.

Table 3-29: Households by Overcrowding, Compared by Geography			
Overcrowding and Tenure	City of Rialto	County of San Bernardino	State of California
Owner Households			
Overcrowded	8.5%	4.1%	3%
Severely Overcrowded	1.9%	1.3%	1%
Renter Households			
Overcrowded	17.3%	9.9%	8.1%
Severely Overcrowded	5.9%	4%	5.3%
Source: American Community Survey, 5-Year Estimates, 2019.			

5. Discussion of Disproportionate Housing Needs

The analysis of disproportionate housing needs within Rialto evaluated existing housing need, need of the future housing population, and units within the community at-risk of converting to market-rate. A variety of factors affect housing needs for different households. Most commonly, disability, household income and households' characteristics shape the type and size of housing units needed, as well as accessibility based on existing units in a City. **Table 3-30** displayed data for demographic characteristics of Rialto, as compared to the County of San Bernardino and the State of California. Additional detailed analysis of the Rialto community demographics is outline in **Chapter 2: Community Profile of this Housing Element.**

Race and Ethnicity

Table 3-30 below identifies the racial and ethnic composition of the City of Rialto as compared to the County of San Bernardino. The City of Rialto has a majority non-white population. Additionally, the City of Rialto has a population over 74% Hispanic or Latino, compared to less than half for the County.

Table 3-30: Racial and Ethnic Composition		
Race and Hispanic Origin	Rialto	San Bernardino County
Hispanic or Latino	74.8%	55.8%
White Alone	44.3%	75.6%
Black or African American Alone	13.1%	9.4%
American Indian and Alaska Native Alone	0.7%	2.2%
Asian Alone	2.3%	8.5%
Native Hawaiian and Other Pacific Islander Alone	0.0%	0.5%
Two or More Races	13.6%	3.8%
White Alone, Not Hispanic or Latino	8.8%	25.4%
Source: American Community Survey, 5-Year Estimates, 2019.		

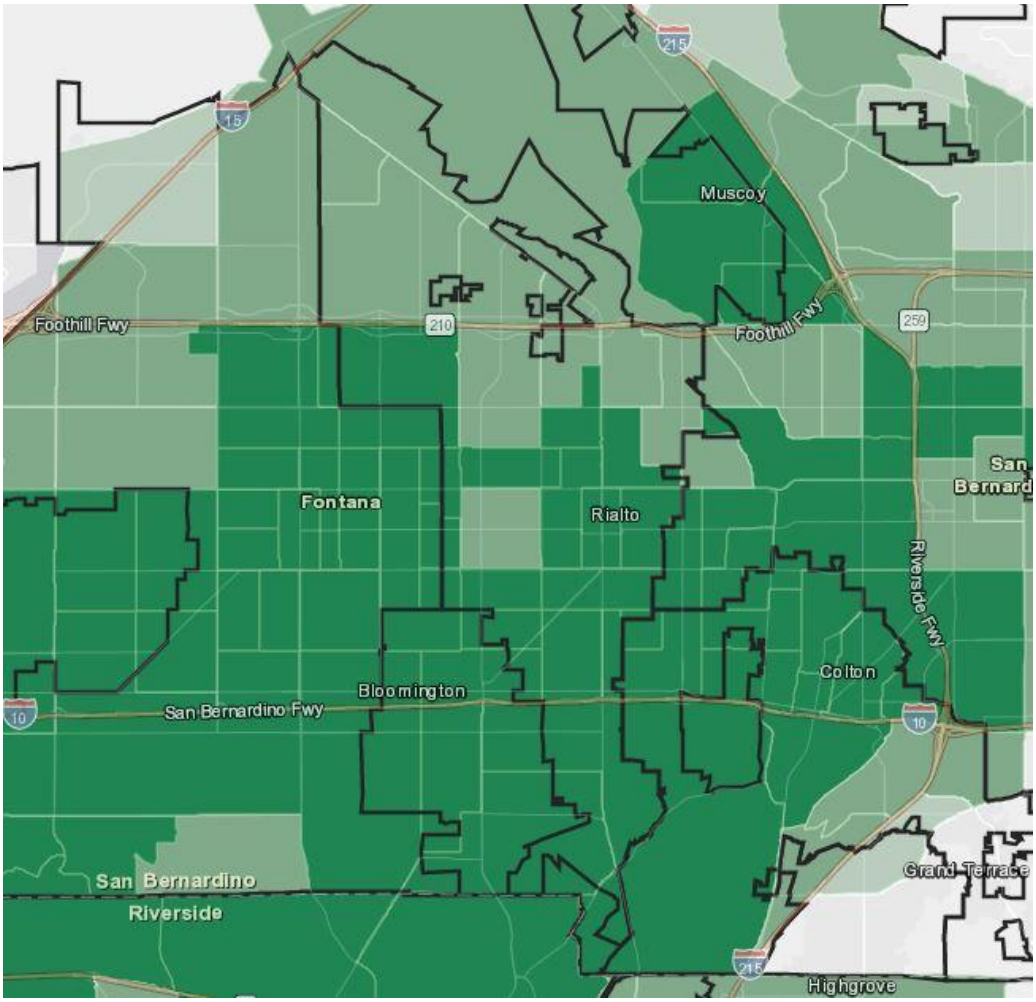
Patterns and Trends for Disproportionate Housing Needs Based On Race/Ethnicity

While the City is predominately Hispanic/Latino, there are noted patterns in the community based on the location of persons living in the City. The exhibit below illustrates the population is predominately Hispanic/Latino in the southern portion of the City compared the northern portion.

Historically, the northern portion of the City is generally newer compared to the southern portion of the City and consists mainly of newer residents, compared to the southern portion that consists of long-term

residents that have long established tenure in the community and have formed families over a longer period of time. While there is a marked difference in the presence of Hispanic/Latino, these trends are similar throughout the region and the State of California and are not viewed as a negative indicator to access to opportunity.

Figure 3-23: Majority Hispanic Tracts in Rialto



Source: AFFH DataViewer. Segregation and Integration Dataset.

Disability

Table 3-31 displays the data for persons with disabilities in the City and County. Overall, about 10.6 percent of the County population reported having at least one disability. The City has a lower percentage of persons with disabilities at 9.5 percent compared to the County's 10.9 percent. Of the 9.5 percent Rialto residents who reported a disability, the majority were ambulatory difficulties, which could be tied to the City's senior population. Ease of reasonable accommodation procedures and opportunity for accessible housing can provide increased housing security for the population with disabilities.

Table 3-31: Disability Status

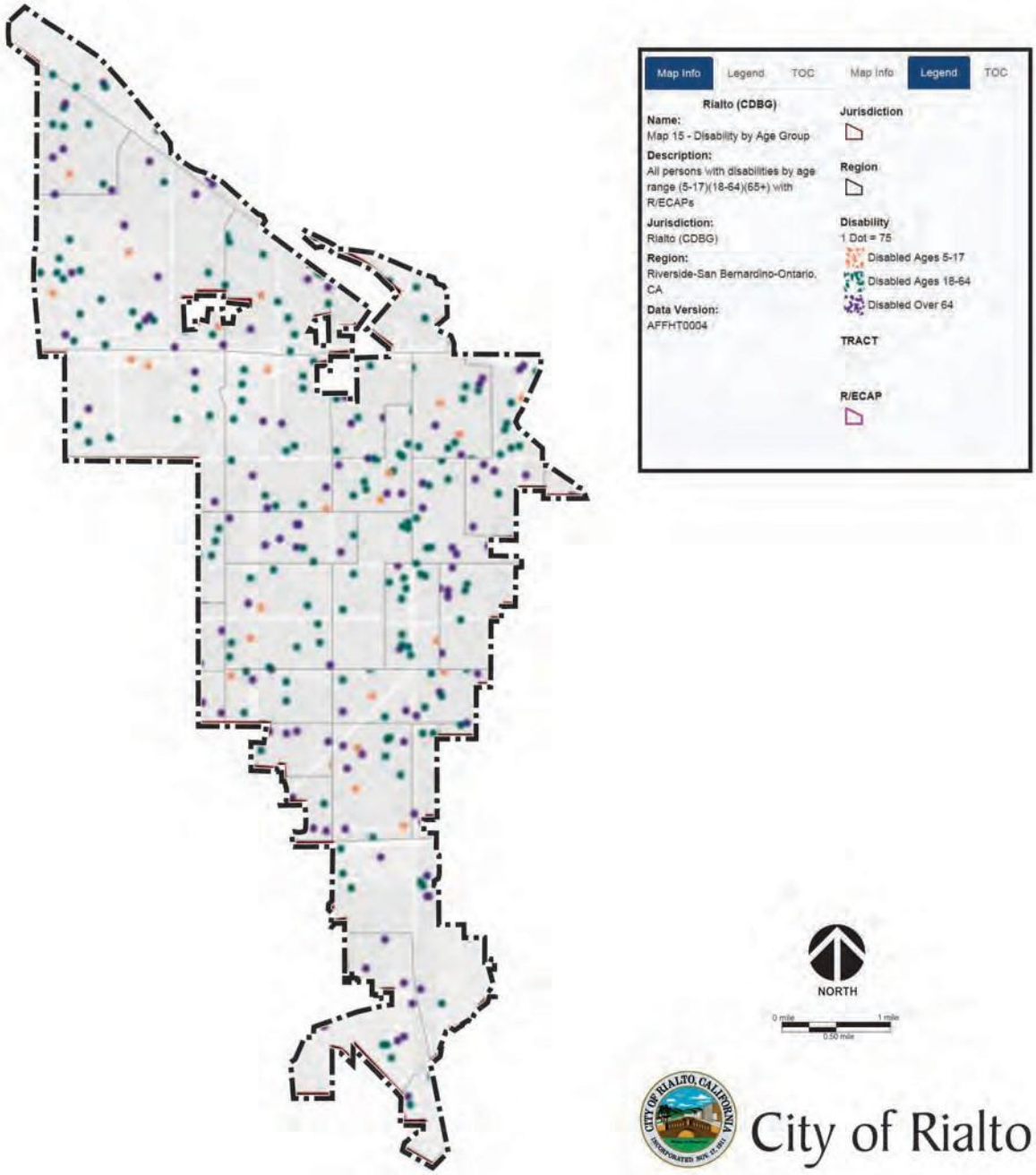
Disability Type	Under 18	18 to 64	65 and Over	Total	Percent of Population with a Disability	Percent of Total Population[1]
Hearing Difficulty	214	742	1,042	1,998	**10.3%**	1.9%
Vision Difficulty	181	964	674	1,819	**9.4%**	1.8%
Cognitive Difficulty	863	2,171	1,101	4,135	**21.4%**	4.3%
Ambulatory Difficulty	177	2,620	2,464	5,261	**27.2%**	5.5%
Self-care Difficulty	233	1,145	1,061	2,439	**12.6%**	2.6%
Independent Living Difficulty	N/A	1,918	1,741	3,659	**18.9%**	4.9%
Total Population with a Disability[2]	**1,207**	**5,019**	**3,491**	**9,717**	--	**9.5%**

1. Total noninstitutionalized population.
2. This number may include persons having more than one disability.
Source: American Community Survey, 5-Year Estimates, 2019.

Figure 3-24 below identifies the occurrence of disabilities throughout the City, according to the most recent ACS data. As the figure illustrates, the City of Rialto has 7,085 disabled residents ages 5 to 64, and another 3,540 elderly residents with disabilities. These data show the numbers living with each different type of disability within the community. There is evidence that individuals report more than one disability. Approximately 23 percent of Housing Choice Vouchers are utilized by persons reporting a disability.

A number of proposed housing sites are located within the areas that have persons with disabilities. While the percentages are relatively low and similar to neighboring communities, the location of the potential future housing sites in these census tracts may provide opportunities for affordable housing in conjunction with or near services.

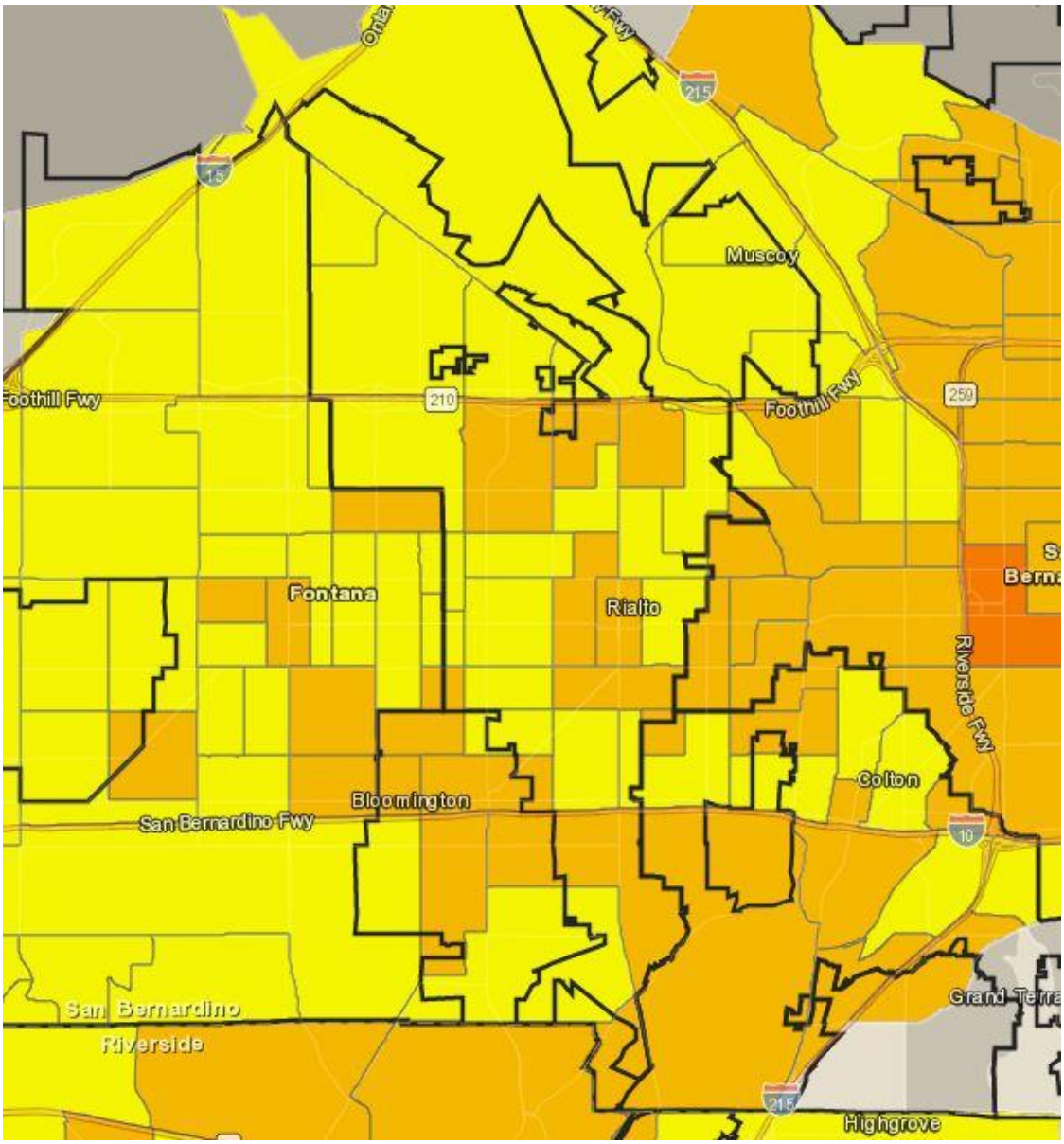
Figure 3-24: Rialto Population by Disability



Patterns and Trends for Disproportionate Housing Needs Based On Disability

Analysis of persons with disabilities indicates there are no significant over concentrations within the city. As shown in the exhibit below, there are a few census tracts with 10-20% incidences of disability status, with all of these census tracts located south of the 210 Fwy. This may be attributed to the fact that most of the newer development is primarily single family and located to the north of the 210 freeway. There are no indications that land use or access to opportunity affect concentrations of persons with disabilities.

Figure 3-25: Population of Census Tracts with a Disability



Source: AFFH Dataviewer. Segregation and Integration Data Set

The City believes the requirements of ADA and other development requirements will not restrict or concentrate persons with disabilities in the community. However, federal/state law and existing City programs and policies support fair housing opportunity to help reduce and/or eliminate potential impacts, such discrimination, to services and opportunity for Rialto's disabled population.

Disproportionate Needs of Persons Experiencing Homelessness

Table 3-32 shows the population of persons experiencing homelessness in Rialto, in the surrounding cities, and in San Bernardino County. Rialto experienced a 38.3 percent increase in its homeless population between 2018 and 2020. Rialto, however, has seen a 60% decrease in its homeless population since 2020.

Table 3-32: Homelessness Status in Raito 2022

Jurisdiction	Sheltered	Transtional Sheltered	Unsheltereed	TOTAL
City of Rialto	0	0	70	70
City of Fontana	7	0	149	156
City of Rancho Cucomonga	0	0	47	47
County of San Bernardino	611	333	2,389	3,333
Soutce: 2022 San Bernardino County Continuum of Care Homeless Count				

For the City of Rialto, the following findings for persons experiencing homelessness can be stated:

- 72.7% of Homeless are Male
- 29.1% of Homeless are 55 years of age and older – this may require additional considerations for healthcare and related services.
- 43.6% of Homeless are Hispanic/Latino - this may require bilingual outreach and services to accommodate persons of Hispanic/Latino origin
- 18.2% of Homeless are considered "chronically homeless" – the may require additional services and availability of emergency shelter
- 14.5% of Homeless have a physically limiting disability – this may require additional considerations for healthcare, services and facilities
- 40% of Homeless surveyed have no monthly income – this may require more wrap-around services
-

The City's overall assessment is that addressing gaps in access to opportunity are focused on the ability for the City to provide complementary services and support to current unsheltered populations. Potential gaps in access to opportunity include:

- Services for Homeless (health care, job training, etc.)
- Low-Cost Housing Opportunities
- Services to Non-native English Speakers

As stated in the Chapter 4 Policy Program, a number of policy actions seek to address these potential gaps by prioritizing service availability, increasing the monitoring of sites to accommodate emergency and transitional shelters, improving availability of low-cost housing options (SROs), increasing ease of

approving low barrier navigation centers and supportive services and improving housing opportunities for persons with physical and developmental disabilities.

People experiencing homelessness in Rialto are those who do not have a fixed, regular, and adequate overnight residence, or whose overnight residence is a shelter, street, vehicle, or enclosure or structure unfit for habitation. Factors contributing to increases of homelessness may include the following:

- Lack available resources to support stable housing access
- Spikes in rent increase and lack of tenant protections
- Housing discrimination
- Evictions
- Lack of housing affordable to low- and moderate-income persons
- Increases in the number of persons whose incomes fall below the poverty level
- Reductions in public subsidies to the poor
- The deinstitutionalization of the mentally ill

Residents experiencing homelessness in Rialto have exhibited the following unique challenges to housing:

- Need for increased affordable housing options
- Need for smaller housing unit options such as SRO's
- Rental assistance
- Higher likelihood for transitional and supportive housing
- Lack of access to emergency shelters

Homelessness is a serious issue in the City of Rialto. Although the City has partnered with organizations to assist persons experiencing homelessness, the City has also committed to the following programs:

- **Housing Program 2M:** Single-Room Occupancy (SRO)
- **Housing Program 2I:** Emergency Shelters
- **Housing Program 2J:** Transitional and Supportive Housing
- **Housing Program 5E:** Supportive Housing / Low Barrier Navigation Centers

Patterns and Trends for Disproportionate Housing Needs Based On Homeless Status

Analysis of homeless persons, historically has indicated that homeless persons in the City are located close to where services are offered. While by nature homeless are transient, there are typically higher incidences of homeless persons located in areas that provide services or fulfill the day to day needs of the population.

The City has evaluated the location of homeless persons in sheltered versus unsheltered living conditions. It was found that all known homeless persons in the community are currently living in unsheltered conditions. Current land use patterns and the built environment have no known influence on the location and extent of homelessness in the community. The City's current 2022 homeless population is 60% less than 2020 population, indicating good progress in addressing local incidences of homelessness. As persons experiencing homelessness are in need of low-cost, emergency, or transitional housing shelter with access to services, a suite of housing Programs have been included in the Housing Element to support

the specific needs of the Rialto community. These programs address local trends by supporting service-based housing to the most vulnerable populations in the City.

The homeless population is generally located in the following locations:

- Valley Boulevard
- Foothill Boulevard
- Baseline Road
- Riverside Avenue
- Cedar Avenue,
- Adjacent to the 210 Freeway
- Adjacent to the 10 Freeway
- Bus Stops and Car Washes

There are potential gaps in support and services to this population in these general areas. Challenges include access to safe/sanitary housing, showers/hygiene, presence of vital documentation for use in medical/job and service access, job guidance/training, mental health, addiction support, unemployment, underemployment and low relative wages.

Access to Transportation and Services

Access to transportation and services, specifically public transit and governmental services provides households with affordable and environmentally friendly commuting options. It can also increase accessibility to essential retail such as grocers and markets as well as recreational activities and safe transit options for young adults and children. Access to services helps to connect residents to essential services such as health, mental health, fair housing counseling, support and other services.

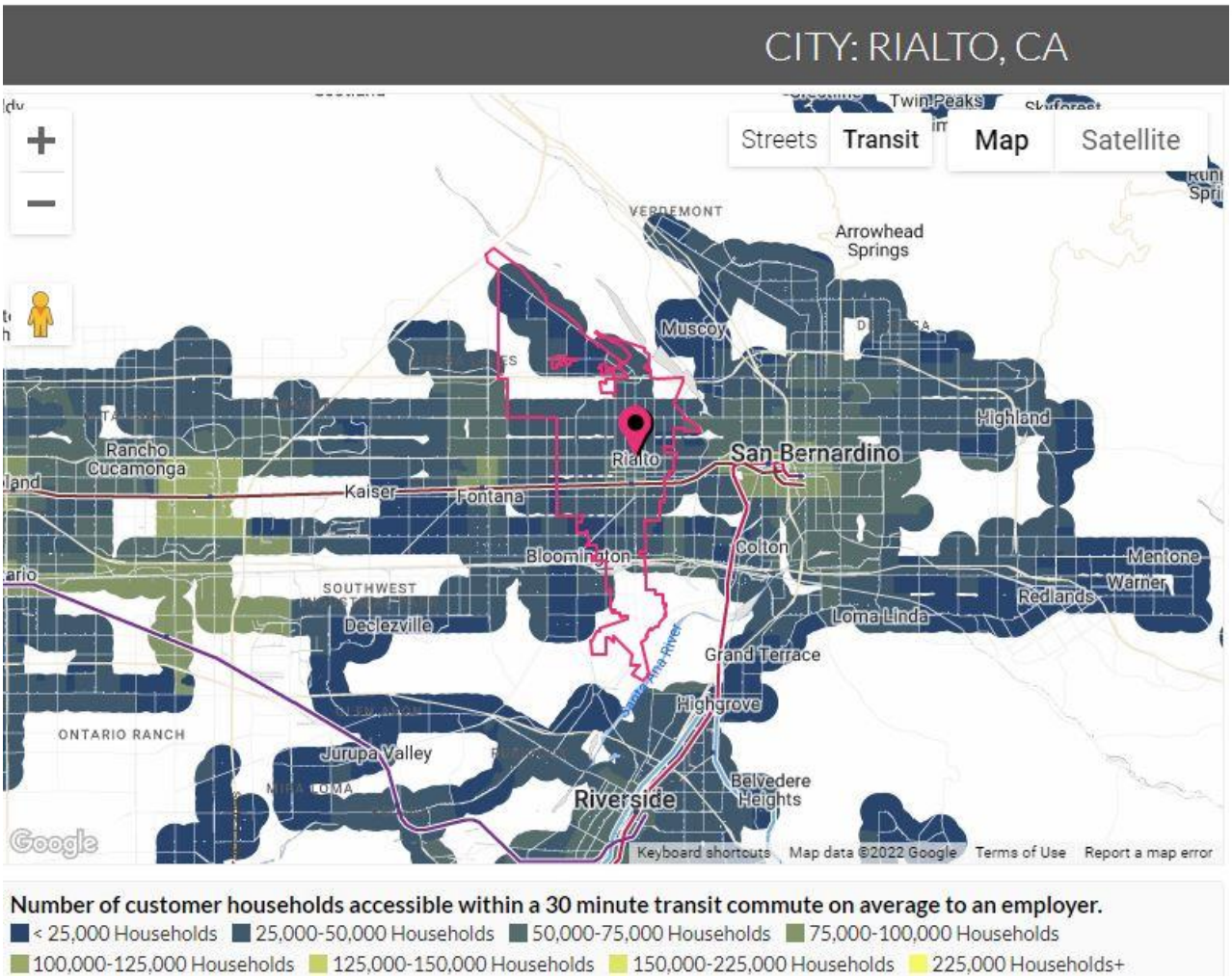
AllTransit explores metrics that reveal the social and economic impact of transit, specifically looking at connectivity, access to jobs, and frequency of service. According to the data provided, Rialto scored a 5.5 AllTransit performance score, illustrating moderate combination of trips per week and number of jobs accessible that enable a moderate number of people to take transit to work. Additionally, AllTransit identified the following transit related statistics for Rialto:

- 1,147 transit trips per week within a ½ mile of transit
- 44,123 jobs accessible in 30-minute trip
- 2 transit routes within a ½ mile
- 1.98% of commuters use transit
- 0 percent of low-income households live near transit

By comparison, the City of Rialto scored a 6.0, the City of Fontana scored a 5.5, the City of Rancho Cucamonga scored a 5.1, and the City of San Bernardino scored a 6.7. Access to transportation can increase both economic and environmental/health opportunities. As the map below shows, these areas score well with connectivity compared to most of the other areas of the City. Additionally, **Figure 3-26 below,** shows the proximity to jobs around the City. Towards the south end of the City's center is an area with a low proximity score (due to regional rail lines); however, most of the area in the City has high

scoring transit performance score. The high transit score is important to provide transportation services to residents in the low jobs proximity area so as to access additional employment opportunities.

Figure 3-26 Households Access to Transit with 20 Minute Commute



Housing Stock in Rialto

Tables 3-33 and **3-34** display comparative housing stock data for the City, County, and State. **Table 3-33** below shows data for occupied housing units by type. A variety of housing stock provides increased opportunity in communities for different household sizes and types. The majority (70.8 percent) of housing stock in Rialto is classified as one-unit, detached housing, or single-family housing and 8.9 percent of Rialto's housing stock includes at least 10 units. The County has a very similar housing stock with 70 percent single-family units and 9.5 percent multi-family developments with at least 10 units. In comparison, the State has 57.7 single-family housing units and about 17 percent multi-family developments with at least 10 units.

Table 3-33: Occupied Housing Units by Type, Compared by Geography

Housing Unit Type	City of Rialto	County of San Bernardino	State of California
1, Detached	70.8%	70.7%	57.7%
1, Attached	2%	3.9%	7%
2 Units	0.5%	1.5%	2.4%
3 or 4 Units	7.1%	4.5%	5.5%
5 to 9 Units	4.3%	4%	6%
10 to 19 Units	2.8%	3.1%	5.2%
20 or More Units	6.1%	6.4%	12.3%
Mobile Home or Other Type of Housing	6.4%	5.8%	3.8%

Source: American Community Survey, 5-Year Estimates, 2019.

Table 3-34 below displays housing stock by year built for the City, County, and State. Older housing generally requires more upkeep, regular maintenance and can cause a cost burden on both renters and homeowners. A majority of the City's housing stock was built between 1960 and 1989 (61.3 percent). The County has a similar history of residential development, with over half built in the same decades. Overall, increased numbers of older housing can lead to displacement, cost burden, and substandard living conditions.

Table 3-34: Housing Unit by Type, Compared by Geography

Housing Unit Type	City of Rialto	County of San Bernardino	State of California
Built 2014 or later	0.3%	1.6%	1.7%
Built 2010 to 2013	2.4%	1.9%	1.7%
Built 2000 to 2009	5.7%	14.1%	11.2%
Built 1990 to 1999	13.3%	13.1%	10.9%
Built 1980 to 1989	32%	22.7%	15%
Built 1970 to 1979	15.5%	17.2%	17.6%
Built 1960 to 1969	13.8%	10.4%	13.4%
Built 1950 to 1959	13.6%	11.5%	13.4%
Built 1940 to 1949	1.1%	3.9%	5.9%
Built 1939 or earlier	2.3%	3.6%	9.1%

Source: American Community Survey, 5-Year Estimates, 2019.

6. Displacement Risk

The potential for economic displacement risk can result from a variety of factors, including large-scale development activity, neighborhood reinvestment, infrastructure investments, and changes in local and regional employment opportunity. Economic displacement can be an inadvertent result of public and private investment, where individuals and families may not be able to keep pace with increased property values and market rental rates.

Urban Displacement

The UC Berkeley Urban Displacement Project developed a neighborhood change database to map neighborhood transformations and identify areas vulnerable to gentrification and displacement. This data was developed to assist local decision makers and stakeholders better plan for existing communities and provide additional resources to areas in need or at-risk of displacement and gentrification. The displacement typologies and the criteria used to identify each category are listed in **Table 3-35** with the census tracts identified in each.

Table 3-35 and **Figure 3-27** show a number of low-income census tracts with susceptibility to displacement. These census tracts are located towards the City's central region. The development of new housing units in areas marked susceptible to displacement may create new opportunities for existing residents to access housing affordable to low and very low-income households, as well as create new opportunities for employment and community resources. The northern region of the City also shows a large area of stable/advanced exclusivity. The remaining census tracts in the City are mostly made up of stable moderate/mixed-incomes. As **Figure 3-27** also shows, candidate sites have been identified throughout the City. A large portion of moderate-income units have been identified in the northern region of the City in the "Stable/Advanced Exclusive" area due to existing Specific Plans. A majority of lower income units have been identified in census tracts identified as "Stable Moderate/Mixed Incomes" and around the City's downtown. Given the City's downtown area is identified as having lower access to services and resources, **Program 5A** is included in **Section 4** to facilitate the creation of additional opportunities for existing and future residents.

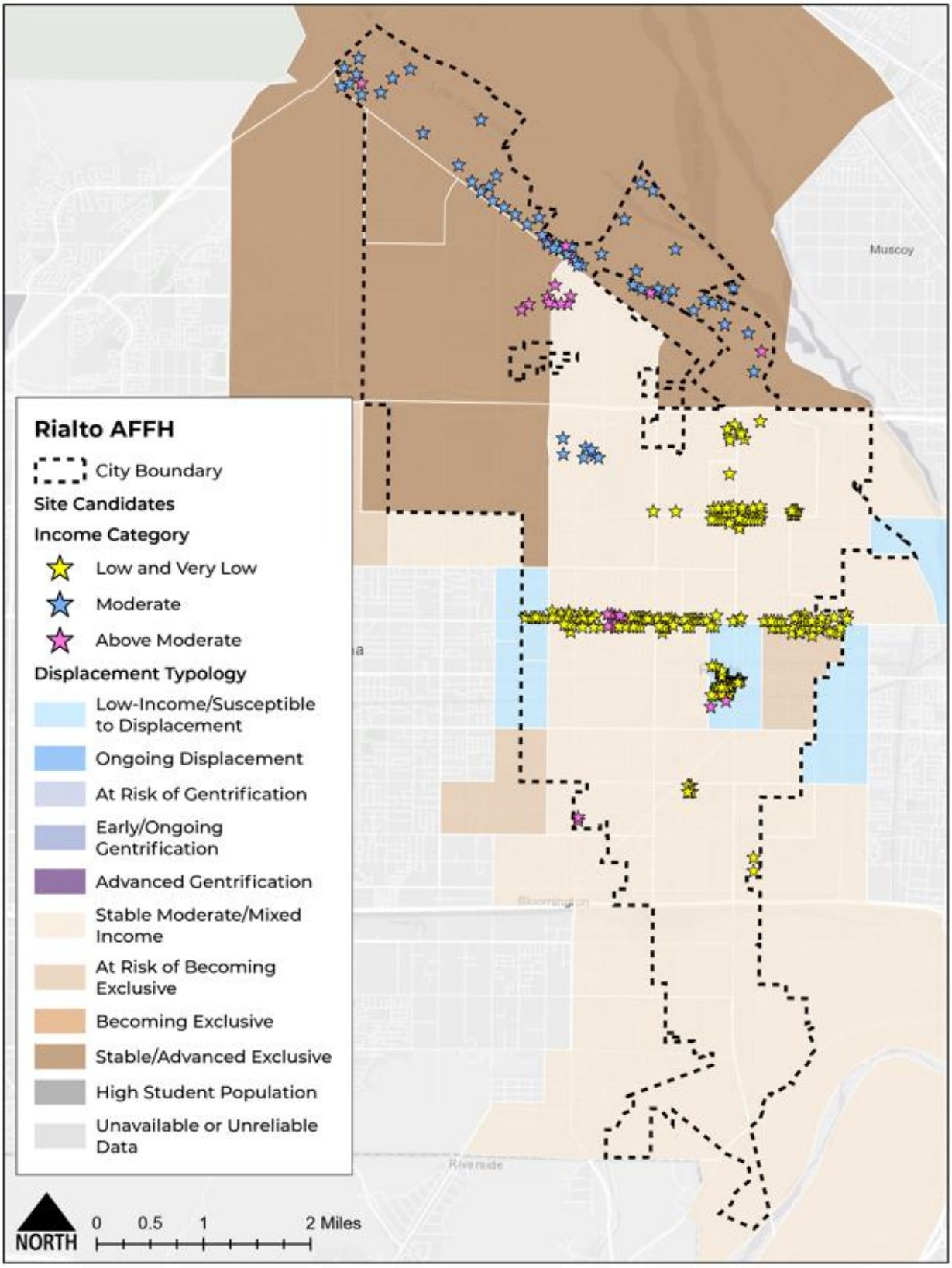
Areas of the City with higher rates of disabled residents do not have any higher susceptibility to displacement than areas with lower rates of disabilities. Although these areas do not have higher susceptibility to displacement, it is important that the City increases access to services and transportation for disabled residents.

Areas of the City with higher rates of female-headed households coincide with areas with higher susceptibility to displacement. **Program 5A** is included in **Section 4** to facilitate the creation of additional opportunities for existing and future residents in these areas.

The City of Rialto population is completely made up of 81 percent or more persons who do not identify as White. This is consistent with the demographics of surrounding communities. Susceptibility to displacement is not correlated with racial or ethnic population patterns or trends. Although displacement is not correlated with racial or ethnic population patterns or trends, it is important that the City increases access to services and transportation for all residents.

Table 3-35: Displacement Typology Criteria and Rialto Census Tracts				
Modified Types and Criteria	Rialto Census Tracts			
Low-Income/Susceptible to Displacement • Low or mixed low-income tract in 2018.	37.00 34.05	34.04 43.02		
Ongoing Displacement of Low-Income Households • Low or mixed low-income tract in 2018. • Absolute loss of low-income households, 2000-2018.	--			
At Risk of Gentrification • Low or mixed low-income tract in 2018. • Housing affordable to low or mixed low-income households in 2018. • Didn't gentrify 1990-2000 OR 2000-2018. • Marginal change in housing costs OR Zillow home or rental value increases in the 90th percentile between 2012-2018. • Local and nearby increases in rent were greater than the regional median between 2012-2018 OR the 2018 rent gap is greater than the regional median rent gap.	--			
Early/Ongoing Gentrification • Low or mixed low-income tract in 2018. • Housing affordable to moderate or mixed moderate-income households in 2018. • Increase or rapid increase in housing costs OR above regional median change in Zillow home or rental values between 2012-2018. • Gentrified in 1990-2000 or 2000-2018.	--			
Advanced Gentrification • Moderate, mixed moderate, mixed high, or high-income tract in 2018. • Housing affordable to middle, high, mixed moderate, and mixed high-income households in 2018. • Marginal change, increase, or rapid increase in housing costs. • Gentrified in 1990-2000 or 2000-2018.	--			
Stable Moderate/Mixed Income • Moderate, mixed moderate, mixed high, or high-income tract in 2018.	27.05 35.03 35.05 35.06 35.07	35.09 35.10 36.03 36.05	36.09 36.06 40.04 36.12	38.03 38.04 36.07 38.01
At Risk of Becoming Exclusive • Moderate, mixed moderate, mixed high, or high-income tract in 2018. • Housing affordable to middle, high, mixed moderate, and mixed high-income households in 2018. • Marginal change or increase in housing costs.	34.03 39.00			
Becoming Exclusive • Moderate, mixed moderate, mixed high, or high-income tract in 2018. • Housing affordable to middle, high, mixed moderate, and mixed high-income households in 2018. • Rapid increase in housing costs. • Absolute loss of low-income households, 2000-2018. • Declining low-income in-migration rate, 2012-2018. • Median income higher in 2018 than in 2000.	--			
Stable/Advanced Exclusive • High-income tract in 2000 and 2018 • Affordable to high or mixed high-income households in 2018. • Marginal change, increase, or rapid increase in housing costs.	27.06 27.03 27.04 23.06			
Source: Urban Displacement Project, University of California Berkeley (2021).				

Figure 3-27: Gentrification and Displacement in Rialto



Source: Urban Displacement Project, University of Berkeley (2021)

Assisted Units "At-Risk" of Conversion

Affordable covenants help to ensure that certain housing units remain affordable for an extended period of time. Covenants help balance the housing market in a community and provide lasting affordable options to low and very low-income households.

Table 3-36 below provides a list of 1,037 housing units with affordability covenants, of which 287 housing units are at-risk of converting to market-rate between 2021 and 2031. Consistent with the requirements to analyze the impacts of the potential conversion of these units to market-rate units, this section provides an analysis of preservation of assisted housing units at-risk of conversion.

Jurisdictions are required by State Housing Element Law to analyze government-assisted housing that is eligible to convert from lower income to market rate housing over the next 10 years. State law identifies housing assistance as a rental subsidy, mortgage subsidy or mortgage insurance to an assisted housing development. Government assisted housing may convert to market rate housing for several reasons, including expiring subsidies, mortgage repayments, or expiration of affordability restrictions. This section will provide:

- An inventory of assisted housing units that are at risk of converting to market-rate housing,
- An analysis of the costs of preserving and/or replacing these units,
- Resources that could be used to preserve at-risk units,
- Program efforts for preservation of at-risk housing units, and
- Quantified objectives for the number of at-risk units to be preserved during the Housing Element planning period.

Table 3-36: City of Rialto Assisted Housing Covenants (2021-2031)				
Project Name	Assisted Units	Total Units	Assistance Program	Earliest Possible Date of Conversion
Federally Assisted Units				
Southpointe Villa 302 W. Merrill (1-bdr units)	99	100	Section 8	June 2041
Willow Village 1150 N. Willow	100	100	Section 8	December 2033
Greentree Senior Apartments 245 E. First St.	270	272	LIHTC	December 2030
Nonprofit Units				
TELACU La Paz 164 W. Merrill Ave. (1-bdr units)	69	70	PRAC/202	2061
TELACU Tierra Serrano 773 W. Foothill Blvd.	74	75	PRAC/202/HOME	February 2032
TELACU Rio Alto Senior Apartments 545 Bloomington Ave. (1-bdr units)	74	75	PRAC/202	2067
Citrus Grove Apartments 1432 N. Willow Ave. (100 2-bdr units, 52 3-bdr units)	150	152	LIHTC	2062
Citrus Grove – Phase #2	41	42	LMH, TC	2065
Vista Cascade 433 W. Cascade Dr. (38 2-bdr units, 4 3-bdr units)	41	42	LIHTC	December 2024
Ramrod Mobile Home Park 1010 N. Terrace Ave.	101	202	Former RDA/Non-Housing Funds	Held by nonprofit 2031
The Crossing (Natl. CORE) 177 West South Street	99	100	LIHTC	Held by nonprofit 2029
Park Place Rialto 385 W. Jackson St.	30	32	LIHTC/former RDA	December 2026
Renaissance Villages (Natl. CORE) 220 N. Glenwood	143	144	LIHTC/former RDA	2069
Park Place #2	8	8	Former RDA & NSP	December 2026
Park Place #3	8	8	NSP	December 2028
Total Units	**1,037**	**1,049**		

Inventory of At-Risk Units

There are several assisted housing units in Rialto at-risk of converting to market-rate between 2021 and 2031. These units are listed in **Table 3-37.**

Table 3-37: Units "At-Risk" of Conversion (2021-2031)

Project Name	Assisted Units	Total Units	Assistance Program	Earliest Possible Date of Conversion
Nonprofit Units				
Vista Cascade 433 W. Cascade Dr. (38 2-bdr units, 3 3-bdr units)	41	42	LIHTC	December 2024
Ramrod Mobile Home Park[1] 1010 N. Terrace Ave.	101	202	Former RDA/Non-Housing Funds	Held by nonprofit 2031
The Crossing (Natl. CORE) 177 West South Street (48 2-bdr units, 51 3-bdr)	99	100	LIHTC	Held by nonprofit 2029
Park Place #2[1]	8	8	Former RDA & NSP	December 2026
Park Place #3[1]	8	8	NSP	December 2028
Greentree Senior Apartments 245 E. First St.	270	272	LIHTC	December 2030
Total Units	**527**	**531**		

1. Breakdown of number of units by bedrooms is unavailable – units assumed at one-bedroom.

The City has provided policy programs in **Section 4: Housing Plan** that address the preservation of the units listed in the table above.

Cost of Preservation of Units

While there are many options to preserving units including providing financial incentives to project owners to extend lower income use restrictions, purchasing affordable housing units by a non-profit or public agency, or providing local subsidies to offset the difference between the affordable and market rate units, the strategy considered below is to provide local rental subsidy to residents. The rent subsidy would provide financial assistance to residents if their affordable units converted to market rate. To determine the subsidy needed, Fair Market Rents were compared to market rate rents.

Table 3-38: 2022 HUD Fair Market Rent

Size of Unit	Fair Market Rent
Efficiency	$1,062
1-Bedroom	$1,202
2-Bedroom	$1,509
3-Bedroom	$2,065
4-Bedroom	$2,542

Source: HUD FY 2022 Fair Market Rent Documentation System – Riverside-San Bernardino-Ontario MSA

Table 3-39: Estimated Monthly Subsidy to Preserve "At-Risk" Units						
Unit Size	Monthly Rents		Number of Units At-Risk	Difference	Monthly Subsidy	Annual Subsidy
	Fair Market Rents[1]	Market Rate[2]				
Efficiency	$1,062	$1,165	0	$0	$0	$0
1-Bedroom	$1,202	$1,581	277	$379	$104,983	$1,259,796
2-Bedroom	$1,509	$1,882	196	$373	$73,108	$877,296
3-Bedroom	$2,065	$2,349	54	$284	$15,336	$184,032
4-Bedroom	$2,542	NA	0	$0	$0	$0
					TOTAL	$2,321,124

Source:
1. HUD FY 2022 Fair Market Rent Documentation System – Riverside-San Bernardino-Ontario MSA
2. Kimley-Horn and Associate Analysis – based on apartments listed for rent across nine properties on August 11, 2021.

Cost of Replacement of Units

The City of Rialto can also consider the cost of replacing the units with new construction. Construction cost estimates include all hard and soft costs associated with construction in addition to per unit land costs. The analysis assumes the replacement units are apartments with concrete block with steel frame buildings and parking provided on-site. Square footage estimates are based on estimated size of units to be replaced and assume housing units are developed on multi-family zoned properties. Land costs have been determined on a per unit basis.

Table 3-40: Replacement Cost by Unit Type			
Size of Unit	Cost Per Square Foot[1]	Average Square Foot/Unit[2]	Replacement Cost/Unit[3]
Efficiency	$131.24	567	$74,413
1-Bedroom	$131.24	754	$98,955
2-Bedroom	$131.24	948	$124,416
3-Bedroom	$131.24	1,143	$150,007
4-Bedroom	$131.24	NA	NA

Source:
1. International Code Council – August 2020 Report.
2. Kimley-Horn and Associate Analysis – based on apartments listed for rent across nine properties on August 11, 2021.
3. Includes financing and land acquisition costs of $30,000 per unit.

Table 3-41: Replacement Cost of "At-Risk" Units			
Size of Unit	Replacement Cost/Unit	Number of Units	Total Replacement Cost
Efficiency	$74,413	0	$0
1-Bedroom	$98,955	277	$27,410,535
2-Bedroom	$124,416	196	$24,385,536
3-Bedroom	$150,007	54	$8,100,378
4-Bedroom	NA	0	$0
		TOTAL	$59,896,449

Resources to Preserve At-Risk Units

A variety of programs exist to help cities acquire, replace, or subsidize at-risk affordable housing units. The following summarizes financial resources available:

- **Community Development Block Grant (CDBG)** – CDBG funds are awarded to cities on a formula basis for housing activities. The primary objective of the CDBG program is the development of viable communities through the provision of decent housing, a suitable living environment and economic opportunity for principally low- and moderate-income persons. Eligible activities include administration, fair housing, energy conservation and renewable energy sources, assistance for economic development, public facilities and improvements and public services.
- **HOME Investment Partnership** – Local jurisdiction can receive funds by formula from the Department of Housing and Urban Development (HUD) to increase the supply of decent, safe, sanitary, and affordable housing to lower income households. Eligible activities include housing acquisition, rehabilitation, and development, homebuyer assistance, and rental assistance.
- **Section 8 Rental Assistance Program** – The Section 8 Rental Assistance Program provides rental assistance payments to owners of private, market rate units on behalf of very low-income tenants, senior citizens, disabled and/or handicapped persons, and other individuals for securing affordable housing.
- **Section 202/811 Program** – Non-profit and consumer cooperatives can receive no-interest capital advances from HUD under the Section 202 program for the construction of very low-income rental housing with the availability of supportive services for seniors and persons with disabilities. These funds can be used in conjunction with Section 811, which can be used to develop group homes, independent living facilities and immediate care facilities. The capital advance funding can also provide project rental assistance for the properties developed using the funds. Eligible activities include acquisition, rehabilitation, new construction, and rental assistance.
- **California Housing Finance Agency (CalHFA) Multifamily Programs** – CalHFA's Multifamily Programs provide permanent financing for the acquisition, rehabilitation, and preservation or new construction of rental housing that includes affordable rents for low- and moderate-income families and individuals. One of the programs is the Preservation Loan program which provides acquisition/rehabilitation and permanent loan financing designed to preserve or increase the affordability status of existing multifamily housing projects.
- **Low-Income Housing Tax Credit (LIHTC)** – This program provides tax credits to individuals and corporations that invest in low-income rental housing. Tax credits are sold to those with high tax liability and proceeds are used to create housing. Eligible activities include new construction, rehabilitation, and acquisition of properties.
- **California Community Reinvestment Corporation (CCRC)** – The California Community Reinvestment Corporation is a multifamily affordable housing lender whose mission is to increase the availability of affordable housing for low-income families, seniors, and residents with special needs by facilitating private capital flow from its investors for debt and equity to developers of affordable housing. Eligible activities include new construction, rehabilitation, and acquisition of properties.

Qualified Entities to Preserve

The following organizations have the experience and capacity to potentially assist in preserving at-risk units:

- Century Housing
- Coalition for Economic Survival
- Community Partnership Development Corporation
- Housing Corporation of America
- Jamboree Housing Corporation
- Neighborhood Housing Services of the Inland Empire (NHSIE)
- Nexus for Affordable Housing, Inc.
- Poker Flats Investors LLC
- American Family Housing
- Southern California Housing Development Corporation
- Be.group

Quantified Objectives

Housing Element law requires that cities establish the maximum number of units that can be preserved over the planning period. The City's objective is to preserve the 257 affordable housing units "at-risk" of converting to market rate through policy programs provided in **Section 4: Housing Plan**.

SB 330

Effective January 1, 2020, Senate Bill 330 (SB 330) aims to increase residential unit development, protect existing housing inventory, and expedite permit processing. Under this legislation, municipal and county agencies are restricted in ordinances and polices that can be applied to residential development. The revised definition of "Housing Development" now contains residential projects of two or more units, mixed-use projects (with two-thirds of the floor area designated for residential use), transitional, supportive, and emergency housing projects. SB 330 sets a temporary 5-year prohibition of residential density reduction associated with a "housing development project", from January 1, 2020, to January 1, 2025. For example, during this temporary prohibition, a residential triplex cannot be demolished and replaced with a duplex as this would be a net loss of one unit.

The City has identified two sites as part of its housing sites strategy that each have one existing single-family residence, as outlined in **Appendix B's** Sites Analysis. The two sites are included in the Sites Analysis following a request by the property owner to include six of his properties – they are identified as Randall Avenue Sites. The two properties are proposed as part of the Sites Analysis to be rezoned to accommodate up to 30 dwelling units per acre; thus, creating potential for 10 total dwelling units, including 6 affordable to very low and low income households. All other sites identified within this element are either vacant or have existing non-residential uses with a propensity to redevelop as housing.

7. Assessment of Contributing Factors to Fair Housing in Rialto

In addition to the identified AI impediments and as detailed above, the City of Rialto experiences the following contributing factors to fair housing:

- There is one racially or ethnically concentrated census tracts (R/ECAPS) within Rialto as identified by HUD. These identified census tracts have at least 50 percent non-white populations with a poverty rate that exceeds 40 percent and/or is three or more times the average tract poverty rate for the metropolitan area.
- The UC Davis Regional Opportunity Index shows that the majority of residents within Rialto have low to moderate achievement opportunities and access to opportunities. Additionally, analysis of the TCAC/HCD Opportunity Area Maps show that the majority of the City is categorized as low to moderate resource, meaning there is low access to essential resources for existing residents.
- **Public Investment in Specific Neighborhoods** – The City of Rialto has two census tracts with high segregation and poverty (**Figure 3-13**) and the ROI lowest opportunity ratings (**Figure 3-10 and 3-11)**. These census tracts are also shown as having higher environmental burdens in the CalEnviroScreen map in **Figure 3-17**. As noted in Section 3.C.3, these census tracts have lower percentages of residential uses. The majority of the census tracts are made up of industrial and downtown commercial uses, including government facilities such as City Hall. The existing residential uses are older and date back to when the City was first established. Residential uses mostly include single-family residences and some multi-family developments. Members of the public provided input that informs contributing factors to fair housing issues such as a need for community revitalization strategies to address deferred maintenance in some neighborhoods. Programs are included in **Section 4** to provide for additional resources and engagement with the communities of these census tracts in order to ensure their housing needs and access to opportunities are met and addressed.
- **Availability of Affordable Housing** – Section 2 of this Housing Element provides data on household and economic characteristics. At 10.6 percent the City has the highest unemployment rate in the region. Additionally, 39 percent of households earn an annual income below $50,000. In comparison, the City has 1,049 total deed-restricted affordable housing units. In addition, stakeholders are concerned about the limited supply of affordable units in a range of sizes and types, particularly for seniors and those who are disabled. Programs are included in **Section 4** to continue preserving deed-restricted affordable units, as well as improving economic opportunities and addressing housing needs of the community.
- **Opportunities for Persons with Disabilities** – Affordability, design, location, and discrimination limit the supply of housing for persons with disabilities. Amendments to the Fair Housing Act, as well as state law, require ground-floor units of new multi-family construction with more than four units to be accessible to persons with disabilities. However, units built prior to 1989 are not required to be accessible to persons with disabilities. As provided in **Section 2.G.4** of this Housing Element, approximately 78 percent of the City's housing stock was built prior to 1990 creating challenges in finding adequate and accessible housing for persons with disabilities. Programs are included in **Section 4** to provide for additional opportunities for persons with disabilities.

Local Data and Knowledge, Assessment and Other Relevant Factors:

The City of Rialto was incorporated in 1911, but can trace its roots to the 15th century when the Serrano Native American Tribe settled in the region. Over the next 500 years, Rialto went through multiple iterations – as a Mexican land grant, a ranching and railroad center, a popular stop along Route 66, and, ultimately, a thriving population and economic center for Southern California's Inland Empire.

Today, more than 104,000 people live in Rialto, but only 1,500 called it home when it officially became a city more than a century ago. Rialto's population growth had increased to 3,156 by 1950. In 1956 the population soared to 15,359. By 1964, it showed an increase to 23,290 and 33,500 in 1978. The population grew from 80,000 in 1994 to over 91,873 in 2000, to 104,380 as of the 2021 census.

Rialto's dramatic population increase in the last 50 years has forced the City to expand services, resources, and opportunities to an ever increasing population. The City's population and economic activity have grown exponentially in recent years due to the building of major distribution centers in the region. Rialto is home to major regional distribution centers for Staples, Amazon, Under Armour, Medline Industries, Niagara Bottling, Monster Energy and Target. Distribution centers provide employment opportunities for residents. While increased employment opportunities benefits Rialto, the City experiences an increased pollution burden due to increased trucking routes in the region.

Past zoning and land use practices have resulted in the large industrial footprint in Rialto. Currently, there are virtually no residential uses south of the I-10. Similarly, a significant portion of land to the north and south of SR-210 is comprised of industrial uses. Residential areas are fragmented by industrial and commercial uses. These historical land uses have contributed to a fragmented community.

Current Local Contributing Factors

The analysis within this Affirmatively Furthering Housing (AFFH) Section identified the following considerations related to affordable housing:

- The City does not have any racial or ethnic groups that score higher than 41 on the dissimilarity index, indicating that while there are racial and ethnic groups with higher levels of segregation than others within Rialto, none meet the standard set to identify segregated groups.
- The City has one racially or ethnically concentrated census tracts (R/ECAPs) as identified by HUD. This indicates that there is one census tract in the Downtown area within Rialto with a Non-White population of 50 percent or more or any census tracts that have a poverty rate that exceeds 40% or is three or more times the average tract poverty rate for the metropolitan/micropolitan area.
- The UC Davis Regional Opportunity Index shows that the residents within Rialto have a moderate to low level of access to opportunity throughout the majority of the City, with only a few census tracts showing a high level of access to opportunity.
- The analysis of the TCAC/HCD Opportunity Area Maps show that most census tracts in Rialto are classified with the "Low Resource," "Moderate Resource" "High Resource" designation. This indicates that these census tracts are within the top forty percent in the region in terms of areas that lower-income residents may thrive if given the opportunity to live there.

- The Opportunity Indices identify overall low to moderate access to quality resources including economic and job proximity, educational access, and transportation access. Additionally, there is a lower average health index, indicating increased potential for pollution and lower environmental quality across all racial/ethnic groups in the City. The Opportunity Indices also identify lower average affordable transportation options to both the Asian or Pacific Islander (Non-Hispanic) and Native American (Non-Hispanic) populations.
- The City provides moderate transit trip opportunity, additionally, about 76% of all city jobs are within ½ mile of transit but just under 2 percent of the working population uses public transit as a primary source of transportation.
- There are 287 current units with affordable covenants at risk of converting to market rate before the year 2031.
- The CalEnviro Screen mapping tool (2018) identified most of the City as moderate to high scoring, indicating high pollution levels, some of which overlap with identified R/ECAPs in the City.
- The City has a proactive code enforcement function, so long standing code enforcement issues area generally not problematic in concert with addressing complaints, the City proactively addresses and enforces code issues. Therefore, the age of certain areas (downtown) may exhibit a higher rate of deferred maintenance, mainly attributed to overall age of a structure.

Other Local Contributing Factors

There are a number of other factors that contribute to and cause these fair housing issues listed above. The following lists a number of contributing factors unique to the City of Rialto as known through the City's local observations

Fair Housing Outreach and Enforcement – The City of Rialto learned through the community outreach process that many individuals with fair housing-related issues do not know available resources to address fair housing issues. There is a general lack of knowledge about how to acquire informational resources and education. There is general systemic lack of awareness of fair housing laws. The City is aware of the need to provide additional resources and information on fair housing, as well as target areas with higher rates of complaints and low resources.

Public Investment in Specific Neighborhoods – The City of Rialto is generally made up of moderate economic opportunities. The City's central region is made up of low to moderate scores, but there are pockets of higher scores and large high-scoring regions to the north of the City. The City of Rialto fairly resembles the surrounding region in terms of opportunity levels. The neighboring City of Fontana is very similar to Rialto with lower opportunity scores towards the City's central region and higher scores in the northern and southern region. In contrast, the San Bernardino region is predominantly made up of very low scoring economic opportunities as illustrated in **Figure 3-13.** The majority of the City is measured at the lowest opportunity levels, with few moderate to high opportunity census tracts in the northern region of the City. The TCAC/HCD Opportunity Area Maps (**Figure 3-13**) also reports tracts with high segregation and poverty surrounded by others with low resources at the center of the City. When compared to the AllTransit performance mapping in **Figure 3-16**, Rialto scored a 6.0 AllTransit performance score, illustrating a moderate to high combination of trips per week and number of jobs accessible that enable

a moderate number of people to take transit to work. By comparison, the cities of Fontana, Colton, and San Bernardino scored lower AllTransit scores. The City of San Bernardino is the only nearby city which scored higher than Rialto, with an AllTransit score of 6. A lack of transportation options throughout the City may restrict residents from accessing resources and opportunities not within their immediate neighborhoods. Furthermore, when compared to the CalEnviroScreen in **Figure 3-17**, the center of the City with the lowest levels of resources may also experience potential pollution burdens. The City must focus on investing in the central area and central corridors to provide those most potentially impacted by pollution and poor mobility with additional resources. Staff from the City's Code Enforcement and Planning Department have noted the need to improve investment in east/west corridor areas of the City to improve access to opportunity. Additionally, recent community participation has suggested that public investment in local neighborhoods in the south and central areas of the City will contribute to the alleviation of conditions that affect neighborhood degradation.

Availability of Affordable Housing – Section 2 of this Housing Element provides details on household income throughout Rialto. **Table 2-15** states there are a total of 6,480 households in Rialto which earn 50 percent or below the HUD Area Median Income (HAMI) and 5,140 households which earn between 51 and 80 percent of the HAMI. These are considered extremely low-/very low-income households and low-income households. In comparison, the City currently has 1,307 affordable units with covenants protecting the affordability. The policies and programs established in **Section 4: Housing Plan** allow for the addition of 4,001 units affordable to lower income households to meet the RHNA allocation and local existing need. In addition to allowing for the development of additional affordable housing units for current lower income residents, the City must provide additional resources and outreach to organizations and residents regarding aid available for those in need. Throughout the planning process for the Housing Element update, community and advocacy group concerns have indicated the lack of affordable housing options as a major constraint in Rialto. This includes both rental and ownership opportunities. Additionally, family-sized housing units are important to serve the needs of lower income families in Rialto. While affordable housing opportunities exist, there is additional concern about the accessibility of the total available units to meet existing and projected demand, opportunities for homeownership for lower income residents and family-sized housing have been identified as priority concerns by the community.

Access to Proficient Education – Section 3 of this Housing Element evaluates various opportunity measurements of the City and of residents. The UC Davis Center for Regional Change and Rabobank identifies lower comparable educational achievements for Rialto residents. These data show English and math proficiency levels lower in Rialto compared to the State, as well as low percentages of college educated adults and UC/CSU eligibility**.** School proficiency indexes by race and ethnicity; all racial and ethnic groups scored lower than average compared to the State. Each racial and ethnic group scored an index less than 50 in all categories. These scores and measurements point towards low opportunities and poor access to proficient education for children and young adults in the City. With the recent pandemic, access to education has become a greater challenge that can be exacerbated by other conditions. The City understands that access to education is critical for the improvement of opportunity and will contribute directly to overall community development and improvement.

Local Zoning Trends –The transition from an agricultural economy over time has created challenges in land uses patterns as more regional transportation networks have bifurcated the City with the expansion of the 10 freeway and recently built 210 freeway. This has caused an increase in new traditional single-family subdivisions to develop in the northern area of town and less investment in the Central areas.

There has been more recent investment in residential to the north of the 210 freeway due to a variety of factors:

- Large scale land ownership, creating large residential subdivisions
- Investment in regional serving shopping and retail
- Investment in large scale logistics/distribution facilities.

The southern portion of the City has development as old as 1911 when the city was incorporated. There is much more mature infrastructure and neighborhoods and investment differs from other areas, as it is limited smaller scale infill type opportunities. While not an issue that restricts growth, it limits the scale and extent of opportunity due to limitations on site availability. Therefore, much of the focus of change in the southern area of the City is to provide a greater balance of opportunity and services in an equitable fashion.

Historic Land Use Changes and Investments

Historically, the City was developed through the incorporation from previous County land. Prior land use and regulations were influenced by original county land use for a mainly agricultural community. The City began to trend to a more modern, suburban community after its incorporation in 1911.

Regional transportation played a major role in the layout of the community, where Route 66 and the Railroad influenced the location of growth in the community. These major corridors maintain the highest level or growth in the community and continue to influence areas of opportunity.

Growth and services generally follow the growth and extent of the transportation system. These investments have focused much of the new single-family development to the northern portion of the City, which have greater access to regional transportation corridors.

The City has seen significant change in its land use patterns that influence residential opportunity in the City. These include:

- Redevelopment of the Rialto Airport to a job/retail/housing center
- Extensive use of former farmland to the north for large scale logistics/distribution facilities
- Impact of shifting regional transportation from Route 66/Foothill to the 10 and 210 freeways

As the City selected current sites for residential opportunity, past redevelopment trends were considered to site opportunity where there would be the highest level of propensity to change from existing to residential use. The sites identified in the inventory are selected because they exhibit the highest level of propensity to transition to residential use.

Past Redlining, CCR's and other Policies/Regulations

There are no known past or current redlining policies that have restricted access to opportunity in Rialto. However, long standing parcelization of land has likely influenced the development of larger tracts of land in the northern portion of the City.

8. Analysis of Sites Pursuant to AB 686

AB 686 requires that jurisdictions identify sites throughout the community in a manner that is consistent with its duty to affirmatively further fair housing. The site identification requirement involves not only an analysis of site capacity to accommodate the RHNA (provided in Appendix B), but also whether the identified sites serve the purpose of replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity.

Framework for AB 686 Analysis

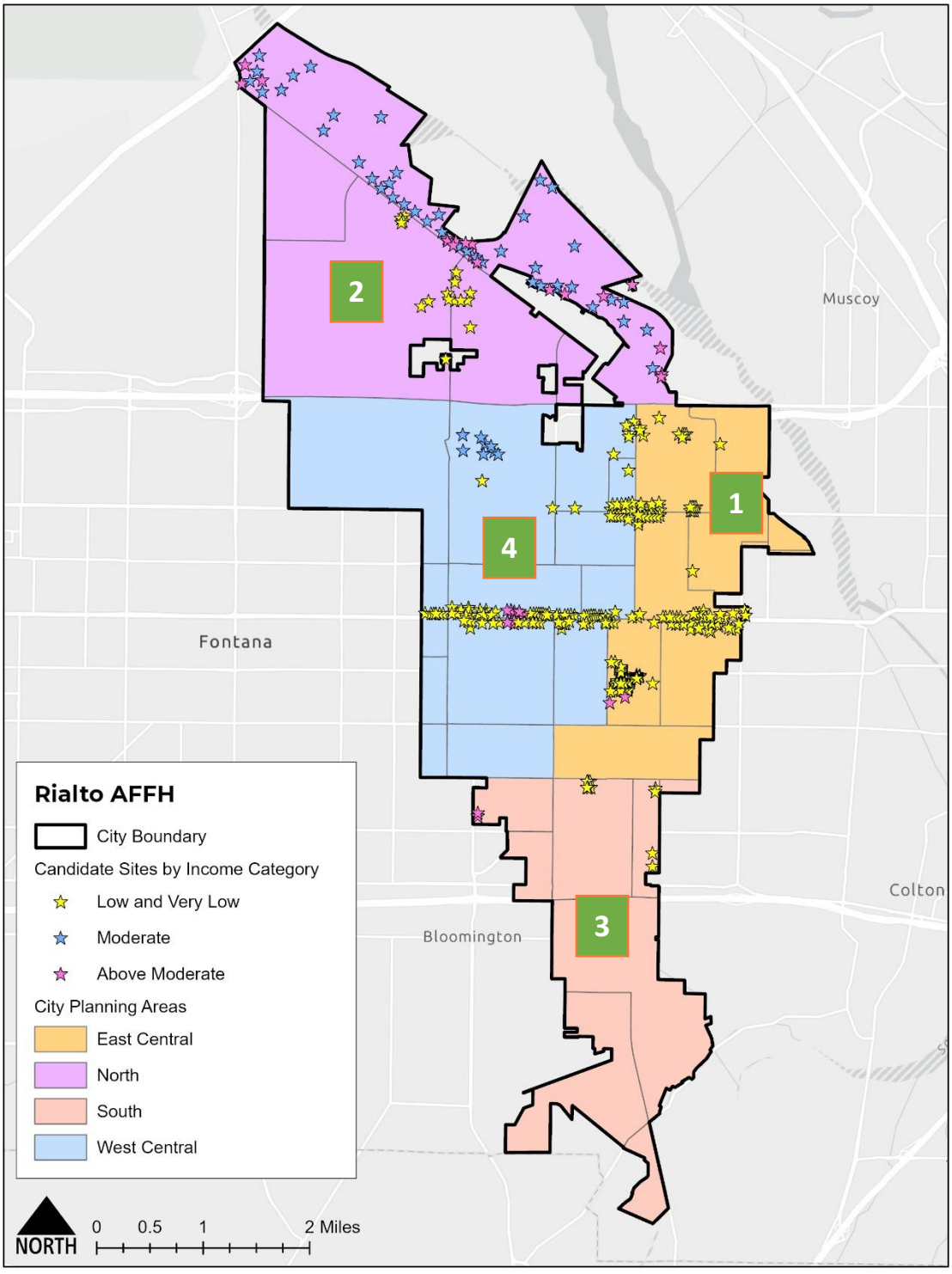
As depicted in **Figure 3-28** and **Table 3-42**, the City has established AB 686 Planning Areas for a comparative analysis of how its RHNA inventory and policies are affirmatively furthering fair housing. This framework is based on AB 686 Planning Areas that considered demographics, segregation and integration, race, income, racially/ethnically concentrated areas of poverty, racially concentrated areas of affluence, urban displacement, and RHNA spread.

These planning areas are:

1. *East Central*
2. *North*
3. *South*
4. *West Central*

The AB 686 Planning Areas were not established for zoning or regulatory purposes, but rather to reflect areas in the City that share similar qualities with respect to income, race, concentrated areas of poverty or affluence, and urban displacement risks. The goal of the analysis is to ensure that the City's housing policy approach is not intentionally worsening existing fair housing challenges.

Figure 3-28: AB 686 Planning Areas



Sources: City of Rialto, HCD AFFH Data Viewer (February 2023)

Table 3-42: AB 686 Planning Area Summary Analysis										
Planning Area	Census Tracts	Census Block Groups	AVG. Non-White	R/ECAP	RCAA	TCAC AOP	RHNA Lower Income	RHNA Moderate	RHNA Above Moderate	RHNA Total
1: East Central	6	11	91.3%	0	0	67% Low Resource 17% High Segregation & Poverty 17% Moderate Resource	1,790	160	1,424	3,374
2: North	4	5	83.1%	0	0	25% Moderate Resource 75% High Resource	403	666	6,024	7,093
3: South	3	3	88.5%	0	0	63% Low Resource 38% Moderate Resource	377	34	298	709
4: West Central	7	12	92.6%	0	0	50% Low Resource 10% High Segregation & Poverty 40% Moderate Resource	2,195	641	2,791	5,627
TOTAL	**20**	**31**	-	**0**	**0**	-	**4,765**	**1,501**	**10,538**	**16,803**

As shown in **Table 3-42**, Rialto is predominately non-White across the entire city. Therefore, racial segregation pattern analysis requires a unique framework to determine some of the nuances and patterns that may exist at a block group level within a city that is largely non-White. Planning Areas 1 and 4 are overwhelmingly non-White at 91.3 and 92.6 percent, respectively, while Planning Areas 2 and 3 are still majority non-White, but at 83.1 and 88.5 percent, respectively. Within this breakdown, there are no Racially/Ethnically Concentrated Areas of Poverty in any of the planning areas. It is important to note that the majority of the City is identified by TCAC as low resource, and that even within certain areas identified as Moderate Resource, there are limited development or redevelopment opportunities. The spread of RHNA inventory shows that lower income units are not only allocated to low resource areas, but, wherever possible, also in moderate and high resource areas, ensuring an equitable and fair distribution of affordability across the City. The detailed analysis by Planning Areas explains how limited inventory Moderate Resource areas and Accessory Dwelling Unit production can play a key role in increasing housing stock volume and improving affordability. Urban Displacement Indicators reveal that portions of Planning Area 1 and 4 are Low-Income/Susceptible to Displacement, whereas portions of Planning Area 2 and 3 are Stable Moderate/Mixed-Income. This displacement typology can be addressed through programs that are focused on displacement and tenant protections.

Overall AB 686 Program Considerations:

- Any Program that identifies goals for increased affordable housing production should geographically target TCAC Low Resource/High Segregation & Poverty areas for special engagement and strategic action.

- Any Program focused on tenant protections, displacement, and/or equity should geographically target TCAC High Segregation and Poverty and Urban Displacement Low-Income/Susceptible to Displacement areas for special engagement and strategic action.
- Any Program that identifies goals for increased Housing Authority investment and support should geographically target TCAC High Segregation and Poverty areas for special engagement and strategic action.

Detailed AB 686 Analysis by Planning Area

- **AB 686 Planning Area 1: East Central**

Characteristics: As shown in **Table 3-43**, the *East Central AB 686 Planning Area* is characterized by six census tracts across 11 census block groups. There are no R/ECAP or RCAA areas identified in the East Central AB 686 Planning Area. This Planning Area contains at least 50 percent low- or moderate-income population. The majority of lower income sites identified for the RHNA inventory for this Planning Area are located within the Rialto Central Area Specific Plan, which is contained within Census Tract 06071003700. A second significant portion of the RHNA inventory is made up of sites identified within the Foothill Boulevard Specific Plan and the Rialto Central Area Specific Plan, which includes Census Tracts 39.00 (low estimated displacement risk), 38.03 (low estimated renter displacement risk), and 37.00 (probable displacement risk).

Assessment: The addition of 1,790 lower income housing units can provide additional affordable housing opportunities for an area that can be characterized as lower income. Neighborhoods within this plan area identified primarily as low estimated displacement risk with one Census Tract (38.03) as probable displacement risk.

Table 3-43: ABA 686 Planning Area 1: East Central								
Census Tract	Block Group	Hispanic/Latino	Non-White	Low/Mod Income	RHNA Lower Income	RHNA Moderate	RHNA Above Moderate	RHNA Total
36.07	1	76.5%	90.8%	52.8%	0	0	0	0
	2	83.1%	91.7%	49.5%	0	0	0	0
37.00	1	84.6%	91.7%	77.4%	42	4	30	76
	2	70.0%	92.5%	82.2%	208	10	278	496
38.01	1	65.9%	91.6%	28.6%	24	0	21	45
	2	73.3%	91.0%	40.5%	227	21	165	413
	3	59.9%	90.7%	46.6%	121	15	87	223
38.03	1	75.4%	90.3%	50.4%	121	13	85	219
	2	81.0%	91.7%	44.8%	451	42	325	818
38.04	1	71.6%	92.9%	36.4%	20	2	15	37
	2	58.5%	88.6%	48.9%	91	9	66	166
	3	63.7%	92.7%	45.0%	0	0	0	0
39.00	1	84.7%	92.2%	59.4%	434	40	314	788
	2	86.7%	89.9%	54.0%	0	0	0	0
	3	83.5%	91.6%	30.0%	0	0	0	0
43.01	11	74.6%	97.2%	56.3%	51	4	38	93
	13	68.8%	93.4%	58.2%	0	0	0	0
43.02	3	69.6%	90.7%	83.4%	0	0	0	0
44.01	1	73.8%	79.8%	86.6%	0	0	0	0
	2	79.6%	90.6%	42.8%	0	0	0	0
	3	82.4%	95.0%	56.2%	0	0	0	0
TOTAL					1790	160	1424	3,374

- **AB 686 Planning Area 2: North**

Characteristics: As shown in **Table 3-44**, the *North AB 686 Planning Area* is characterized by four census tracts across five census block groups. There are no R/ECAP or RCAA areas identified in the East Central AB 686 Planning Area. This Planning Area contains a low- or moderate-income population below 35 percent. There are 403 lower income units proposed for this Planning area. The majority of lower income sites are within the Housing Opportunity Overlay focus area and is located primarily along Linden Avenue and Riverside Avenue. Additionally, moderate-income sites identified for the RHNA inventory for this Planning Area are located within the Lytle Creek Ranch Specific Plan, which is contained within Census Tract 06071002706 (low estimated displacement risk). Several sites identified for RHNA (above moderate) are also located on the border of the Rialto Airport Specific plan.

Assessment: The addition of 403 lower income housing units and 666 moderate income units can provide additional affordable housing opportunities for an area that can be characterized as higher income. Neighborhoods within this plan area are identified as low estimate displacement risk.

Table 3-44: ABA 686 Planning Area 2: North

Census Tract	Block Group	Hispanic/Latino	Non-White	Low/Mod Income	RHNA Lower Income	RHNA Moderate	RHNA Above Moderate	RHNA Total
27.03	1	56.8%	81.9%	23.3%	0	0	0	0
	2	51.7%	77.1%	17.4%	0	0	0	0
	3	56.3%	78.2%	16.2%	0	0	0	0
27.04	1	57.6%	83.2%	29.5%	0	0	0	0
	2	46.0%	83.4%	14.2%	67	5	48	120
	3	59.7%	88.7%	26.6%	97	8	68	173
27.05	1	62.0%	80.6%	32.9%	137	11	100	248
	2	62.4%	86.9%	13.4%	102	10	73	185
	3	60.2%	88.4%	25.8%	0	0	0	0
	4	63.2%	90.1%	20.3%	0	0	0	0
27.06	1	50.3%	72.9%	6.3%	0	632	5,735	6,367
	2	58.8%	87.7%	15.5%	0	0	0	0
	3	52.8%	81.0%	18.9%	0	0	0	0
TOTAL					403	666	6,024	7,093

- **AB 686 Planning Area 3: South**

Characteristics: As shown in **Table 3-45**, the South AB 686 Planning Area is characterized by three census tracts across three census block groups. There are no R/ECAPS or RCAAs identified in the South AB 686 Planning Area. Seventy to 85 percent of the residents in these Census Tracts are Hispanic or Latino. The Planning Area contains at least 30 percent low- or moderate-income population. The majority of the lower income sites identified for the RHNA inventory for this Planning Areas are located within the Gateway Specific Plan, which is contained within Census Tract 06071004004. The lower income sites are also located within the Housing Opportunity Overlay focus area. This Census Tract also falls within an area that shows low estimated renter displacement.

Assessment: The addition of 377 lower income housing units can provide additional affordable housing opportunities for an area that can be characterized as moderate income. Neighborhoods within this plan area are identified as low estimate displacement risk.

Table 3-45: ABA 686 Planning Area 3: South

Census Tract	Block Group	Hispanic/Latino	Non-White	Low/Mod Income	RHNA Lower Income	RHNA Moderate	RHNA Above Moderate	RHNA Total
34.03	1	82.7%	88.2%	62.8%	0	0	0	0
	2	77.7%	83.6%	35.9%	0	0	0	0
36.05	1	84.3%	92.0%	38.3%	0	0	22	22
	2	70.6%	89.5%	38.3%	0	0	0	0
36.06	1	79.1%	89.4%	33.7%	0	0	0	0
36.09	1	80.4%	86.6%	62.6%	0	0	0	0
	2	85.7%	93.4%	30.8%	0	0	0	0
	3	72.3%	89.7%	67.0%	50	4	38	92
36.11	1	78.3%	94.7%	42.5%	0	0	0	0
	2	72.1%	84.6%	51.6%	0	0	0	0
36.12	2	73.7%	84.6%	51.6%	327	30	238	595
40.03	1	85.9%	90.1%	54.3%	0	0	0	0
40.04	1	80.0%	86.1%	57.4%	0	0	0	0
	2	71.9%	82.5%	40.4%	0	0	0	0
TOTAL					377	34	298	709

- **AB 686 Planning Area 4: West Central**

Characteristics: As shown in **Table 3-46**, West Central AB 686 Planning Area is characterized by seven census tracts across twelve census block groups. There are no R/ECAPs or RCAAs identified in the West Central Planning Area. Between 60 and 85 percent of residents in these Census Tracts are Hispanic Latino and Non-White populations generally fall in the 90th percentile. The Planning Area contains at least 20 percent low- or moderate-income population. The majority of the lower income sites identified for the RHNA inventory for this Planning Areas are located within the Foothill Boulevard Specific Plan, which is contained within Census Tracts 06071003507, 06071003509, 06071003510. Census Tracts 06071003507 and 06071003509 fall within areas that show low estimated renter displacement risk while Census Tract 06071003510 shows probable displacement risk.

Assessment: The addition of 2,080 lower income housing units can provide additional affordable housing opportunities for an area that can be characterized as moderate income. A majority of neighborhoods within this plan area identified as low estimate displacement risk except for Census Tract 06071003510 which shows probable displacement risk.

Table 3-46: ABA 686 Planning Area 4: West Central

Census Tract	Block Group	Hispanic/Latino	Non-White	Low/Mod Income	RHNA Lower Income	RHNA Moderate	RHNA Above Moderate	RHNA Total
23.01	1	72.2%	88.9%	20.8%	0	0	0	0
	2	68.8%	92.2%	46.3%	0	0	0	0
23.01	1	87.8%	93.3%	37.8%	0	0	0	0
23.06	1	71.4%	90.1%	50.8%	0	0	0	0
	2	71.0%	92.0%	30.5%	0	0	0	0
23.07	1	75.4%	90.3%	52.2%	0	0	0	0
	2	83.9%	92.6%	31.9%	0	0	0	0
34.04	1	79.2%	92.5%	87.3%	0	0	0	0
	2	77.2%	87.5%	40.7%	107	10	77	194
	3	80.2%	96.8%	50.6%	0	0	0	0
34.05	1	82.9%	86.4%	65.9%	0	0	0	0
	2	82.3%	93.8%	68.4%	0	0	0	0
	3	67.4%	95.9%	52.7%	0	0	0	0

	1	73.1%	93.5%	36.1%	77	445	1002	1524
	2	72.2%	91.3%	40.6%	0	0	0	0
35.03	3	64.0%	93.8%	42.3%	0	0	0	0
	1	78.4%	95.9%	73.9%	166	14	123	303
	2	68.0%	96.0%	62.1%	266	25	193	484
35.05	3	82.3%	94.9%	49.6%	0	0	0	0
	1	60.9%	96.9%	77.6%	0	0	0	0
	2	69.2%	91.6%	59.2%	157	16	111	284
35.06	3	79.9%	92.7%	26.9%	15	1	12	28
	1	70.8%	92.7%	33.6%	460	42	515	1,017
35.07	2	78.1%	90.0%	39.2%	250	22	182	454
	1	85.4%	91.4%	54.5%	132	13	93	238
35.09	2	80.4%	89.8%	49.1%	214	21	154	389
	1	63.7%	95.0%	76.6%	116	12	154	282
35.10	2	81.7%	96.1%	53.9%	235	20	175	430
	1	76.3%	91.5%	27.3%	0	0	0	0
36.03	2	77.8%	91.2%	46.6%	0	0	0	0
TOTAL					2,195	641	2,791	5,627

Supportive Citywide Spatial Analysis to Inform AB 686 Plan Area Analysis

Figures 3-29 through **3-34** below identify the sites to accommodate future housing, as identified in the adequate sites analysis, overlaid on demographic data using AFFH data layers for segregation and integration provided through HCD's AFFH data and mapping resources.

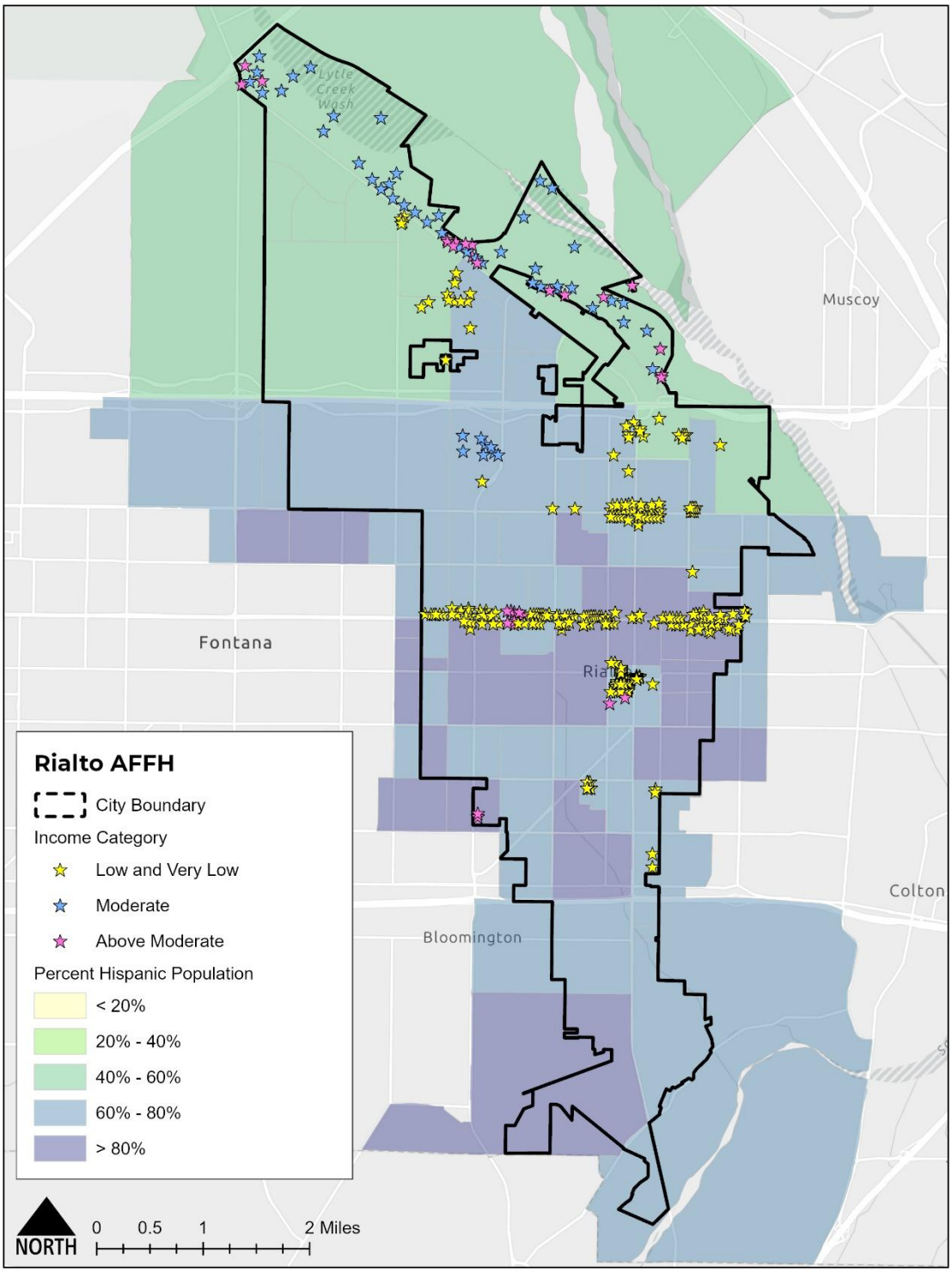
- **Figure 3-29** – Rialto Proposed RHNA Sites, Hispanic/Latino, 2018
- **Figure 3-30** – Rialto Proposed RHNA Sites, Non-White Population 2018
- **Figure 3-31** – Rialto Proposed RHNA Sites, Low and Moderate Income, 2015
- **Figure 3-32** – Rialto Proposed RHNA Sites, R/ECAP Areas
- **Figure 3-33** – Rialto Proposed RHNA Sites, RCAAs
- **Figure 3-34** – Rialto Proposed RHNA Sites, TCAC Opportunity Areas

Figure 3-29 shows the proposed candidate sites to meet the RHNA for Rialto in relation to the location of residents of Hispanic origin. These sites take into consideration access to vital goods, services, and public transportation and are therefore ideal areas for the City to focus much of its future housing growth. It is anticipated that accessory dwelling unit (ADU) growth, including growth for affordable ADUs, will occur in the less dense areas of the community. **Figure 3-29** shows the following findings:

- 79 proposed sites to accommodate the RHNA allocation (totaling 7,049 potential units, or 42% of the total potential units) are located within block groups that have a percentage of the population that identifies as Hispanic between 40 and 60 percent. Of those units, 376 are proposed as affordable to low and very low incomes.
- 190 proposed sites to accommodate the RHNA allocation (totaling 6,993 potential units, or 42% of the total potential units) are located within block groups that have a percentage of the population that identifies as Hispanic between 60 and 80 percent. Of those units, 2,881 are proposed as affordable to low and very low incomes.
- 75 proposed sites to accommodate the RHNA allocation (totaling 2,761 potential units, or 16% of the total potential units) are located within block groups that have a percentage of the population that identifies as Hispanic above 80 percent. Of those units, 1,508 are proposed as affordable to low and very low incomes.

Figure 3-29 shows that in general the City has a high Hispanic/Latino population. A majority of sites affordable to lower income households have been identified along the City's central corridor, which shows the highest percentage of Hispanic/Latino population. These sites have been identified in this location as they provide the highest access to transportation and services. Moderate income sites have been identified in the northern region of the City, which reports the lowest percentage of Hispanic/Latino population, as the entitled Specific Plan located in this region permits for lower density residential developments. Transit scores in the City's northern region are currently rated very low. In identifying lower income sites along the City's main corridor, the City seeks to revitalize the area and facilitate the development of mixed income residential projects in conjunction with new community opportunities. Additionally, while sites have been identified as various affordability levels through the candidate sites analysis, housing developers will be encouraged to include affordable components to residential projects throughout the City. **Section 4** includes a number of programs which address fair housing factors, encourage the development of affordable units and mixed income developments, and programs which seek to improve access to opportunities for existing and future residents.

Figure 3-29: Rialto Proposed RHNA Sites, Hispanic/Latino, 2018



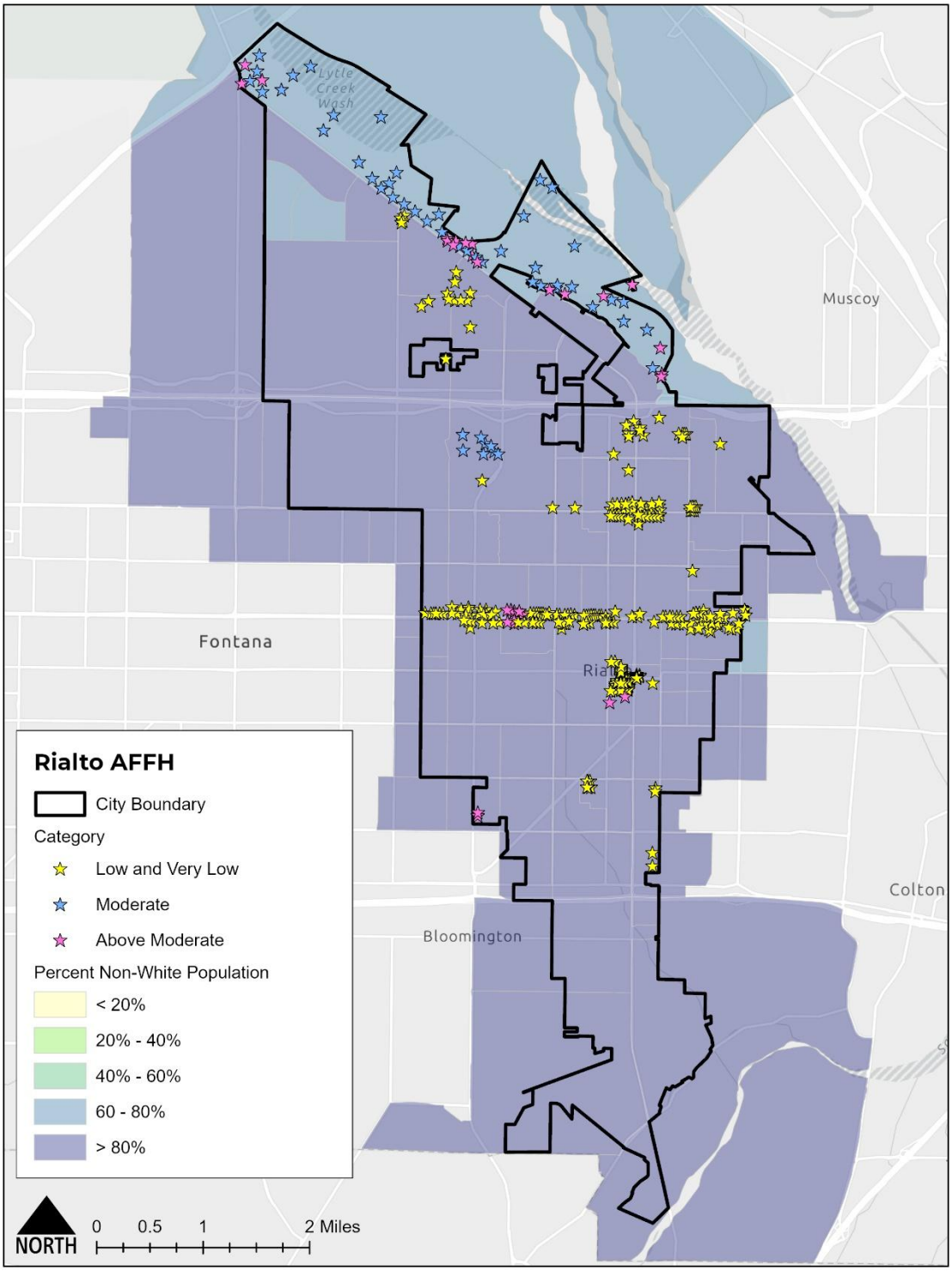
Sources: City of Rialto, HCD AFFH Data Viewer (October 2021)

Figure 3-30 shows the proposed candidate sites to meet the RHNA for Rialto in relation with census data showing the percentage of the population within each block group that is Non-white. **Figure 3-30** shows the following findings:

- 60 proposed sites to accommodate the RHNA allocation (totaling 6367 potential units, or 38% of the total potential units) are located within block groups that have a percentage of the population that identifies as Non-White between 60 and 80 percent. None are proposed as affordable to low and very low incomes.
- 284 proposed sites to accommodate the RHNA allocation (totaling 10,436 potential units, or 62% of the total potential units) are located within block groups that have a percentage of the population that identifies as Non-White above 80 percent. Of those units, 4,765 are proposed as affordable to low and very low incomes.

Figure 3-30 shows the City has a very diverse population with most of the City reporting a population that identifies as Non-White of 80 percent or more. The northern portion of the City includes a region that reports 60 to 80 percent Non-White residents; however, this area is currently undeveloped vacant land. An existing Specific Plan currently overlays the region and will result in the development of low to moderate density residential uses. As such, the candidate sites analysis has identified most sites in the northern region as affordable to moderate income households. As the area develops, the City will encourage the development of affordable component to provide for additional opportunities to all economic segments of the community. **Section 4** includes a number of programs which address fair housing factors, encourage the development of affordable units and mixed income developments, and programs which seek to improve access to opportunities for existing and future residents.

Figure 3-30: Rialto Proposed RHNA Sites, Non-White, 2018



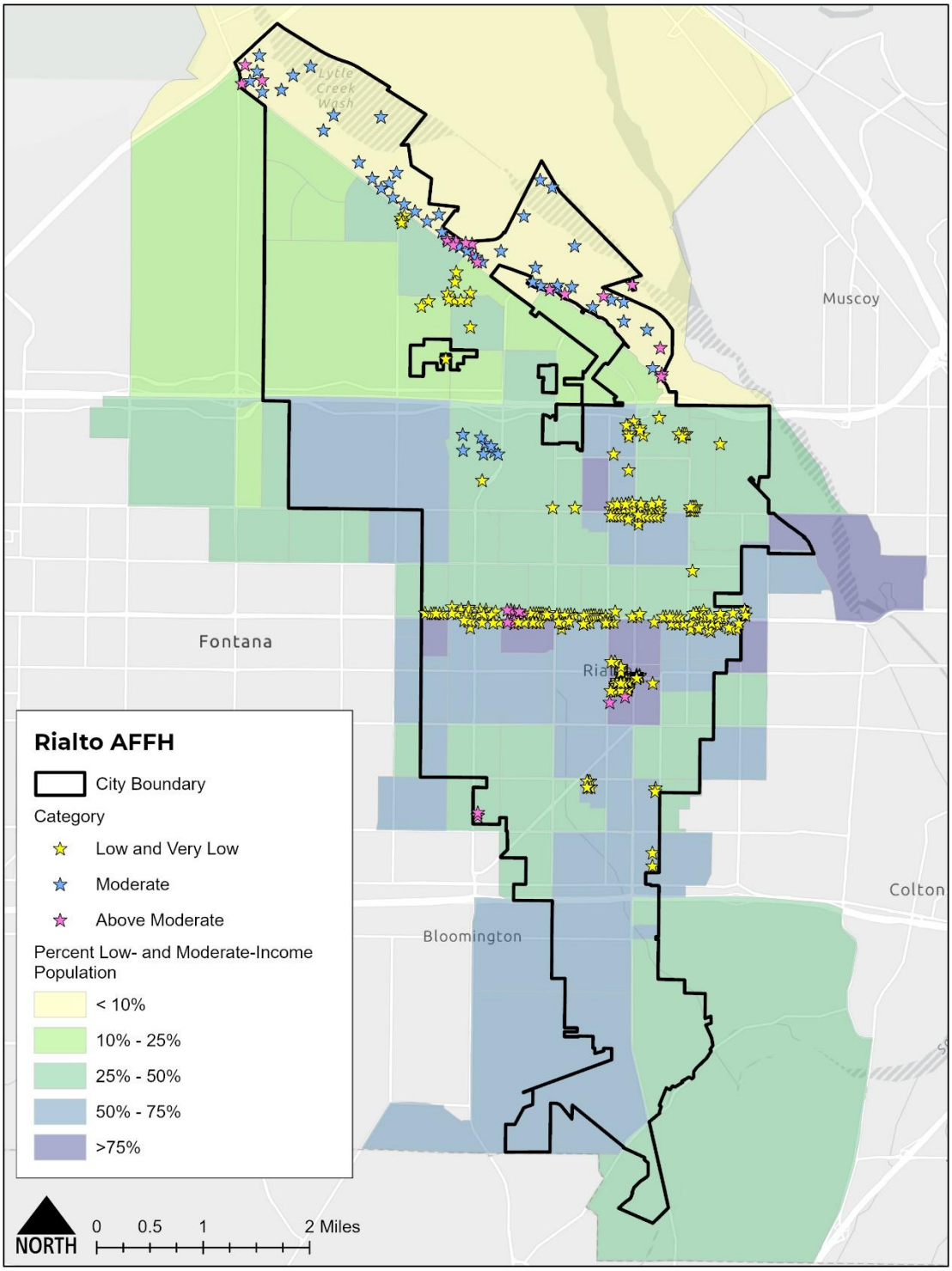
Sources: City of Rialto, HCD AFFH Data Viewer (October 2021)

Figure 3-31 shows location of proposed candidate sites to meet the RHNA for Rialto in comparison with census data showing the percentage of the population within each block group who is categorized as low income or moderate income by the American Community Survey. **Figure 3-31** shows the following findings:

- 60 proposed sites to accommodate the RHNA allocation (totaling 6,367 potential units, or 38% of the total potential units) are located within block groups that have a percentage of the population that identifies as low-and moderate-income below 10 percent. Of those units, none are proposed as affordable to low and very low incomes.
- 7 proposed sites to accommodate the RHNA allocation (totaling 305 potential units, or 2% of the total potential units) are located within block groups that have a percentage of the population that identifies as low-and moderate-income between 10 and 25 percent. Of those units, 169 are proposed as affordable to low and very low incomes.
- 121 proposed sites to accommodate the RHNA allocation (totaling 5,751 potential units, or 34% of the total potential units) are located within block groups that have a percentage of the population that identifies as low-and moderate-income between 25 and 50 percent. Of those units, 2,291 are proposed as affordable to low and very low incomes.
- 82 proposed sites to accommodate the RHNA allocation (totaling 3,526 potential units, or 21% of the total potential units) are located within block groups that have a percentage of the population that identifies as low-and moderate-income between 50 and 75 percent. Of those units, 1,939 are proposed as affordable to low and very low incomes.
- 74 proposed sites to accommodate the RHNA allocation (totaling 854 potential units, or 5% of the total potential units) are located within block groups that have a percentage of the population that identifies as low-and moderate-income above 75 percent. Of those units, 366 are proposed as affordable to low and very low incomes.

Figure 3-31 shows that most sites identified as affordable to lower income households are located in a region that currently has higher percentages of lower income households. These sites were identified along the City's main corridor due to high access to transportation and services. These sites were also identified to facilitate the revitalization of the corridor and mixed-use developments – providing existing and future households with additional economic and community resources. Additionally, the City will encourage the development of affordable component on all residential projects across the City to provide for additional opportunities to all economic segments of the community. **Section 4** includes a number of programs which address fair housing factors, encourage the development of affordable units and mixed income developments, and programs which seek to improve access to opportunities for existing and future residents.

Figure 3-31: Rialto Proposed RHNA Sites, Low- and Moderate-Income Households 2015



Sources: City of Rialto, HCD AFFH Data Viewer (October 2021)

Figure 3-32 shows proposed candidate sites to meet RHNA for Rialto in relation with data showing R/ECAP areas within the City. R/ECAPs are racially or ethnically concentrated areas of poverty; they are marked in red hatchings. The goal of the AB 686 analysis is to analyze how the sites identified to accommodate the RHNA allocation may exacerbate or mitigate existing fair housing issues. **Figure 3-32** shows there are no R/ECAPs located within the City of Rialto; therefore, no proposed candidate sites are located in a R/ECAP.

Figure 3-33 shows proposed candidate sites to meet RHNA for Rialto in relation with data showing RCAA areas within the City. RCAAs are racially or ethnically concentrated areas of affluence; there are identified as areas with a White Non-Hispanic population greater than 80 percent and a median household income greater than $125,000. **Figure 3-33** shows there are no RCAAs located within the City of Rialto; therefore, no proposed candidate sites are located in an RCAA.

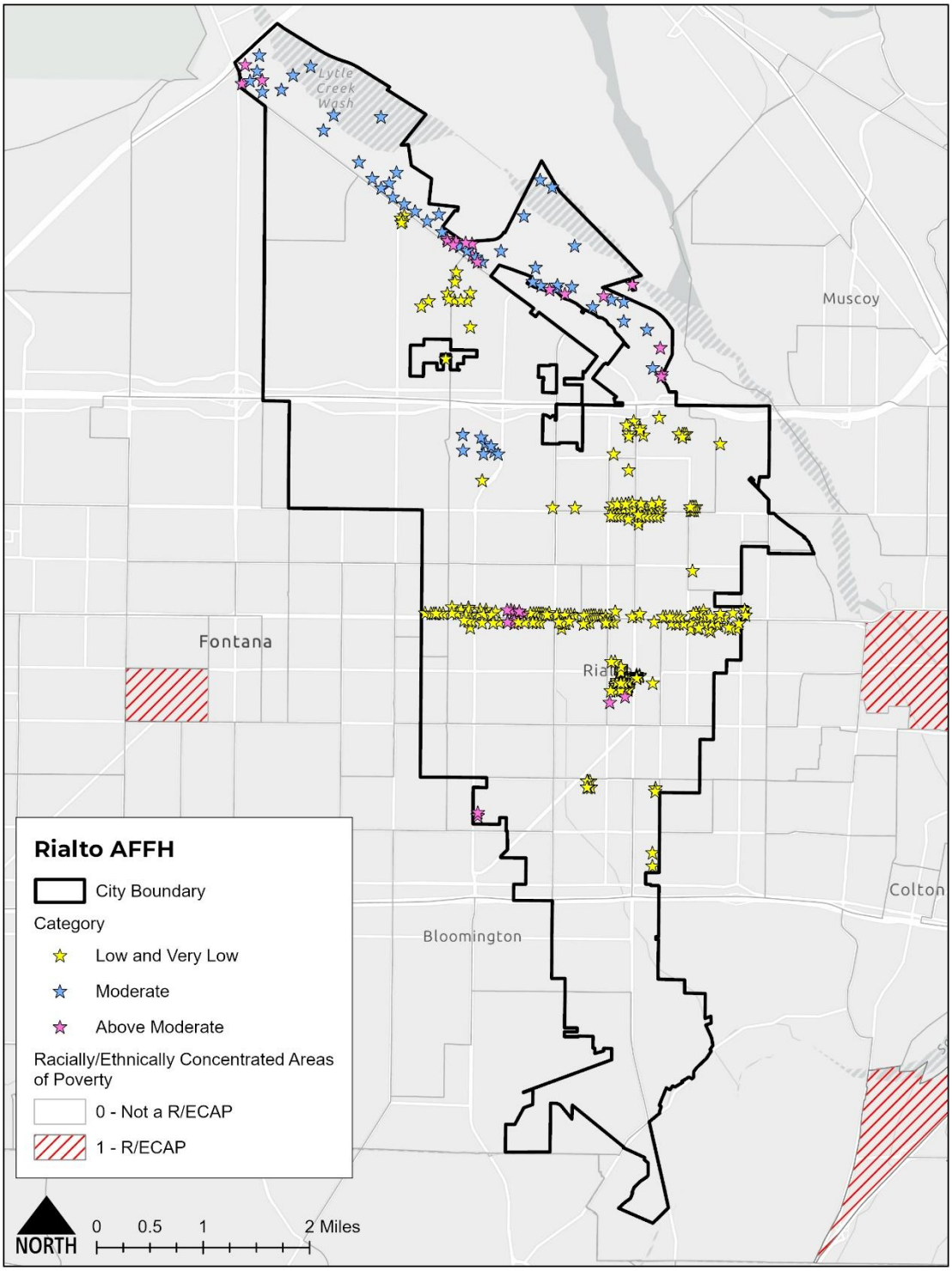
Figure 3-34 shows proposed candidate sites to meet RHNA for Rialto in relation with the TCAC/HCD Opportunity areas within the City. TCAC is the California Tax Credit Allocation Committee/Housing and Community Development Opportunity Area Maps which show how resources are spatially distributed throughout the City.

Figure 3-32 shows the following findings:

- 161proposed sites to accommodate the RHNA allocation (totaling 6,383 units, including 3411 units affordable to low and very low-income households) are located within Low Resource areas of the City.
- 33 proposed sites to accommodate the RHNA allocation (totaling 2,243 units, including 463 units affordable to low and very low-income households) are located within Moderate Resource areas of the City.
- 67 proposed sites to accommodate the RHNA allocation (totaling 6,800 units, including 239 units affordable to low and very low-income households) are located within High Resource areas of the City.
- 81 proposed sites to accommodate the RHNA allocation (totaling 1,284 units, including 601 units affordable to low and very low-income households) are located within High Segregation and Poverty areas of the City.

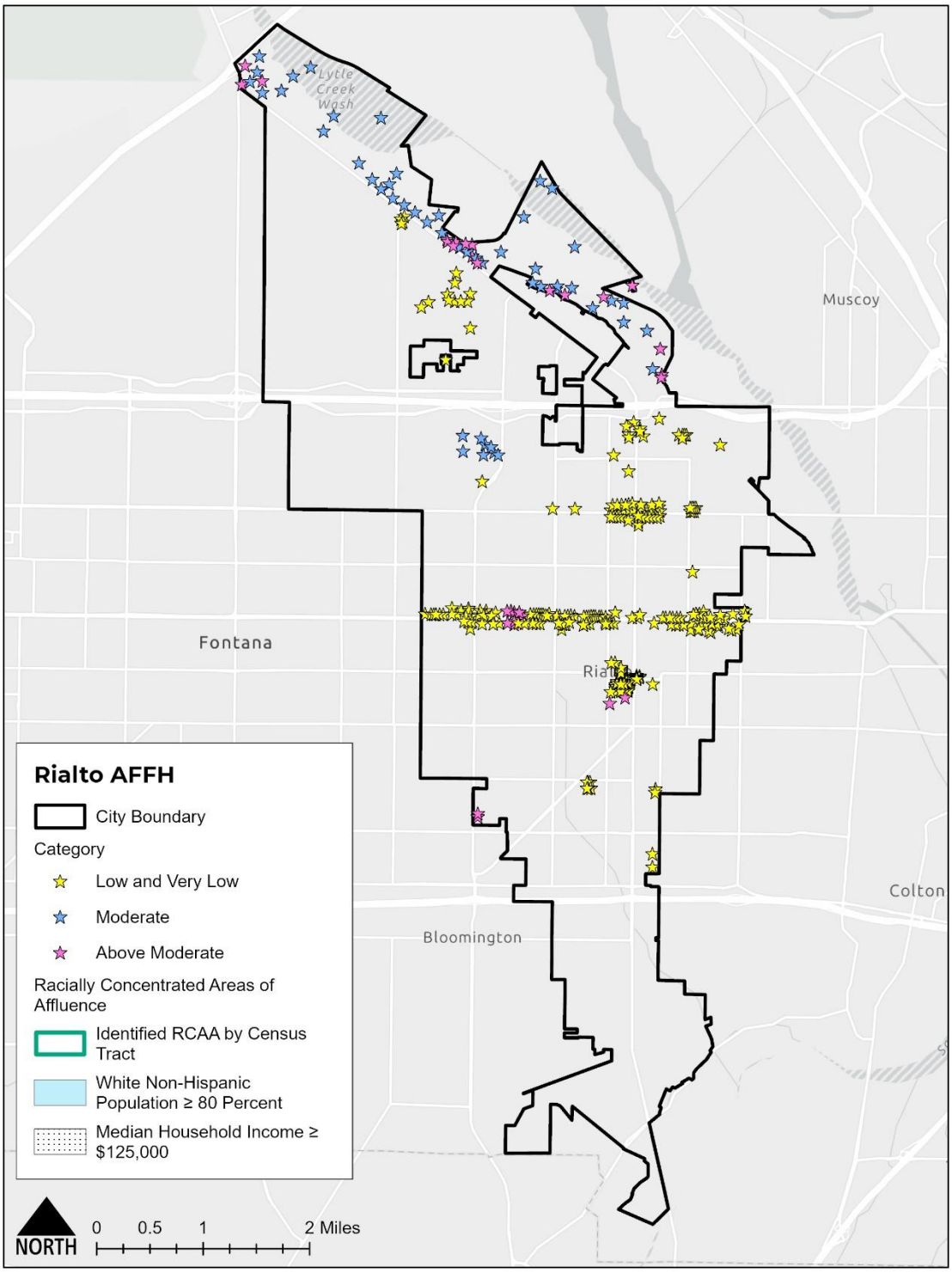
While **Figure 3-34** shows most lower income units located in low resource and high segregation and poverty areas of the City, these sites were selected due to propensity for residential development near public transportation and services among other factors. Additionally, the City will encourage the development of residential uses in conjunction with commercial and economic opportunities, as well as community services, to revitalize the area and improve opportunities for existing residents. The City will encourage the development of affordable components on all residential projects across the City to provide for additional opportunities to all economic segments of the community. **Section 4** includes a number of programs which address fair housing factors, encourage the development of affordable units and mixed income developments, and programs which seek to improve access to opportunities for existing and future residents.

Figure 3-32: Rialto Proposed RHNA Sites, R/ECAP Areas



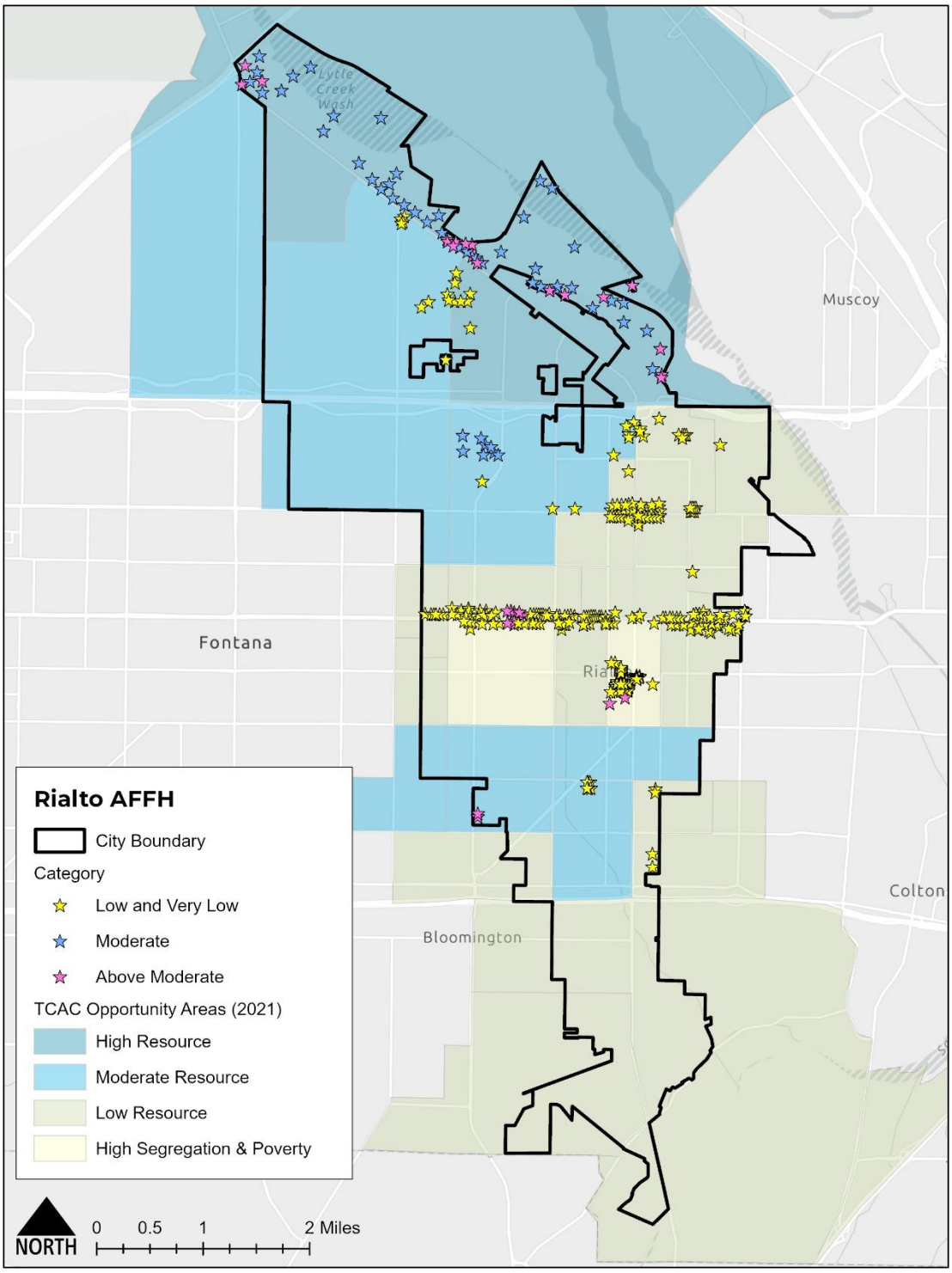
Sources: City of Rialto, HCD AFFH Data Viewer (October 2021)

Figure 3-33: Rialto Proposed RHNA Sites, RCAA



Sources: City of Rialto, HCD AFFH Data Viewer (October 2021)

Figure 3-34: Rialto Proposed RHNA Sites, TCAC Opportunity Areas



Sources: City of Rialto, HCD AFFH Data Viewer (October 2021)

Candidate Housing Sites

As noted above, the City has identified candidate sites to accommodate future housing growth based on existing access to community resources, services, and public transportation, while also considering the availability of land, developer interest, and general likelihood the sites would develop residential uses over the next eight years. Throughout the sites selection process, the City prioritized locating affordable housing in areas that have existing resources to facilitate access. The result of this is the location of a majority of lower-income candidate sites along Foothill Boulevard and in Rialto's Downtown. This area is near bus stations, grocery stores, employment opportunities, and City resources. The City anticipates seeing a growth in diversity of housing types in single-family neighborhoods as pipeline projects move forward and as ADUs and Senate Bill 9 (SB 9) units are constructed. In addition, the City has allocated $97 million dollars towards new and existing infrastructure as part of the Capital Improvement Plan for general improvements, public art, parks, and streets.

Sites identified as part of the Adequate Sites Analysis along Foothill Boulevard and in the Downtown Rialto area include pipeline projects and units permitted based on existing capacity through the Central Area Specific Plan. Sites along Foothill Boulevard are adjacent to public transportation stops, providing close and convenient access to public transportation into the entire San Bernardino area.

The region offers a number of options for grocery stores (Food 4 Less, Aldi, Cardenas Market, Stater Bros Market, Superior Grocers, and Walmart Neighborhood Market) within walking distance from existing residential developments. These allow for convenient access to essential needs, as well as create opportunities for employment within walking distance to and from the candidate sites.

Overall, Foothill Boulevard and the Downtown Rialto area are deemed to be an ideal location for housing types of all incomes. The area offers a great variety of resources and opportunities in very close proximity and transit stops for accessing other parts of the region. The allocation of low-income sites in the area will not exacerbate existing conditions and instead, are meant to facilitate growth and social mobility in the region. Access to opportunities and resources will help lower income residents as well as residents of all incomes.

A majority of moderate and above moderate sites have been allocated in the northernmost region of the City. The sites were strategically placed in that area because an existing Specific Plan currently overlays the region and will result in the development of low to moderate density residential uses. As such, the candidate sites analysis has identified most sites in the northern region as affordable to moderate income households. As the area develops, the City will encourage the development of affordable units to provide for additional opportunities to all economic segments of the community. The City has identified 15 candidates sites with an allocation of low-income sites in the northernmost region.

Fair Housing Assumptions on Candidate Sites

To create housing opportunities that affirmatively further fair housing, the City evaluated housing opportunities based on the need to distribute opportunity to housing throughout the City. Several factors influenced the location of sites to accommodate future housing growth. These factors included:

- Existing Single-Family development that is generally stable and will not change significantly in the planning period
- Future opportunities focused on introducing mixed income housing opportunity in areas that can accommodate higher density development.
- Maximizing the reuse and redevelopment of aging, underutilized corridors
- Maximizing areas with highest level of vacant land with higher density opportunity

To affirmatively further fair housing through the identification of opportunity sites to accommodate a range of affordability levels, the City's analysis considered the following factors:

- Most feasible equitable distribution of opportunities to all economic segments
- Maximizing geographic equity in housing opportunity
- Focusing opportunity in areas where services are available or will be available
- Introducing residential affordability as a positive catalyst for change
- Reducing or eliminating economic mobility constraints through housing choice

Foothill Boulevard - Of the seven opportunity areas to accommodate growth, the majority of opportunity is focused on the Foothill Boulevard corridor (2,443 Lower income, 227 Moderate Income and 1,767 Above Moderate sites). Foothill Boulevard Corridor is a three-mile corridor that functions as an important regional and inter-regional corridor. The area has transitioned over time from more regional serving uses, such as services stations, motels, fast food, etc. to more local-serving uses. This has provided an opportunity to transition a traditional regional corridor into a more productive, locally serving activity center with a mature transportation infrastructure. Foothill Boulevard runs the entire length of city limits and is the primary local service east/west spine of the City. This three-mile corridor has significant favorable attributes, and is the primary opportunity area in the City as evidenced by the following Key factors:

- Local capital improvements and investments in the Corridor
- Mix of uses to enhance mixed income opportunities for jobs and housing
- Strong transportation connections locally and regionally
- Opportunity to enhance economic opportunity and job creation
- Scale of diversity of opportunity in sites (size, location, availability, etc.)

This provides the highest level of access to the community. It is also the area with high access to local jobs to serve and employ the local community. This area is the strongest opportunity to expand mobility, choice and reduce segregation.

North Riverside – This area is adjacent to the 210-Freeway Corridor in the northern section of the City. The area provides 369 units for lower income, 40 moderate income and 264 above moderate income. Densities permitted may also increase lower income opportunity. Key factors for utilizing this site are:

- Location to local and regional transportation corridors
- Mixed income opportunity in a historically single-family area

- Access to job, retail, and educational opportunities
- Vacant, available land
- Highly underutilized parcels, with minimal physical structures
- Size of parcels conducive to development of larger-scale Multiple family housing

Gateway Specific Plan – This area is located in the southern area of the City, with an assumed opportunity for 307 units of lower income, 28 units of moderate income and 223 units of above moderate income. This area consists of vacant parcels and provides the highest level of opportunity due to the following factors:

- Available vacant land
- Strong opportunity to connect with services including the Senior Center, medical services, retail and job opportunities
- Addition of housing to complement existing uses and activities
- Access to local and regional transportation and transit
- Enhanced housing opportunity that will complement existing job opportunities
- Complement existing predominance of single-family development in the surrounding area

Rialto Central Area Specific Plan – This area is located in the core downtown area of Rialto, with an assumed opportunity to accommodate 189 units of lower income, 8 units of moderate income and 153 units of above moderate income housing. This area consists of many vacant parcels and provides high level of redevelopment potential due to the following factors:

- Adjacency to Civic Center and city services
- Walking distance to downtown retail and job opportunities
- Walking distance to Metrolink commuter rail station
- Availability of existing infrastructure to accommodate growth
- Established pedestrian scaled, neighborhood environment
- Adjacent mix of housing opportunity from single-family to affordable units

Baseline Parcels and Baseline Shopping Center – This area is in north central Rialto and provides opportunity to accommodate 832 lower income units, 75 moderate income units and 609 above moderate income units. This area consists primarily of existing corridor retail development with a propensity to redevelopment due to the following factors:

- Adjacency to educational opportunities
- Highly underutilized parcels with significant parking fields
- Underperforming retail development
- Expressed interest in opportunity to redevelop the area for residential uses
- Recent redevelopment to residential on adjacent parcels

Housing Opportunity Overlay – This area has the assumed opportunity to accommodate 583 lower income units, 50 moderate income units and 420 above moderate income units. This area is located on both sides of the 210 Foothill Freeway and was selected due to the following factors:

- Vicinity of major retail, services and job uses
- Availability of existing infrastructure to accommodate growth
- Access to local and regional transit.
- Vacant, available land

Affect and Impact of Sites to Existing Patterns

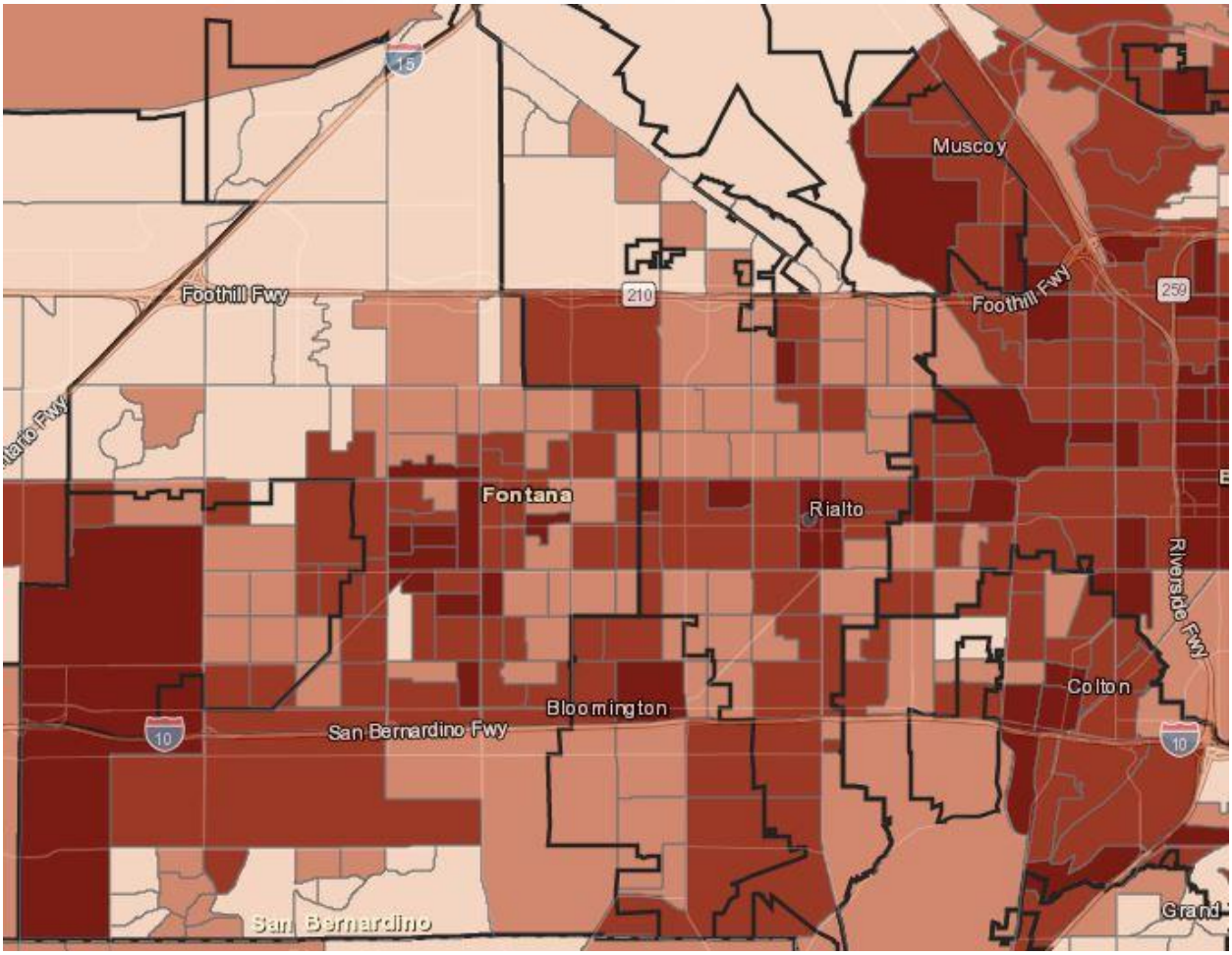
According to the TCAC Opportunity map, as shown below, all of Rialto is rated "low" or "moderate resource, with the vast majority of moderate resource area to the north of the 210 freeway. The city seeks to improve conditions by utilization of current sites by:

- Locating housing opportunity for lower income sites where zoning is flexible to provide service and job opportunities
- Locating housing opportunity in areas providing a higher level of existing transportation options (transit, etc.)
- Locating housing opportunity in areas experiencing revitalization and reuse
- Locating housing where there is a demonstrated propensity to redevelop to higher density residential use

The existing development pattern will be improved through the reuse and revitalization of existing development sites which traditionally has shifted from agriculture to corridor commercial to mixed use, urbanized living. The areas identified for housing will not upset existing community character of residential neighborhoods and improve existing blighted/underutilized conditions.

Figure 3-35 shows the location of the residents by income. Generally, the areas to the south of Foothill Boulevard contain higher incidences of lower income residents. Areas to the north of Foothill Boulevard generally have a much lower incidence of lower income. Locating more opportunity for lower, moderate and above moderate income provides an opportunity to integrate these neighborhoods and reduce the apparent division that the Foothill corridor creates. Locating residential opportunity in this area affordable to lower income residents will contribute to greater mobility in the area and improve existing single family neighborhood stability.

Figure 3-35: Percentage of Low to Moderate income Population



Growth in the City is generally limited to infill and reuse of existing non-residential uses. The areas with higher concentration of affordable opportunity (along Foothill/Route 66) are a reasonable assumption due to the following factors.

The areas adjacent to the corridor are primarily single-family, neighborhood developments. There is very limited opportunity to transition these single-family neighborhoods to more intensive development capacity other than through ADU and JADU development. On the other hand, development along the Foothill/Route 66 and Riverside Avenue corridors provides a host of underutilized, aging uses that can be readily changed to residential uses. These areas remain the only areas that can sensibly absorb the growth needs of the community, while preserving community integrity and integrating various housing affordability in an urban, mixed use environment. Future assumptions of affordability in these areas seek to have a balance of lower income and market rate units to facilitate mobility and diversity of housing choice.

9. Analysis of Fair Housing Priorities and Goals

Section 4: Housing Plan of the Housing Element provides various Goals and Programs Actions that seek to "Promote equal opportunity for all residents to reside in the housing of their choice." Specific Policies and Programs include the following:

Policy 5.1: Continue to enforce fair housing laws prohibiting arbitrary discrimination in the building, financing, selling, or renting of housing based on race, religion, family status, national origin, disability, or other protected class.

Policy 5.2: Ensure that residents are aware of their rights and responsibilities regarding fair housing.

Policy 5.3: Continue to cooperate with the Inland Mediation Board to enforce fair housing laws and provide fair housing education services.

Policy 5.4: Affirmatively Further Fair Housing in Rialto.

- Housing Program 5A: Affirmatively Furthering Fair Housing
- Housing Program 5B: Fair Housing Services
- Housing Program 5C: Reasonable Accommodation
- Housing Program 5D: Emergency Shelters, Transitional and Supportive Housing
- Housing Program 5E: Supportive Housing / Low Barrier Navigation Centers
- Housing Program 5F: Housing for Persons with Developmental Disabilities
- Housing Program 5G: Agricultural Employee and Farmworker Housing
- Housing Program 5H: Residential Care Facilities

D. Housing Resources

1. Regional Housing Needs Allocation

This section of the Housing Element provides an overview of the resources available to the City to meet their Regional Housing Needs Allocation (RHNA).

Residential Sites Inventory

Appendix B of the Housing Element includes the required site analysis tables and site information for the vacant and non-vacant properties to meet the City's RHNA need through the 2021-2029 planning period. The following discussions summarize the City's site inventory and adequate sites identification strategy.

Above Moderate- and Moderate-Income Sites

For the 2021-2029 planning period, the City's RHNA allocation is 1,371 for moderate-income sites and 3,477 for above moderate-income sites. Utilizing the City of Rialto's existing residentially zoned land, projected ADU assumptions, and entitled, private specific plans, the City can fully accommodate the moderate- and above moderate-income RHNA allocations. A breakdown of each strategy and its total number of sites is provided in **Appendix B**.

Analysis of the City's Existing Capacity and Zoning

The Housing Element must demonstrate the City's ability to accommodate the RHNA either through the production or the availability of properly zoned land that can accommodate additional growth. The City of Rialto is able to accommodate all of its moderate- and above moderate-income RHNA need through available land with existing zoning classifications that permit residential as a primary use, existing entitled specific plans, and anticipated development of ADUs. **Appendix B** of this Housing Element contains a list and description of the sites designated to meet the City's moderate- and above moderate-income need. **Table 3-47** below summarizes the capacity of the sites by specific plan and income category which can accommodate 1,052 moderate-income and 6,519 above moderate-income housing units – these amounts exceed the City's 2021-2029 RHNA allocations.

Table 3-47 Residential Capacity for Moderate and Above Moderate-Income Sites

	Moderate-Income	Above Moderate-Income
Accessory Dwelling Unit Projection	26	6
Entitled, Private Specific Plans		
Lytle Creek Ranch Specific Plan	621	5,638
Renaissance Specific Plan	405	875
TOTAL	1,052	6,519

Reasonable Capacity Assumptions

Reasonable capacity for sites identified to meet the City's moderate and above moderate need was calculated based on a number of factors, including existing zoning requirements, vacancy and total number of units entitled, and the assumed density based on the City's development history. Per HCD guidance, the City has assumed a potential development density of 80 percent of the maximum permitted where recent development history in the zoning designation is not present. Potential constraints to the full redevelopment of the parcel, to the extent they are known, such as environmentally sensitive areas, were considered and deductions were made where those factors decreased the net buildable area of a parcel. For example, if a parcel contained a large slope on one side, the buildable acreage was assumed at 50% of the gross parcel acreage. These constraints are reflected in the tables within **Appendix B**.

Table 3-47 above identifies the specific plans where remaining capacity is used to accommodate the moderate and above moderate-income RHNA allocations; additional information regarding capacity on each specific plan is detail in **Appendix B**.

Accessory Dwelling Unit Production

One of the proposed methods for meeting the City's moderate and above moderate RHNA is through the promotion and development of accessory dwelling units (ADUs). A number of State Assembly and Senate Bills were passed in 2019 that promote and remove barriers that may inhibit the development of ADUs within communities. The following is a summary of those bills:

- AB 68 and 881

  - Prohibit minimum lot size requirements
  - Cap setback requirements at 4', increasing the size and location opportunities for ADUs
  - Prohibit the application of lot coverage, FAR, or open space requirements that would prevent an 800 square foot ADU from being developed on a lot
  - Remove the need for replacement parking when converting an existing garage to an ADU
  - Limit local discretion in establishing min and max unit size requirements
  - Mandate a 60-day review period for ADU applications through a non-discretionary process
- SB 13
  - Prohibit owner-occupancy requirements for 5 years
  - Reduce impact fees applicable to ADUs
  - Provide a program for homeowners to delay compliance with certain building code requirements that do not relate to health and safety
- AB 670
  - Prohibits Homeowner's Associations (HOAs) from barring ADUs

These bills, as well as other significant legislation relating to ADUs creates a development environment that is likely to increase the number of ADUs developed within Rialto over the 2021-2029 planning period.

HCD has supported a strategy for estimating future development of ADUs in the City, therefore by multiplying the average ADU development from 2018-2021 by 1.5, the City of Rialto assumes a total of 72 ADUs to be developed from 2021-2029. Utilizing the Southern California Association of Governments (SCAG) approved ADU affordability assumptions, 40 ADUs will be allocated to the low and very low income RHNA, 26 will be allocated to the City's moderate income RHNA and 6 will be allocated to the above moderate. A detailed outline of the Affordability Analysis, as approved by HCD, is available in **Appendix B** of the Housing Element.

The City of Rialto estimates an increase of ADU production through both new residential development and individual homeowners. The City believes that ADUs provide 1) increased housing opportunity for a variety of persons in Rialto and 2) an option for seniors in multigenerational households to age in place and remain in the City. Through the Housing Element, Rialto commits to creating an ADU tracking program and performing a mid-cycle assessment of their ADU development performance. As stated in HCD guidance, the City may use other justifiable analysis to calculate anticipated ADU performance. A program detailing this Program is in **Section 4: Housing Plan**.

Sites Suitable for Lower Income Housing

The State Department of Housing and Community Development (HCD) has identified 30 dwelling units an acre as the default density, or feasible density for accommodating low- and very low-income housing. Utilizing the City of Rialto's existing residentially zoned land and ADU projected assumptions the City can accommodate a portion of the very low- and low-income housing units, as summarized in **Table 3-48**.

Table 3-48: Residential Capacity for Very Low- and Low-Income Sites	
	Very Low- and Low-Income
Accessory Dwelling Unit Projection	40
5th Cycle Sites	0
Entitled, Private Specific Plans	
Lytle Creek Ranch Specific Plan	0
Renaissance Specific Plan	0
TOTAL	40

Vacant Parcels

Recent HCD guidance states that at least 50 percent of the City's low- and very low-RHNA allocation should be met on vacant sites. If the City cannot accommodate 50 percent of the units on vacant land, it is considered an impediment to the development of affordable housing and further analysis should prove viability of redevelopment of non-vacant sites. The City has accommodated over 50 percent of all lower-income units on vacant parcels therefore, it can be assumed that existing uses are not an impediment to additional residential development in the planning period.

Up-Zone/Rezone Strategy to Accommodate the Remaining Very Low-/Low-RHNA Allocation

After using residentially zoned land, specific plans, and ADU assumptions, the City nets 3,384 units below the 6th Cycle RHNA allocation of 3,424 combined very low- and low-income units. To accommodate the remaining RHNA allocation, the City will need to rezone and upzone sites, or other similar policy strategies. The strategies identified seven opportunity areas are detailed in **Appendix B** of this document.

Regional Housing Needs Allocation

Future Housing Needs

Future housing need refers to the share of the regional housing need that has been allocated to the City. The State Department of Housing and Community Development (HCD) supplies a regional housing goal number to the Southern California Association of Governments (SCAG). SCAG is then mandated to allocate the housing goal to city and county jurisdictions in the region through a RHNA Plan. In allocating the region's future housing needs to jurisdictions, SCAG is required to take the following factors into consideration pursuant to Section 65584 of the State Government Code:

- Market demand for housing;
- Employment opportunities;
- Availability of suitable sites and public facilities;
- Commuting patterns;
- Type and tenure of housing;
- Loss of units in assisted housing developments;
- Over-concentration of lower income households; and
- Geological and topographical constraints.

HCD, through a determination process, allocates units to each region across California. It is then up to each region to determine a methodology and process for allocating units to each jurisdiction within that region. SCAG adopted its final Regional Housing Needs Allocation (RHNA Plan) in March 2021. This RHNA covers an 8-year planning period (starting in 2021) and addresses housing issues that are related to future growth in the region. The RHNA allocates to each city and county a "fair share" of the region's projected housing needs by household income group. The major goal of the RHNA is to assure a fair distribution of housing among cities and counties within the Southern California region, so that every community provides an opportunity for a mix of housing for all economic segments.

Rialto's share of the SCAG regional growth allocation is 8,272 new units for the current planning period (2021-2029). **Table 3-49** indicates the City's RHNA needs for the stated planning period.

Table 3-49: City of Rialto's RHNA Allocation for 2021-2029

Income Category (% of County AMI)	Number of Units	Percent
Extremely Low (30% or less)	1,109	13%
Very Low (31 to 50%)[1]	1,109	13%
Low (51 to 80%)	1,206	15%
Moderate (81% to 120%)	1,371	17%
Above Moderate (Over 120%)	3,477	42%
Total	8,272	100%

Note 1: Pursuant to AB 2634, local jurisdictions are also required to project the housing needs of extremely low-income households (0-30% AMI). In estimating the number of extremely low-income households, a jurisdiction can use 50% of the very low-income allocation or apportion the very low-income figure based on Census data.

Summary of Sites Inventory and RHNA Obligations

The data summarized in **Table 3-50** below and in **Appendix B** shows the City of Rialto's ability to meet the 8,272 RHNA allocation in full capacity with an 8,726-unit buffer. Along with identifying appropriate sites to meet the current and future housing needs, the City has established a Housing Plan to support its efforts in providing housing opportunities for all income levels in Rialto.

Table 3-50: Summary of RHNA Status and Sites Inventory					
	Very Low Income	Low Income	Moderate Income	Above Moderate Income	Total
RHNA (2021-2029)	2,218	1,206	1,371	3,477	8,272
Pipeline Projects	0	0	0	516	516
Units Constructed/Issued Permits in Projection Period (Begins June 31, 2021)	0	0	0	285	285
Remaining Unmet RHNA	**2,218**	**1,206**	**1,371**	**2,676**	**7,471**
Existing Zoning – Unit Capacity					
Accessory Dwelling Unit Projection	40		26	6	72
Entitled, Private Specific Plans					
Lytle Creek Ranch Specific Plan	0		621	5,638	6,259
Renaissance Specific Plan	0		405	874	1,279
Rezone Strategies – Unit Capacity					
Opportunity Areas with Rezone/Upzone Programs*					
1 - Foothill Boulevard Specific Plan	2,443		227	1,767	4,437
2 - North Riverside Avenue	369		40	264	673
3 - Gateway Specific Plan	307		28	223	558
4 - Rialto Central Area Specific Plan	189		8	153	350
5 - Baseline Parcels	88		5	70	163
6 - Baseline Shopping Center	744		70	539	1,353
7 – Housing Opportunity Overlay	583		50	420	1,053
Total Potential Development Capacity	**4,723**		**1,480**	**9,954**	**16,197**
Sites Surplus/Shortfall (%)	39%		8%	186%	96%
Sites Surplus/Shortfall (#)	1,339		109	7,278	8,726

E. Financial Resources

Providing an adequate supply of decent and affordable housing requires funding from various sources, the City has access to the following funding sources.

1. Section 8 Housing Choice Voucher

The Section 8 Housing Choice Voucher program is a Federal government program to assist very low-income families, the elderly, and the disabled with rent subsidy payments in privately owned rental housing units. Section 8 participants are able to choose any housing that meets the requirements of the program and are not limited to units located within subsidized housing projects. They typically pay 30 to 40 percent of their income for rent and utilities. The Housing Authority of the County of San Bernardino administers Section 8 Housing Choice vouchers within the City of Rialto. In 2020, the County assisted 10,508 homes with vouchers, including 355 residents in Rialto through the Section 8 Program.

Community Development Block Grants (CDBG)

The Community Development Block Grant (CDBG) program provides annual grants on a formula basis to cities to develop viable urban communities by providing a suitable living environment and by expanding economic opportunities, principally for low- and moderate-income persons (up to 80 percent AMI). CDBG funds can be used for a wide array of activities, including:

- Housing rehabilitation;
- Lead-based paint screening and abatement;
- Acquisition of buildings and land;
- Construction or rehabilitation of public facilities and infrastructure; and
- Public services for low-income households and those with special needs.

Each year, the City of Rialto receives Community Development Block Grant (CDBG) funds from the U.S. Department of Housing and Urban Development. The City Administration is responsible for administering these funds. These funds must be used to develop viable communities by promoting integrated approaches that provide items such as decent housing, a suitable living environment, and expand economic opportunities for low- and moderate-income persons.

Investment of CDBG funds in the community is guided by the City's Five-Year Consolidated Plan that identifies the housing, community, and economic development needs of the community, the resources available, and strategies to address identified needs. Each Annual Action Plan describes the activities to be undertaken using CDBG funds to address Consolidated Plan strategies. Subsequent to each program year, the City prepares a Consolidated Annual Performance and Evaluation report detailing the results of CDBG activities.

HOME Investment Partnership Program (HOME)

The HOME program provides federal funds for the development and rehabilitation of affordable rental and ownership housing for households with incomes not exceeding 80-percent of area median income. The program gives local governments the flexibility to fund a wide range of affordable housing activities through housing partnerships with private industry and non-profit organizations. HOME funds can be used

for activities that promote affordable rental housing and homeownership by low-income households. The City of Rialto does not currently report receiving HOME funds.

Local Early Action Planning (LEAP) Grants

SB2 Grant

To supplement the cost of the City's effort to update the streamlining process of affordable housing, the City has been awarded an SB 2 Planning Grant Program grant from HCD. The SB 2 program includes improvements to expedite local planning processes. In 2020, the City received $310,000 from the SB 2 Grant. The funding of the program is to address California's critical housing needs by using award amounts to accelerate housing production by streamlining the approval of affordable housing and promoting development consistent with the State's planning priorities, among other related activities.

LEAP Grant

The City of Rialto applied for and received a total of $500,000 from the California Department of Housing and Community Development (HCD). LEAP Grants provide funding opportunities for jurisdictions to update their planning documents and implement process improvements that will facilitate or accelerate housing production to meet the 6th Cycle Regional Housing Needs Assessment (RHNA).

2. Energy Conservation

The primary uses of energy in urban areas are for transportation lighting, water heating, and space heating and cooling. The high cost of energy demands that efforts be taken to reduce or minimize the overall level of urban energy consumption. Energy conservation is important in preserving non-renewable fuels to ensure that these resources are available for use by future generations. There are also a number of benefits associated with energy conservation including improved air quality and lower energy costs.

Title 24

The City abides by the Title 24 standards as mandated by the State. Title 24 establishes energy efficiency standards for residential and nonresidential buildings (new structures and additions) to reduce energy consumption. The standards are updated every three years to achieve greater efficiency and reach for new goals.

Energy Use and Providers

Southern California Gas Company (SCG) provides natural gas service for the City. Natural gas is a "fossil fuel" and is a non-renewable resource. Most of the major natural gas transmission pipelines within the City are owned and operated by SCG. SCG has the capacity and resources to deliver gas except in certain situations that are noted in state law. As development occurs, SCG will continue to extend its service to accommodate development and supply the necessary gas lines. Electricity is provided on an as-needed basis to customers within existing structures in the City. Southern California Edison Company (SCE) is the distribution provider for electricity in Rialto. Every year SCE expands and improves existing facilities according to demand.

Utility companies serving Rialto offer programs to promote efficient energy use and assist lower-income customers. Southern California Edison participates in the Low-Income Energy Efficiency program to help

homeowners and renters conserve energy and control costs. Eligible customers receive no-cost weatherization, including attic insulation, energy efficient refrigerators, energy-efficient furnaces, weather stripping, caulking, low-flow showerheads, water heater blankets, and door and building envelope repairs which reduce air infiltration. Edison also participates in the California Alternate Rates for Energy program, which provides a 15 percent discount on electric bills for low-income customers.

Section 4

Housing Plan

Housing Plan

The Housing Plan describes the City of Rialto's 2021-2029 housing policy programs. The Housing Plan describes the specific housing-related goals, policies, and programs the City will undertake during the planning period. The Plan aims to provide additional housing opportunities, remove governmental constraints to affordable housing, improve the condition of existing housing, and provide equal housing opportunities for all current and future residents of Rialto.

These goals, policies, and programs were developed based on a review of the City's 5th Cycle (2014-2021) Housing Element; input from community members, stakeholders, and decision-makers; requirements of new State law; and analysis provided in the Community Profile, Constraints, Resources, and Fair Housing sections of this Housing Element.

Regional Housing Needs Assessment

The Southern California Association of Governments (SCAG) has conducted a Regional Housing Needs Assessment (RHNA) to determine the City's share of the affordable housing needs for the San Bernardino region. The RHNA quantifies Rialto's local share of housing needs for the region by income category. Income categories are based on the most current Median Family Income (MFI) for San Bernardino County. The City's 2021-2029 RHNA allocation is as follows:

- 2,218 units – Very Low-Income (0-50% of County MFI)
- 1,206 units – Low-Income (50-80% of County MFI)
- 1,371 units – Moderate-Income (81-120% of County MFI)
- 3,477 units – Above Moderate-Income (120% or more of County MFI)

8,272 units – Total

A. Housing Goals

The City of Rialto has identified the following housing goals as part of this Housing Element Update:

Housing Goal #1: Maintain and improve the quality of existing housing and neighborhoods in Rialto.

Housing Goal #2: Promote and encourage housing development that adequately meets the needs of all socioeconomic segments of the community and region.

Housing Goal #3: Maximize the use of available financial resources and pursue creative and resourceful methods to reduce the overall cost of housing.

Housing Goal #4: Alleviate potential governmental constraints to housing production and affordability.

Housing Goal #5: Promote equal opportunity for all residents to reside in the housing of their choice.

The goals listed above are described throughout this Housing Plan with accompanying policies and programs to achieve them.

B. Housing Policies and Programs

Housing Conservation and Improvement

Housing and neighborhood conservation are important to maintaining and improving quality of life. Though a large portion of the City's housing stock is newer, some of the older neighborhoods show signs of inadequate maintenance and deterioration. Neighborhoods with large numbers of foreclosed and abandoned homes are a concern, especially with the recent collapse of the housing market. Efforts to improve and revitalize housing must not only address existing conditions, but also focus on preventative repairs to ensure the quality of the housing stock is maintained. The following policies address the continued need for housing and neighborhood conservation.

Housing Goal #1: Maintain and improve the quality of existing housing and neighborhoods in Rialto.

Policy 1.1: Promote the revitalization and rehabilitation of residential structures that are substandard or have fallen into disrepair.

Policy 1.2: Promote the maintenance of existing sound quality housing through preventative, rather than remedial, maintenance.

Policy 1.3: Encourage neighborhood and local involvement in addressing housing and neighborhood maintenance and improvement.

Policy 1.4: Undertake comprehensive neighborhood reinvestment strategies to stabilize and improve neighborhoods.

Policy 1.5: Preserve the existing character and quality of established single-family neighborhoods and communities.

Policy 1.6: Promote focused code enforcement and rehabilitation efforts to reverse the decline of transitioning neighborhoods.

Policy 1.7: Promote the conservation of physically sound buildings and neighborhoods that have historical or architectural significance.

Housing Program 1A: Acquisition, Rehabilitation, and Resale Program

Rialto will continue to acquire, maintain, and rehabilitate foreclosed homes in the community through the City's Acquisition, Rehabilitation, and Resale (ARR) Program. The ARR Program is designed to acquire, maintain, and rent foreclosed multi-family units to very low-income households. The units will be acquired by either the City or by for-profit or non-profit companies under the agreement of the City. Once complete, the units will be owned and managed by the company and must remain affordable for very low-income households for 55 years. The City anticipates assisting approximately 100 homes during the planning period.

Objectives:

- Continue to acquire, maintain, and rehabilitate foreclosed homes in the community through the City's ARR Program.
- Continue to implement the ARR program utilizing grant funds acquired through the Department of Housing and Urban Development's Neighborhood Stabilization Program.

- Maintain updated information on the ARR Program on the City's website, at City Hall, and in other public places to increase awareness and solicit applications for the program.

Timeframe: Review available funding annually, provide information on an annual basis, assist units on a project-by-project basis
Responsible Agency: Community Development Department
Funding Sources: County/State/Federal Funds

Housing Program 1B: Funding for Housing Rehabilitation Programs

Rehabilitation efforts are addressed through various programs. Several of the City's rehabilitation programs for both owner-occupied and rental housing relied on Redevelopment Agency Housing Set-Aside funds, including the following:

- Home Sweet Home Program
- Minor Rehabilitation Program
- Senior Minor Repair Program
- Rental Property Acquisition/Rehabilitation Program
- Rental Property Rehabilitation/Refinance Program
- Emergency Repair Mobile Home Program

Since the dissolution of Redevelopment, Rialto's housing rehabilitation programs are temporarily deferred pending the availability of other funding resources. During the 2021-2029 planning period, the City will investigate new funding opportunities offered by federal, state, local and private entities to support housing rehabilitation activities. The city is committed to investigate and/or apply to up to two additional funding sources that can contribute to housing rehabilitation.

Objectives:

- Annually investigate new funding opportunities, including CalHOME and CDBG funds.
- As funding becomes available, promote the housing rehabilitation programs on the City's website, at City Hall, and in other public places to increase awareness and solicit applications
- Investigate new funding opportunities offered by federal, state, local and private entities to support housing rehabilitation activities.

Timeframe: Review available funding annually, promote program on an annual basis.
Responsible Agency: Community Development Department
Funding Sources: General Fund; County/State/Federal Funds

Housing Program 1C: Code Enforcement

Rialto will continue to implement a proactive code enforcement program through the Code Enforcement Division. Code Enforcement will work closely with the Community Development Department to implement the City's housing programs to preserve and improve Rialto's neighborhoods. The Division will also continue to engage in emergency nuisance abatements actions against vacant and abandoned buildings. The City will continue to provide information on the City's zoning and building requirements and any available housing rehabilitation programs on the City's website and at City Hall.

Objectives:

- Implement a proactive code enforcement program through the Code Enforcement Division.
- Maintain updated information on the City's zoning and building requirements and any available housing rehabilitation programs on the City's website and at City Hall.

Timeframe: Annually review code enforcement cases and, if necessary, identify program changes based on community need.
Responsible Agency: Code Enforcement Division and Community Development Department
Funding Sources: General Fund

Housing Program 1D: Multi-Family Improvement Districts

Rialto will expand the Multi-Family Improvement District Program to other neighborhoods. This program is multi-action oriented and may include: implementing an acquisition, rehabilitation and affordable rental program and creation of an assessment district by the owners of at least two-thirds of the properties in a neighborhood. Since the dissolution of Redevelopment, expansion of this program has been temporarily deferred pending the availability of other funding sources. For the 2021-2029 planning period, the City will annually investigate new funding opportunities. When additional funding sources are identified, the City will evaluate the application of this program to other neighborhoods in Rialto.

The City will commit to apply to at least one applicable funding source, as funds are available, during the 2021-2029 planning period.

Objectives:

- Expand the Multi-Family Improvement District Program to other neighborhoods.
- Annually investigate new funding opportunities.

Timeframe: Annually investigate new funding opportunities, evaluation of neighborhoods within one-year of funding availability
Responsible Agency: Community Development Department
Funding Sources: General Fund

Housing Program 1E: Citywide Homeowner Association Survey

The strength of the homeowners' association is one of the critical factors contributing to the long-term success of a common-interest development. Factors common to effective HOAs are:

- An active Board of Directors, elected by the residents
- An approved set of CCRs and a willingness to enforce them
- Strong on-site property management
- Good potential tenant screening
- Adequate budgeting and reserves to address ongoing expenses and deferred maintenance

Larger multi-family properties which do not have these factors in place are likely to experience continuing problems, potentially leading to deteriorating appearance and diminishing property values. These troubled properties may eventually contribute to the decline of the surrounding neighborhood.

Objectives:

- Conduct a citywide survey of homeowner associations to identify and analyze their strength and health.
- Evaluate the options for enforcement legislation or incentive policies that would encourage strong homeowners' associations.

Timeframe: Conduct survey and evaluate regulatory and incentive-based options during 2021-2029 planning period

Responsible Agency: Planning Division

Funding Sources: General Fund

Housing Program 1F: Targeted Neighborhood Approach

The major source of housing problems and other societal neighborhood problems in the City of Rialto is distressed, poorly managed multi-family properties. In addition, the surrounding neighborhoods where these properties are located need attention as well. To systematically address these problem neighborhoods, the City will adopt a Targeted Neighborhood approach, focusing a variety of resources on specific neighborhoods in a concentrated and comprehensive fashion. Under the Targeted Neighborhood Approach, the City will first identify and prioritize its problem neighborhoods; determine which resources would be most appropriate for the targeted neighborhood; and apply resources to the targeted neighborhood until the desired measurements are achieved.

Objectives:

- Adopt a Targeted Neighborhood approach, focusing a variety of resources on specific neighborhoods in a concentrated and comprehensive fashion.

Timeframe: Initiate the Targeted Neighborhood Approach within one year of adoption of the Certified Housing Element.

Responsible Agency: Planning Division

Funding Sources: General Fund

Housing Program 1G: Receivership

To assist property owners with addressing problems with blighted properties, the City will continue to implement receivership. In cases where the owner cannot be contacted, or refuses to cooperate, however, the City has proactively sought the appointment of a receiver to oversee the repair and maintenance of the property, and to ensure that the property is occupied or purchased by an owner who will maintain the property.

Objectives:

- Continue to implement receivership.

Timeframe: Annually outreach to property owners with blighted properties. Promote informational materials within one year of adoption of the Certified Housing Element.

Responsible Agency: City of Rialto

Funding Sources: General Fund

Housing Availability and Production

Meeting the housing needs of all residents of the community requires the identification of adequate sites to accommodate a variety of housing types. By continuing to maintain an inventory of potential sites, the City will ensure that adequate residentially-zoned and mixed-use sites are available to accommodate the 2021-2029 RHNA.

Housing Goal #2: Promote and encourage housing development that adequately meets the needs of all socioeconomic segments of the community and region.

Policy 2.1: Utilize the Managing the Land Supply Element, Zoning Ordinance, and other land use controls to provide housing sites that can facilitate and encourage the development of a variety of housing consistent with the City's identified local needs and its regional housing responsibilities.

Policy 2.2: Establish incentives and regulatory concessions to promote the development of housing for very low-, low-, and moderate-income persons, and especially those with special needs.

Policy 2.3: Encourage the infilling of vacant residential land and the recycling of underutilized residential land, particularly in Downtown Rialto, along Foothill Boulevard, the Pepper Avenue Specific Plan area, the Renaissance Specific Plan area, and the Lytle Creek Ranch Specific Plan area.

Policy 2.4: Address the housing needs of special populations and extremely low-income households through emergency shelters, transitional housing, supportive housing, and single-room occupancy units.

Policy 2.5: Promote the phased and orderly development of new neighborhoods consistent with the provision of infrastructure improvements.

Policy 2.6: Promote infill development by pursing grants to investment in infrastructure.

Housing Program 2A: Provide Adequate Sites to Accommodate the RHNA

To facilitate development of housing to accommodate the 2021-2029 RHNA, as identified in **Appendix B** of this Housing Element, the City has identified a total of 315 parcels that are appropriate to accommodate up to 16,240 dwelling units. Adequate sites will be demonstrated during the 2021-2029 planning period through a combination of accessory dwelling units (ADUs), sites previously identified in the 5th Cycle Housing Element, current projects that are in the process of entitlement or construction (in-the-pipeline), and sites within existing adopted specific plans. The remaining sites will be accommodated through a variety of rezone programs as identified in Program 2B.

To ensure sufficient residential capacity to accommodate the identified regional need for lower income households is maintained; the City will develop and implement a formal monitoring program. The program will track development (residential, commercial, and mixed-use) approvals in the identified Housing Element land inventory sites. The City will report on the progress of development in its annual progress reports required pursuant to Government Code Section 65400 and due on April 1st of each year. The

inventory of available sites will also be made available to the development community through various outreach methods.

Objectives:

- Develop, implement, and promote a formal monitoring program to track development (residential, commercial, and mixed-use) approvals in the identified Housing Element land inventory sites.
- Report on the progress of development in the annual progress reports required pursuant to Government Code Section 65400 and due on April 1st of each year.

Timeframe: Immediately upon adoption of the Housing Element, complete rezones identified in Housing Program 2B, annual review and evaluation
Responsible Agency: Community Development Department
Funding: General Fund

Housing Program 2B: Rezone to Provide Adequate Sites to Accommodate RHNA

The City of Rialto has a total Regional Housing Needs Assessment (RHNA) allocation of 8,272 dwelling units. State law requires the City of Rialto to identify adequate sites to accommodate its fair share allocation for the 6th Cycle Housing Element. The City has identified existing residentially zoned sites to accommodate the RHNA allocation for above moderate-income units. To meet the remaining RHNA allocation for lower-income and moderate-income units, the City has identified seven (7) opportunity sites to be rezoned with potential to accommodate a total of 8,587 dwelling units, as listed below and detailed in **Appendix B**:

- **Opportunity Area 1: Foothill Boulevard**– The City has identified 110 parcels (identified in **Table B-20**) totaling 159 acres for rezone to a new zone which will accommodate an assumed density of 35 dwelling units/acre. The rezone can accommodate a total of 4,437 units.
- **Opportunity Area 2: North Riverside Avenue**– The City has identified 15 parcels (identified in **Table B-19**) totaling 17 acres for rezone to R-4 HDMF which will accommodate a maximum density of 48.4 dwelling units/acre. The rezone can accommodate a total of 673 units.
- **Opportunity Area 3: Gateway Specific Plan**– The City has identified 2 parcels (identified in **Table B-19**) totaling 20 acres for rezone to a new zone which will accommodate an assumed density of 35 dwelling units/acre. The rezone can accommodate a total of 558 units.
- **Opportunity Area 4: Central Area**– The City has identified 60 parcels (identified in **Table B-19**) totaling 14 acres for rezone to R-X which will accommodate a maximum density of 48 dwelling units/acre. The rezone can accommodate a total of 350 units.
- **Opportunity Area 5: Baseline Parcels**– The City has identified 10 parcels (identified in **Table B-19**) totaling 9 acres for rezone to a new zone which will accommodate an assumed density of 35 dwelling units/acre. The rezone can accommodate a total of 163 units.
- **Opportunity Area 6: Baseline Shopping Center**– The City has identified 35 parcels (identified in **Table B-19**) totaling 57 acres for rezone to a new zone which will accommodate an assumed density of 30 dwelling units/acre. The rezone can accommodate a total of 1,353 units.

- **Opportunity Area 7**: Housing Opportunity Sites – The City has identified 26 parcels (identified in Table B-19) totaling 46.7 acres for rezone to a new zone which will accommodate an assumed density of 30 dwelling units/acre. The rezone can accommodate a total realistic capacity of 1,053 units.

In 2023, a Zoning Amendment, consistent with Government Code Section 65583, subdivision (c)(1) and 65583.2 subdivisions (h) and (i), was adopted to specifically require that sites rezoned to accommodate a portion of the City's RHNA:

1. Permit owner-occupied and rental multifamily uses by right and not require a conditional use permit or other discretionary review or approval for developments in which 20 percent or more of the units are affordable to lower income households.
2. Permit the development of at least 16 units per site and a minimum of 20 dwelling units per acre;
3. At least 50 percent of the lower-income need must be accommodated on sites designated for residential use only or
4. For sites designated for mixed-use, allow 100 percent residential use and require that residential use occupy 50 percent of the total floor area of a mixed-use project;
    - The City implements all of the requirements of Government Code Section 65583, subdivision (c)(1) and 65583.2 subdivisions (h) and (i) for sites rezoned to accommodate a portion of the City's RHNA and the City shall allow projects according to the proposed zoning identified in the sites inventory and not require applicants of projects at these sites to complete zoning or other amendments in order to implement the provisions of Government Code Section 65583, subdivision (c)(1) and 65583.2 subdivisions (h) and (i).

The City has identified additional sites (**Opportunity Area 7**: Housing Opportunity Sites) that can be included in the Overlay to increase housing choice and capacity. The City will complete amendments to the Overlay by August 2025. The rezones will comply with *Martinez v. City of Clovis (2023) 90 Cal.App.5th 193* by requiring that residential development projects must comply with the Overlay.

There is a significant buffer of sites (96% beyond RHNA) which allows the rezones to accommodate a surplus of units. The City will continue to monitor development throughout the 6th Cycle planning period and if sites become unavailable and the buffer is depleted, the City will identify additional sites within 6 months.

Timeframe: The sites identified in Appendix B were rezoned in 2023 consistent with the requirements of Government Code section 65583.2, subdivisions (h) and (i) and, fully adhere to the requirements of Government Code section 65583.2, subdivisions (h) and (i); annual monitoring and reporting throughout the planning period. The City has identified additional sites (**Opportunity Area 7**: Housing Opportunity Sites) that can be rezoned to increase housing choice and capacity. The City will complete the rezones by October 2025. The City will continue to monitor development throughout the 6th Cycle planning period and if sites become unavailable and the buffer is depleted, the City will identify additional sites within 6 months.

Responsible Agency: Community Development Department
Funding: General Fund

Housing Program 2C: Replacement Housing

The City may have existing non-vacant sites included within the inventory of sites that may contain vacant or demolished residential units that were occupied by lower income households or households subject to affordability requirements within the last five years. The City will adopt a formal replacement housing program to ensure the replacement of any units lost for housing units shall comply with the same requirements pursuant to Government Code section 65915.

Objectives:

- Adopt a formal replacement housing program to ensure the replacement of any units lost for housing units shall comply with the same requirements pursuant to Government Code section 65915.

Timeframe: Formalize program requirements within one year of adopting the Certified 2021-2029 Housing Element
Responsible Agency: Community Development Department
Funding: General Fund

Housing Program 2D: Accessory Dwelling Unit Construction

The City adopted an Accessory Dwelling Unit Ordinance in 2020, in compliance with statutory requirements. Accessory Dwelling Units (ADUs) are an accepted method of providing affordable housing in the City. Due to recent legislation, the ability to entitle and construct ADUs has increased significantly. The City recognizes the significance of this legislation as evidenced by a marked increase in ADU permit applications. Due to this legislation, the City believes aggressive support for ADU construction will result in increased opportunities for housing including affordable units.

The City will support and accommodate the construction of at least 128 ADUs by a variety of methods, including but not limited to:

- Developing and implementing a public awareness campaign for construction of ADUs with a systematic approach utilizing all forms of media and outreach distribution
- Preparing and maintaining a user-friendly website committed to information related to codes, processes, and incentives pertaining to the development of ADUs and JADUs in the City.
- Approving permit-ready standard plans to permit new ADU construction to minimize design costs, expedite permit processing, and provide development certainty for property owners.

Timeframe: ADU public awareness campaign began in 2023 and is ongoing; The City updated and maintains a user-friendly website which consolidates all ADU-related information in an easy to understand format; The City has established the "Pre-Selected ADU Plans Program," which allows residents to select from 11 pre-approved ADU plans, streamlining the review process and reducing costs for the applicant.
Responsible Agency: Planning Division and Building Division
Funding Sources: General Fund

Housing Program 2E: Accessory Dwelling Unit Monitoring Program

The City will establish an ADU Monitoring Program during the 2021-2029 Housing Element Planning Period to formally track ADU development. The analysis will track applications for ADUs, location, and other important features. The intent of the Monitoring Program is to track progress in meeting 2021-2029 ADU construction goals and to evaluate the need to adjust programs and policies if the pace of construction is less than anticipated. Should changes need to be made due to a gap in the number of ADUs projected and the number permitted, the City will make changes proportional to the gap identified within 6 months of the annual review. This may include, but is not limited to, rezoning or similar actions.

Objectives:

- Establish an ADU Monitoring Program.

Timeframe: Ongoing, reviewed annually, any changes deemed necessary will be made within 6 months of the annual review

Responsible Agency: Planning Division

Funding Sources: General Fund

Housing Program 2F: Non-Vacant Adequate Sites to Satisfy By-Right Requirements of AB 1397

State law requires that any non-vacant sites identified in a prior housing element must be zoned at 30 units per acre and allow residential use by right for housing developments in which at least 20 percent of the units are affordable to lower income households, if they are to be considered adequate for lower income housing.

Nineteen (19) non-vacant sites shown to be suitable for lower income housing in the Housing Element Sites Inventory provided in Appendix B were also identified in the 5th Cycle Housing Element.

Objectives:

- Permit at least 30 units per acre on sites identified in a prior housing element and allow residential use by-right for housing developments when at least 20 percent of the proposed units are affordable to lower income households.

Timeframe: Complete required rezones within one year of the adoption of the Certified Housing Element

Responsible Agency: Planning Division

Funding Sources: General Fund

Housing Program 2G: Objective Design Standards

State Housing law includes various exemptions for projects with an affordable housing component, which limits the City's ability to apply discretionary design review requirements to certain residential projects. State Housing law specifies having objective design standards available to apply to housing projects where the City's discretion over design review is otherwise preempted per State law. The City of Rialto will review existing entitlement processes for housing development and will eliminate discretionary review for all housing development proposals that include a minimum affordable housing component. The City will also review the appropriateness of its current development standards to ensure that it reasonably accommodates the type and density of housing it is intended to support. The City will also amend existing development standards to replace or remove all subjective standards for projects with a minimum

affordable housing component with objective standards that do not impede the type and density of housing it is intended to allow.

Objectives:

- Review existing entitlement processes for housing development and eliminate discretionary review for all housing development proposals that include a minimum affordable housing component.
- Review the appropriateness of current development standards to ensure that they reasonably accommodate the type and density of housing they are intended to support.
- Amend existing development standards to replace or remove all subjective standards for projects with a minimum affordable housing component with objective standards that do not impede the type and density of housing they are intended to allow.

Timeframe: Adopt within 2 years of Certified Housing Element Adoption
Responsible Agency: Planning Division
Funding Sources: General Fund

Housing Program 2H: SB 35 Streamlining

The City will establish written procedures to comply with California Government Code Section 65913.4 and publish those procedures for the public, as appropriate, to comply with the requirements of SB 35, Chapter 366 Statues 2017. These requirements apply at any point in time when the City does not meet the State mandated requirements, based upon the SB 35 Statewide Determination Summary Report for Housing Element progress and reporting on Regional Housing Needs Assessment (RHNA). The City will process development projects with at least 50 percent affordable units through a streamlined permit process (i.e., 90 days for projects with up to 150 units). All projects covered by SB 35 are still subject to the objective development standards of the Rialto Municipal Code that includes the Building and Fire Codes. However, qualifying projects cannot be subject to discretionary review or public hearings; and in many cases the City cannot require parking. Reduced parking requirements would be established consistent with the requirements of SB 35 for qualified streamlining projects.

Objectives:

- Establish written procedures to comply with California Government Code Section 65913.4 and publish those procedures to comply with the requirements of SB 35, Chapter 366 Statutes 2017.

Timeframe: Establish procedures within one year of Certified Housing Element Adoption
Responsible Agency: Planning Division
Funding Sources: General Fund

Housing Program 2I: Emergency Shelters

The City adopted an Ordinance in 2020 in compliance with Senate Bill 2, the City of Rialto has amended the Zoning Code to allow emergency shelters by-right within the Industrial Park (I-P) zoning district. This area was selected due to the availability of multiple vacant parcels and the conversion of existing commercial and industrial development for the development of new emergency shelters.

The Emergency and Transitional Act of 2019 (AB 139) sets limits to parking requirements established by jurisdictions so as to avoid creating constraints to the development of emergency shelters. AB 139 specifically states that emergency shelters must provide sufficient parking to accommodate all staff working in the emergency shelter, provided that the standards do not require more parking for emergency shelters than other residential or commercial uses within the same zone. The City will amend the Zoning Code to ensure compliance with all provisions of AB 139, including parking requirements.

Chapter 654, Statues of 2022 (AB 2339), now includes new requirements on how cities must plan for emergency shelters and ensure sufficient capacity for low-income housing. AB 2339 requires that zoning designations identified to allow emergency shelters as a permitted use without a conditional use or other discretionary permit must allow other residential uses. This could include zones that allow mixed uses that permit residential. The City will amend the Zoning Code to allow emergency shelters by-right (non-discretionary) in at least one zone that allows other residential uses. The specific zone has not been identified but the City will identify a zone that can accommodate unmet need, consistent with the San Bernardino County's Homeless Strategic Action Plan. The designated zone will include adequate sites that meet at least one of the following:

- Vacant sites with mixed-use zoning;
- Vacant sites zoned for residential use;
- Nonvacant sites that are suitable for use as a shelter or that can be redeveloped for a shelter in the current Housing Element period; or
- Sites owned by the local government

Section 65583 (B)(v) of the Government Code allows jurisdictions to adopt proximity standards, provided that emergency shelters are not required to be more than 300 feet apart. The City's current Zoning Code prohibits emergency shelters on parcels within 300 feet from any other emergency shelters. The City will amend the Zoning Code to ensure compliance with all provisions of AB 2339, including definitions, zoning, and all development standards, including spacing requirements.

The City will continue to monitor the inventory of sites appropriate to accommodate emergency shelters and will work with the appropriate organizations to ensure the needs of homeless and extremely low-income residents are met. The City is committed to prioritizing funding and other available incentives for projects that provide housing for homeless and extremely low-income residents whenever possible.

Objectives:

- Continue to monitor the inventory of sites appropriate to accommodate emergency shelters and work with the appropriate organizations to meet the needs of homeless and extremely low-income residents.
- Comply with State law.

Timeframe: Review annually 2021-2029, provide an annual update on the inventory of available sites for emergency shelters as part of the City's Annual Report review and documentation; Amend the Zoning Code to comply with AB 139 and 2339 by June 2025.

Responsible Agency: Planning Division

Funding Sources: General Fund

Housing Program 2J: Transitional and Supportive Housing

In compliance with Senate Bill 2, the City of Rialto has amended the Zoning Code to allow transitional and supportive housing by-right in all zones allowing residential uses, subject only to those regulations that apply to other residential uses of the same type in the same zone. The City will continue to monitor the inventory of sites appropriate to accommodate transitional and supportive housing and will work with the appropriate organizations to meet the needs of homeless and extremely low-income residents. The City is committed to prioritizing funding and other available incentives for projects that provide housing for homeless and extremely low-income residents whenever possible.

Objectives:

- Continue to monitor the inventory of sites appropriate to accommodate transitional and supportive housing and work with the appropriate organizations to meet the needs of homeless and extremely low-income residents.

Timeframe: Review annually 2021-2029, provide an annual update on the inventory of available sites for transitional and supportive housing as part of the City's Annual Report review and documentation
Responsible Agency: Planning Division
Funding Sources: General Fund

Housing Program 2K: Manufactured Housing

The City adopted an Ordinance in 2020 in compliance with Government Code Section 65823.3 which specifies that local governments cannot exclude permanently sited manufactured homes from lots zoned for single-family dwellings (unless manufactured housing is more than 10 years old) but may require certain design/architectural requirements. The amendments define manufactured housing and mobile homes consistent with State law and identify the zone(s) where such housing is permitted. Additionally, the Ordinance requires standards for manufactured homes are the same as a conventional single-family dwelling unit in the same zone.

Objectives:

- Ensure all development standards, procedures and design criteria meet the objectives of Government Code Section 65823.3.

Timeframe: Ongoing, 2021-2029, review annually
Responsible Agency: Planning Division
Funding Sources: General Fund

Housing Program 2L: Condominium Conversion

Rialto recognizes the importance of preserving the City's affordable rental housing stock and discouraging conversions that could decrease the number of existing affordable units. The City will research and consider the applicability of a citywide Condominium Conversion Ordinance. The research will review the following topics: how to minimize the potential displacement of current tenants, replacement requirements for affordable rental units, and ways to alleviate the potential negative effects of condominium conversion on the rental housing stock.

Objectives:

- Research and consider the applicability of a citywide Condominium Conversion Ordinance.

Timeframe: Research and consider a citywide Condominium Conversion Ordinance within one-year of Housing Element adoption

Responsible Agency: Planning Division

Funding Sources: General Fund

Housing Program 2M: Single-Room Occupancy (SRO)

Rialto recognizes that single-room occupancy units may provide a valuable source of affordable housing for individuals and can serve as an entry point into the housing market for people who previously experienced homelessness. The City will adopt provisions in its Zoning Code to identify zone(s) to permit single-room occupancy units and consider additional requirements for this type of housing, including parking, on-site amenities, and management and safety plans. The City will consider more streamlined permitting procedures, technical assistance for potential SRO developers, and outreach to property owners of existing SRO developments.

Objectives:

- Adopt provisions in the Zoning Code to identify zone(s) to permit SRO units and consider additional requirements for this type of housing, including parking, on-site amenities, and management and safety plans.
- Consider more streamlined permitting procedures, technical assistance for potential SRO developers, and outreach to property owners of existing SRO developments.

Timeframe: Revise Zoning Code to permit SROs and additional development regulations and requirements within one-year of Housing Element adoption

Responsible Agency: Planning Division

Funding Sources: General Fund

Housing Program 2N: Alternative Housing Concepts

To provide more potential housing opportunities in Rialto, the City will review and research alternative housing concepts such as live-work developments, small lot developments, two master-bedroom housing units, and co-op housing. The City will review the applicability of these housing types in Rialto and review and revise the Zoning Code, as appropriate, to encourage development.

Objectives:

- Review and research alternative housing concepts.

Timeframe: Research alternative housing concepts by December 2025, review and revise Zoning Code, as appropriate by June 2026

Responsible Agency: Planning Division

Funding Sources: General Fund

Housing Program 2O: Lot Consolidation

The City will encourage and facilitate the consolidation of vacant and underutilized lots for residential development through a variety of incentives, including, but not limited to: technical assistance to property owners and developers in support of lot consolidation, identifying opportunities for potential consolidation and offering development incentives such as reduction in setbacks, parking requirements, and other standards. Consolidation will provide the opportunity to develop vacant and underutilized lots to their fullest potential. The City will evaluate the appropriateness of a variety of incentives and provide this information to the developers and other interested parties through the City's website and print material at City Hall.

Objectives:

- Encourage and facilitate the consolidation of vacant and underutilized lots for residential development, with an emphasis on affordable housing.
- Maintain updated information on incentives online and at City Hall.

Timeframe: Identify lot consolidation standards, incentives and encouragement tools in FY 2025
Responsible Agency: Planning Division
Funding Sources: General Fund

Housing Program 2P: Small Lot Consolidation

The City has identified a number of smaller-sized parcels, each under half an acre, to accommodate a portion of the RHNA allocation for lower income units. The location of these parcels in the downtown area, with many of those parcels under City ownership, and their proximity to transit and support services makes them ideal candidates for housing. To facilitate the development of larger multiple family projects in these areas, the City will adopt provisions in its Zoning Code to encourage and incentivize developers to consolidate these parcels. To promote small lot consolidation, the City will promote the program at City Hall and on its website. The City will evaluate requests on a case-by-case basis in the housing cycle.

Objectives:

- Adopt provisions in the Zoning Code to encourage and incentivize developers to consolidate smaller parcels.
- Promote the program at City Hall and online and evaluate requests on a case-by-case basis.
- Housing Program 2O and 2U objectives.

Timeframe: Initiate program upon adoption of 6th Cycle Housing Element, review and update annually, as deemed appropriate.
Responsible Agency: Planning Division
Funding Sources: General Fund

Housing Program 2Q: Subdivision of Specific Plan Areas

The City will work with Specific Plan proponents/applicants to facilitate the efficient subdivision of parcels greater than 10 acres within the private Specific Plan Areas identified in the Housing Element. This program assists in creating developable parcels to accommodate the lower income RHNA need pursuant to the City's RHNA obligation.

Objectives:

- Work with Specific Plan proponents/applicants to facilitate efficient subdivision of parcels greater than 10 acres within the private Specific Plan Areas.

Timeframe: Continue facilitation through the development phases in each adopted Specific Plan

Responsible Agency: Planning Division

Funding Sources: General Fund

Housing Program 2R: Residential Incentives

The City will assess and provide adequate incentives for the development of residential uses on identified candidate housing sites which may also permit nonresidential uses. While projections provided in the candidate sites analysis are derived from conservative calculations, incentives will be implemented to further contribute to sites being developed with residential units to accommodate a portion of the City's 2021-2029 RHNA allocation, especially lower income households. As part of the City's Annual Progress Report, the City will review its available sites inventory and, if deemed necessary, identify new sites.

Objectives:

- Assess and provide adequate incentives for the development of residential uses on identified candidate housing sites which may also permit nonresidential uses.
- Review the available sites inventory as part of the Annual Progress Report, and if necessary, identify new sites.

Timeframe: Review annually, incentives to be identified within 24 months of adoption of the Housing Element and in conjunction with rezones, overlays or other appropriate regulatory amendments, implementation of the incentives to be completed within 36 months of adoption of the Housing Element

Responsible Agency: Planning Division

Funding Sources: General Fund

Housing Program 2S: Surplus Land Act

The City will maintain compliance with the Surplus Land Act throughout the 2021-2029 Housing Element period. The City will assess the appropriateness of and consider implementing the following: outreach opportunities with housing developers, requests for proposals, development incentives, fee waivers, priority processing, and financial assistance (when available) to facilitate and incentivize developers to develop housing units on City-owned sites.

The City plans to make 24 properties available through the Surplus Land Act process over the next two years for a potential development of 1,464 units (92 affordable to lower income households, 408 for moderate income households, and 951 for above moderate income households). In the past, the City has had limited developers respond. If one developer responds, the City anticipates approvals (entitlements and development agreements) within a year to a year-and-a-half. If multiple developers respond, the City anticipates releasing an RFP, which may take six months, two years to enter into an Exclusive Negotiation Agreement, and two additional years for land use entitlements and development agreements.

Objectives:

- Maintain compliance with the Surplus Land Act throughout the 2021-2029 Housing Element period.
- Release available sites and requests for proposals to develop on publicly owned sites and establish a schedule of actions to facilitate development within two years of adoption of the Housing Element.
- Establish and implement a variety of incentives to facilitate housing development.
- Make properties available through the Surplus Land Act process.
- Establish an RFP process and solicit developers by Spring 2024
- Target Exclusive Negotiating Agreement by Spring 2025
- Target land use entitlements issuance by Winter 2025

Timeframe: Assess potential incentive actions within 12 months of adoption of the Housing Element, implement incentive actions within 24 months of adoption of the Housing Element
Responsible Agency: Planning Division
Funding Sources: General Fund

Housing Program 2T: Inclusionary Housing Ordinance

The City will investigate the feasibility of adopting an Inclusionary Housing Ordinance, which ensures the production of affordable units in new market-rate development by establishing affordable housing set-aside requirements on residential projects that meet certain criteria. The City's goal is to incorporate the following features:

- Require that in all new residential developments in the City with more than 10 units provide a "set aside percentage" of affordable housing units, with fractional housing units rounded to the nearest whole number.
- The "set aside percentage" shall be at least 10 percent of the units proposed by the applicant affordable to very low- and low-income households. The "set aside percentage" may include moderate-income units, as defined in Health and Safety Code section 50093, in addition to the 10 percent very low- and low-income households.
- For affordable housing rental units, the Ordinance shall require that at least 5 percent of the total number of units in the development project shall be affordable to very low-income households, and at least 5 percent of the total number of units in the development project will be affordable to low-income households. The City may include housing affordable to moderate-income households in addition to the units affordable to very low- and low-income households. In the case of for-sale affordable housing, 100 percent of the "set aside" units shall be affordable to at least low-income households.
- Affordable housing units within a rental housing project shall be required to remain affordable through recorded covenants for not less than 55 years, and in the case of for sale housing project shall be required to remain affordable through recorded covenants for not less than 45 years.
- Affordable housing units shall be developed concurrently with market rate units, and shall have the following qualities: be reasonable dispersed throughout the residential development, have

comparable exterior design as market rate units, have a proportional bedroom mix, and comparable interior features as market rate units.

- The City shall monitor compliance with the affordability covenants in the same manner and with the same frequency as the City monitors other housing programs utilizing City funds or containing occupancy income restrictions.
- The City will prepare and present at a City Council hearing an annual report on the status of the Ordinance.
- The Ordinance shall encourage applicants to construct affordable dwelling units, rather than select any alternative methods to satisfy its terms. In the event the City allows an in-lieu fee as an alternative to constructing units, the fee shall be set at no less than $3 per square foot, provided there is no legal requirement to the contrary. An applicant may pay an in-lieu fee, subject to approval by the City Council, upon a demonstration that providing the affordable units in the residential development would create an unreasonable economic hardship due to such factors as project size, site constraints, and/or excessively large affordability gaps.

Objectives:

- Evaluate and consider adopting an inclusionary housing ordinance requiring new residential developments to include a specified percentage of affordable units as a condition of development.
- Goal of facilitating the development of at least 415 very low-income and 415 low-income units during the 6th Cycle planning period.

Timeframe: Adopt an Inclusionary Housing Ordinance by March 2027.
Responsible Agency: Planning Division
Funding Sources: General Fund

Housing Program 2U: Site Assembly

The City will enable parcel assembly to create additional opportunities for affordable housing. The City will help facilitate lot consolidations to combine small lots into larger developable lots for housing. The City will meet with local developers and property owners to discuss development opportunities and incentives for lot consolidation to accommodate affordable housing units and consider additional incentives requested by developers.

The City will support developers/owners who approach the City with interest in lot consolidation for the development of affordable housing by deferring certain fees, allowing more height or additional stories, waiving lot merger fees to enable the project, and providing concurrent/fast tracking of project application reviews. By 2026 the City will review the effectiveness of this Program and revise as appropriate. The City will also pursue grant funding for parcel assembly land banking when it is available.

Objectives:

- Goal of facilitating the approval of more applications to merge parcels that result in feasible sites for multifamily housing during the planning period.
- Goal of facilitating the development of at least 415 very low-income and 415 low-income units during the 6th Cycle planning period.

Timeframe: Meet with developers and property owners starting in 2025 and annually thereafter. Based on the meetings with developers and property owners, add incentives as appropriate within six months and annually thereafter. Support consolidation as applicable housing applications are received on an ongoing basis; pursue grant funding as feasible during planning period. By December 2026, the City will review the effectiveness of this Program and revise as appropriate.

Responsible Agency: City Manager's Office; Community Development Department; Planning Division

Funding Sources: General Fund; Grant Funding

Housing Affordability

Rialto is committed to furthering statewide goals for the provision of decent, adequate, and affordable housing to accommodate existing housing needs, as well as those that will come with regional growth. The City will assist in the development of adequate housing that is affordable to all economic segments of the population.

Housing Goal #3: Maximize the use of available financial resources and pursue creative and resourceful methods to reduce the overall cost of housing.

Policy 3.1: Facilitate the development and preservation of affordable housing by offering financial and/or regulatory incentives.

Policy 3.2: Provide homeownership assistance for lower- and moderate-income households; support rental assistance for lower-income households.

Policy 3.3: Encourage the development of housing for special need households by offering density bonus and other zoning incentives.

Policy 3.4: Support the development of rental units with three or more bedrooms to provide affordable housing that adequately accommodates larger families, thereby reducing overcrowding and overpayment.

Policy 3.5: Encourage the construction of apartment complexes with strong on-site management to ensure that housing is well maintained.

Housing Program 3A: Down Payment Assistance Program

The City will continue to assist homebuyers through the Down Payment Assistance Program (DPA), a deferred loan program provided as down payment assistance. Applicants are required to be low- or moderate-income and may qualify for loan forgiveness if they reside in the home for at least 15 years. The City will continue to provide information on the Down Payment Assistance Program on the City's website and at City Hall. The City anticipates assisting 100 homeowners during the 2021-2029 planning period, depending on grant funding availability.

Objectives:

- Continue to assist homebuyers through the Down Payment Assistance Program (DPA) and maintain updated information on the DPA online and at City Hall.

Timeframe: Review annually, 2021-2029
Responsible Agency: Community Development Department
Funding Sources: County/State/Federal Funds

Housing Program 3B: Preserve and Monitor At-Risk Units

The City works with individual property owners to encourage the maintenance of affordability of assisted units. There are 257 assisted multi-family units at-risk of converting to market rate during the ten years following the beginning of the planning period (2021-2029). The City is committed to preserving its stock of affordable housing and will provide technical assistance, seek additional nonprofit and for-profit partners, and facilitate financial assistance for affordable housing units at-risk of conversion. The City will continue to work with property owners to develop a strategy to maintain affordability controls on assisted units.

The City will also inventory and gather information to establish an early warning system for publicly assisted housing units that have the potential to convert to market rate. This will include an annual review of the conversion status of all subsidized housing in the City. The City will develop and maintain an AB 987 database to include detailed information on all subsidized units, including those that have affordability covenants. The database will indicate the expiration date of any covenant and any requirements governing reimbursement.

When available, the City will utilize resources such as HUD Section 208/811 loans, HOPE II and III Homeownership program funds, HOME funds, CDBG funds, Low-Income Housing Tax Credit Programs, California Housing Finance Agency single-family and multi-family programs, programs to stimulate private developer and nonprofit entity efforts in the development and financing of housing for lower and moderate-income households. The City will continue to monitor at-risk developments throughout the planning period and pursue partnership opportunities with non-profits to preserve and expand affordable housing in the City.

Objectives:

- Work with property owners to develop a strategy to maintain affordability controls on assisted units.
- Establish an early warning system for publicly assisted housing units that have the potential to convert to market rate.
- Develop and maintain an AB 987 database.
- As available, utilize resources to stimulate private developer and nonprofit entity efforts.

Timeframe: Ongoing, 2021-2029, review and provide an annual update on the at-risk status of affordable units in Rialto as part of the City's Annual Report review and documentation. Establish procedures for early warning system with 12 months of housing element adoption.
Responsible Agency: Community Development Department
Funding Sources: General Fund/Qualified Entity Funds

Housing Program 3C: Mobile Home Park Preservation

Mobile home parks provide a valuable source of affordable ownership housing in Rialto. To encourage the preservation of mobile home parks, the City will continue to implement the mobile home rent control ordinance and convene the Mobile Home Rent Review Commission. The City will continue to provide information on the mobile home rent control ordinance at City Hall and work with mobile home park owners and tenants to resolve any issues.

Objectives:

- Continue to implement the mobile home rent control ordinance, convene the Mobile Home Rent Review Commission, and maintain updated information online and at City Hall.

Timeframe: Review annually. Provide amendments to Ordinance, as necessary.
Responsible Agency: Community Development Department
Funding Sources: General Fund

Housing Program 3D: County Homeownership Program

To encourage low- and moderate-income homeownership, Rialto will continue to provide information on the City's website and at City Hall on the County of San Bernardino's Homeownership Assistance Program (HAP). The program assists low- and moderate-income homebuyers meet the cash requirements of a home purchase. The HAP funds may be used for gap financing, down payment, or closing cost assistance. The assistance is in the form of a deferred loan and is secured by a second trust deed.

Objectives:

- Maintain updated information on the County's Homeownership Assistance Program (HAP) online and at City Hall

Timeframe: Continue annual dissemination of information. Modify dissemination as necessary based on annual review.
Responsible Agency: County of San Bernardino Economic and Community Development Department; Rialto Community Development Department
Funding Source: County of San Bernardino; General Fund

Housing Program 3E: Good Neighbor Next Door Program

To support homeownership among local police officers, fire personal, and teaches, Rialto will continue to participate in and provide information on the Department of Housing and Urban Development's (HUD) Good Neighbor Next Door Program at City Hall. Through the federal program, applicants can purchase homes from a selected list of HUD homes, which are available at a 50 percent discount off the listed price. The City will continue to provide information on the Good Neighbor Next Door Program at City Hall.

Objectives:

- Participate in and provide information on the Department of Housing and Urban Development's (HUD) Good Neighbor Next Door Program at City Hall.

Timeframe: Continue annual dissemination of information. Modify dissemination as necessary based on annual review.

Responsible Agency: Department of Housing and Urban Development; Rialto Community Development Department

Funding Sources: Department of Housing and Urban Development Good Neighbor Next Door Program; General Fund

Housing Program 3F: County Housing Voucher Program

The City will continue to cooperate with the San Bernardino County Housing Authority to administer the Housing Voucher Program (Section 8). The program provides rent subsidies to very low-income households that spend more than 50 percent of their income on rent. The City will continue to refer residents to the County program and provide information at City Hall, the City's website, and other public places to increase awareness and solicit applications.

Objectives:

- Continue to cooperate with the San Bernardino County Housing Authority to administer the Housing Voucher Program (Section 8).
- Maintain updated information online, at City Hall, and other public places, and refer residents to the County program.

Timeframe: Continue annual dissemination of information. Modify dissemination as necessary based on annual review.

Responsible Agency: County of San Bernardino Housing Authority; Rialto Community Development Department

Funding Sources: County of San Bernardino; General Fund

Housing Program 3G: Tenant-Based Rental Assistance

The County of San Bernardino uses HOME funds to provide financial assistance with required security deposits on rental housing units and tenant-paid utilities to persons who can afford monthly rent payments but lack necessary funds to get into and/or, to avoid being displaced from, decent housing. In addition, the County provides funds to low- and moderate-income renter households through the Monthly Rent Subsidies Program, also funded by the County HOME Program. Rialto will continue to participate in this County program and provide information about the program at City Hall and the City's website.

Objectives:

- Participate in the County's Tenant-Based Assistance program and maintain updated information at City Hall and online.

Timeframe: Continue annual dissemination of information. Modify dissemination as necessary based on annual review.

Responsible Agency: County of San Bernardino Economic and Community Development Department; Rialto Community Development Department

Funding Sources: County of San Bernardino HOME Funds; General Fund

Housing Program 3H: Parking Near Public Transit

AB 2097 prohibits public agencies from imposing minimum vehicle parking requirements for developments located within half-a-mile of a major transit stop, as defined by Section 21155 of the Public Resources Code.

Jurisdictions may impose or enforce minimum parking requirements on housing developments if findings are made (within 30 days of a completed application) that not imposing minimum parking requirements on the development would have substantially negative impacts on the jurisdiction's ability to meet its RHNA or existing residential or commercial parking within half-a-mile of the housing development. These findings must be supported by a preponderance of the evidence in the record. Pursuant to AB 2097, the projects listed below are exempt from imposed or enforced minimum parking requirements:

- Housing development projects that dedicate a minimum of 20 percent of the total number of housing units to very low-, low-, or moderate-income households; students; the elderly; or persons with disabilities.
- Housing developments with fewer than 20 housing units.
- Housing developments subject to parking reductions based on any other applicable law.

AB 2097 prohibits these provisions from reducing, eliminating, or precluding the enforcement of any requirement imposed on a housing development project that is located within half-a-mile of public transit to provide electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities.

Objectives:

- Amend the Zoning Code to comply with the requirements established by AB 2097.

Timeframe: Adopt the amendment within 24 months of adoption of the Housing Element.
Responsible Agency: Planning Division
Funding Sources: General Fund

Removing Governmental Constraints

Factors that pose constraints to the provision of housing include the costs of developing both ownership and rental housing, which are ultimately passed to the consumers; the availability and cost of mortgage and rehabilitation financing; and restrictive zoning or other development regulations. These factors tend to disproportionately impact lower- and moderate-income households due to their limited resources for absorbing the costs. The City of Rialto will, where legally possible, will remove governmental constraints affecting the maintenance, improvement, and development of housing.

Housing Goal #4: Alleviate potential governmental constraints to housing production and affordability.

Policy 4.1: Periodically review City regulations and ordinances to avoid unduly constraining housing development.

Policy 4.2: Offer financial and/or regulatory incentives where feasible to offset or reduce the costs of developing affordable housing.

Policy 4.3: Provide for timely processing of development projects to minimize project holding costs.

Policy 4.4: Periodically review residential development fees and service fees to ensure that they are appropriately related to and do not constrain the development.

Housing Program 4A: Density Bonus

To facilitate development, the City offers developers the opportunity to take advantage of the Density Bonus Program which is a density increase of 35 percent plus development incentives for qualified affordable projects. The City will provide information on the Density Program at City Hall and the City's website.

The City adopted a Density Bonus Ordinance in 2020 in compliance with Government Code Section 65915, inclusive of AB 1763.

Objectives:

- Maintain updated information on the Density Bonus Program at City Hall and online.

Timeframe: Ongoing, 2021-2029, provide an annual update on the progress of the Density Bonus Ordinance as part of the City's Annual Report review and documentation
Responsible Agency: Planning Division
Funding Sources: General Fund

Housing Program 4B: Remove Development Constraints

On a regular basis, City staff will review the development standards and design review findings in the Zoning Code to identify standards and requirements that may constrain the development of affordable housing in Rialto. Specifically, staff will review requirements such as the minimum unit size, including minimum unit size requirements for Accessory Dwelling Units (ADUs) and Single-Room Occupancy units (SROs); setbacks; parking requirements, including parking requirements for studio apartments/units; height restrictions; etc. to ensure that they are necessary and pertinent.

The City will also review the existing Precise Plan of Design requirements and process to identify any constraints on the development of affordable housing in the City. Staff will also on a case-by-case basis identify ways that standards can be relaxed if it is determined that such requirements are impeding the development of affordable housing in the City. The City will continue to provide development standard modifications, streamlined processing for applications related to the creation of affordable housing, and will offer fee modifications for projects proposing affordable units that are required to apply for variations to the existing development standards.

The City currently requires multi-family housing developments of five or more units in the R-3 zone to receive approval of a Conditional Use Permit. The City will review its permit requirements for multi-family housing, specifically in the R-3 zone, to identify if the permit requirement creates a constraint to the development of housing and affordable housing. This will include meeting with the developer community annually to receive feedback on the permitting and development review process. In addition, the minimum lot size and lot coverage requirements for the R-3 zone will be reviewed and amended to remove constraints to development.

Objectives:

- Review the development standards and design review findings in the Zoning Code to identify standards and requirements that may constrain the development of affordable housing. Commit to revising or modify development standards that may constrain development.
- Review the existing Precise Plan of Design requirements and process to identify any constraints on the development of affordable housing. Commit to revising or modify Precise Plan development standards that may constrain development.
- Conduct a study of parking requirements and identify needed revisions to ensure parking requirements do not constrain development, particularly for studio and one-bedroom units. Commit to revising or modify development standards that may constrain development. Commit to reduce or revise parking requirements, particularly for studio and one-bedroom units.
- Continue to provide development standard modifications, streamlined processing for applications related to the creation of affordable housing, and offer fee modifications for projects proposing affordable units that are required to apply for variations to the existing development standards.
- In the R-3 zone, the City will review permit requirements for multi-family housing, as well as lot size and coverage requirements, to remove constraints to development. Commit to revising or modify permit requirements that may constrain development.

Timeframe: Ongoing, 2021-2029, provide an annual update on the review of the City's development standards and requirements in the Zoning Code as part of the City's Annual Report review and documentation

Responsible Agency: Planning Division

Funding Source: General Fund

Housing Program 4C: Water and Sewer Service Providers

Pursuant to Chapter 727, Statues of 2005 (SB 1087), the City of Rialto is required to deliver its adopted housing element and any amendments thereto to local water and sewer service providers. This legislation allows for coordination between the City and water and sewer providers when considering approval of new residential projects, to ensure that the providers have an opportunity to provide input on the Element. Additionally, review of the Housing Element ensures that priority for water and sewer services is granted to projects that include units affordable to lower-income households.

Objectives:

- Deliver the adopted Housing Element, and any amendments, to local water and sewer service providers.

Timeframe: Forward to providers immediately upon adoption of the 2021-2029 Housing Element

Responsible Agency: Planning Division

Funding Sources: General Fund

Housing Program 4D: Availability of Zoning, Development Standards, and Fees Online

The City of Rialto shall provide all zoning and development standards, and fees for each parcel with its jurisdictional boundaries on the City's website pursuant to government transparency laws contained in Government Code GC 65940.19(a)(1)(B).

Objectives:

- Provide all zoning and development standards, and fees for each parcel with its jurisdictional boundaries on the City's website.

Timeframe: Continue annual dissemination of information. Modify dissemination as necessary based on annual review.
Responsible Agency: Planning Division
Funding Sources: General Fund

Housing Program 4E: Annual Review of Site Requirements

The City has identified that it is common for projects to not develop at their maximum density permitted. Development standards (yard requirements, lot coverage and size, building height limits, and parking standards) have been reviewed and found not to constrain developments from meeting their maximum density permitted. In order to identify potential constraints to development, the City will review its Building and Planning site requirements annually to identify potential constraints to development and make necessary changes that preclude property owners from developing at the maximum density permitted by their property's zoning.

Objectives:

- Review its Building and Planning site requirements annually to identify potential constraints to development and make necessary changes.

Timeframe: Review annually following adoption of the 2021-2029 Housing Element, necessary amendments identified during review will occur within 6 months
Responsible Agency: Planning Division
Funding Sources: General Fund

Housing Program 4F: Residential Incentives

To ensure sites identified in the Housing Element that allow for both residential and nonresidential use are maximized to the total residential potential assumed to demonstrate adequate sites, the City will assess and provide incentives, as appropriate.

Objectives:

- Adopt incentives for residential development on sites that permit both residential and nonresidential uses.

Timeframe: Identify incentives and adopt appropriate regulatory amendments within 12 months of adopting a Certified Housing Element, provide annual review of incentives and adjust as appropriate
Responsible Agency: Planning Division
Funding Sources: General Fund

Housing Program 4G: Permit Processing and Findings

The City's planning review process varies from application to application and the review time may differ based on the completeness of applications. The current permit processing procedures are not identified to be a constraint on the development of housing; however, the City seeks to continuously improve approval certainty and cost. The City will annually review its procedures and general review timing for potential impacts on cost and approval certainty for development projects.

The City's findings for granting permits includes subjective language which may lead to potential project denials and longer processing time. The City will review its application findings and address subjectivity by modifying the findings to include objective language within two years of adoption of the Housing Element.

Objectives:

- Annually review procedures and general review timing for potential impacts on cost and approval certainty for development projects.
- The City will review its application findings and address subjectivity by modifying the findings to include objective language within two years of adoption of the Housing Element.

Timeframe: Annually review permit processing procedures and, if necessary, make changes within one year. Within two years modify subjective findings language.
Responsible Agency: Planning Division
Funding Sources: General Fund

Equal Housing Opportunity

To fully meet the community's housing needs, the City must assure that housing is accessible to all residents, regardless of race, religion, family status, age, or physical disability.

Housing Goal #5: Promote equal opportunity for all residents to reside in the housing of their choice.

Policy 5.1: Continue to enforce fair housing laws prohibiting arbitrary discrimination in the building, financing, selling, or renting of housing based on race, religion, family status, national origin, disability, or other protected class.

Policy 5.2: Ensure that residents are aware of their rights and responsibilities regarding fair housing.

Policy 5.3: Continue to cooperate with the Inland Mediation Board to enforce fair housing laws and provide fair housing education services.

Policy 5.4: Affirmatively Further Fair Housing in Rialto.

Policy 5.5: Promote inclusive communities and equitable quality of life through development of affordable housing that is justly available throughout the whole community.

Housing Program 5A: Affirmatively Furthering Fair Housing

Pursuant to AB 686, Chapter 958, Statutes 2018, the City will affirmatively further fair housing by taking meaningful actions in addition to resisting discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected classes, as defined by State law.

To accomplish this, the City or designated contracted organization will collaborate with local and regional organizations to review any housing discrimination complaints, assist in dispute resolution, and, where necessary, refer complainants to appropriate state or federal agencies for further investigation, action, and resolution.

Section 3 of this Housing Element contains an analysis of fair housing activities in Rialto and the San Bernardino County region.

The analysis found that:

- There is one racially or ethnically concentrated census tracts (R/ECAPS) within Rialto as identified by HUD. These identified census tracts have at least 50 percent non-white populations with a poverty rate that exceeds 40 percent and/or is three or more times the average tract poverty rate for the metropolitan area.
- The UC Davis Regional Opportunity Index shows that the majority of residents within Rialto have low to moderate achievement opportunities and access to opportunities. Additionally, analysis of the TCAC/HCD Opportunity Area Maps show that the majority of the City is categorized as low to moderate resource, meaning there is low access to essential resources for existing residents.
- The City of Rialto has two census tracts reporting high segregation and poverty, in addition to low opportunity ratings and higher environmental burdens. The existing residential uses in these two census tracts are predominantly older, single-family residences and some multi-family developments among mostly industrial and downtown commercial uses.
- The City has the highest unemployment rate in the region and approximately 39 percent of households earn less than $50,000 annually. In comparison, the City only has a limited total number of deed-restricted affordable units (1,049 total units).

Approximately 78 percent of the City's existing housing stock was built prior to recent amendments to the Fair Housing Act, which provides for additional opportunities to persons with disabilities. As a result, persons with disabilities may face challenges securing accessible housing in Rialto. The City will continue to collaborate with the community, stakeholders, and appropriate organizations to address potential constraints to fair housing. This may include, but may not be limited to:

- Analysis and identification of barriers to entry into homeownership or rental opportunities,
- Review of historic policies or restrictions that may have prevented and/or may still prevent disadvantaged groups from locating in Rialto,
- Specific actions that contribute to Rialto's ability to foster a more inclusive community to all racial, social, and economic groups.

During the planning period, the City will take the following explicit actions to address and implement Fair Housing issues and to affirmatively further fair housing in the community:

Table 4-1: AFFH Actions

Contributing Factor	Specific Commitments	Timeframe	Geographic Target	Metrics and Timelines
Action Area - Housing Mobility				
Availability of Affordable Housing	1. Outreach to landlords to expand the location of participating voucher properties.	Annually outreach and host one meeting	City-wide with focus on the Central Area and Foothill Area	Recruit at least 5 landlords to become a participating voucher property by December 2026 Evaluative Metric(s): • Reduce voucher waitlist by 10% annually • Increase landlord participation by 5% annually • Seek to assist 250 lower income households in higher resource areas
	2. Create and promote an affordable rental registry.	Complete by December 2025, annual review and update as necessary	City-wide with focus on the Central and Foothill Areas and higher resources areas to the north	Publish the registry and assist households in accessing affordable housing through the registry. Evaluative Metric(s): • Assist up to 50 lower income residents on an annual basis
	3. Create an Affordable Housing Database and Outreach toolkit to help lower income families match opportunities based on individual needs	Develop database and toolkit by December 2025.	High / Central Area of City	Develop database and toolkit by December 2025. Evaluative Metric: • Aspire to assist 250 lower income families on an annual basis.
	4. Encourage collaboration between local government and community land trusts as a mechanism to develop affordable housing in higher-opportunity areas.	Annually outreach and host one meeting	Areas of higher opportunity	Gather interest from at least one agency or organization throughout the Planning Period. Evaluative Metric(s): • Participation by at least one agency annually

Table 4-1: AFFH Actions				
Contributing Factor	**Specific Commitments**	**Timeframe**	**Geographic Target**	**Metrics and Timelines**
	5. Annually review the Sites Inventory and the location of new, affordable housing development. Promote equal and fair housing development practices by annually reviewing to make sure there remains opportunities for affordable housing development throughout the whole City.	Annually review candidate sites and meet with the developer community at least once every two years.	City-wide	Annual meetings. Evaluative Metric(s): • Participation by at least 5 affordable housing developers
	6. Encourage expansion of opportunity in low resource areas through annual participation by developers	Annually market infill, mixed used and affordable residential development to affordable housing developers	Focus area along Riverside Avenue and Foothill Boulevard	Annual participation by affordable housing developers in low resource corridors. Evaluative metric(s): • Participation by one affordable housing developer along corridor annually
	7. Develop a program of assistance with security deposits and moving expenses for voucher holders and other low-income tenants	Coordinate with county, state and federal agencies to develop assistance program	Target voucher holders and tenants	Develop program by December 2025. Evaluative metric(s): • Assist up to 15 new residents on annual basis
	8. Established goals for increased affordable housing production will geographically target TCAC Low Resource/High Segregation & Poverty areas for special engagement and strategic action.	Adopt Housing Programs by next Planning Cycle	City-wide The City is identified by TCAC as low resource, and that even within certain areas identified as Moderate Resource, there are limited development or redevelopment opportunities. The spread of RHNA inventory shows that lower income units are	Various Housing Programs have been adopted to facilitate the development of affordable housing and a variety of housing to all income and household sizes. Housing Goal #2: Promote and encourage housing development that adequately meets the needs of all socioeconomic segments of the
	9. Establish a Program focused on tenant protections, displacement, and/or equity and geographically target TCAC High Segregation and Poverty and Urban Displacement Low-Income/Susceptible to Displacement areas for special engagement and strategic action.			

Table 4-1: AFFH Actions				
Contributing Factor	**Specific Commitments**	**Timeframe**	**Geographic Target**	**Metrics and Timelines**
	10. Establish Program that identifies goals for increased Housing Authority investment and support and geographically target TCAC High Segregation and Poverty areas for special engagement and strategic action.		not only allocated to low resource areas, but also in moderate resource areas, ensuring an equitable and fair distribution of affordability across the City.	community and region. Housing Goal #4: Alleviate potential governmental constraints to housing production and affordability. Housing Goal #5: Promote equal opportunity for all residents to reside in the housing of their choice. • Program 2A: Provide Adequate Sites to Accommodate the RHNA • Program 2B: Rezone to Provide Adequate Sites to Accommodate RHNA • Program 4B: Remove Development Constraints • Program 5A: Affirmatively Furthering Fair Housing
Housing Opportunities	1. Update, analyze and identify regulations that may have historically contributed to the disparities in access to housing and propose innovative solutions such lot configuration, affordability covenants and lot splits to encourage diversified development and support opportunities for wealth building through home ownership.	Complete by June 2026, Annually review and update as necessary	City-wide and neighborhood specific	Publish a report on the analysis and findings. Evaluative Metric(s): • Code Updates based upon report findings within 1 year or report
Lending Discrimination	1. Proactively outreach to financial institutional partners, including banks, credit unions and other applicable organizations/	2 Workshops or Meetings by December 2026.	City-wide	Two Fair housing workshops by December 2026. Coordinate with IFHMB

Table 4-1: AFFH Actions				
Contributing Factor	**Specific Commitments**	**Timeframe**	**Geographic Target**	**Metrics and Timelines**
	entities to identify ways to discourage discrimination in underwriting and lending to Rialto households.	Annual stakeholder meeting and outreach collateral by June 2026.		to provide marketing collateral by December 2025. Host one annual stakeholder meeting with local lenders and realtors to improve education. Establish a fair housing FAQ by December 2025. Evaluative Metric: • Seek to contact at least 50% of population with higher complaint rates, in conjunction with proactively addressing complaints • Coordination with 2 institutions annually
	2. At the mid-point of the 6th Cycle planning period, evaluate the effectiveness of these strategies in promoting housing opportunities throughout the City, outside of Focus areas and in the north and southern portions of the City	Summary Report complete by April 2026	Medium / Citywide with focus on the south and north areas	By April 2026, provide summary report of effectiveness in conjunction with annual APR. Based on findings, make necessary changes/amendments within 1 year. Evaluative Metric: • Aspire to achieve overall goal of 250 units.
	3. Provide post move services such as regular check in, resource coordination and landlord/tenant mediation to help keep families living in areas of opportunity	Develop internal administrative guidance and coordinate with county services by June 2026.	High / Central Area of City	Develop internal administrative guidance and coordination with county services by June 2026. Evaluative Metric:

Table 4-1: AFFH Actions				
Contributing Factor	**Specific Commitments**	**Timeframe**	**Geographic Target**	**Metrics and Timelines**
				• Aspire to assist 250 lower income families on an annual basis.
	4. Support voucher mobility programs that include: • Timely inspections • Providing adequate time for a family to conduct a housing search • Customer service for both landlords and program participants • Ensuring voucher subsidies' maximum limits are high enough to rent in higher-opportunity neighborhoods • Working collaboratively with county and streamlining the portability process to move across jurisdictions	Set up program framework by June 2026	Med / Central and South Areas	Coordinate with the County to assist with improving voucher mobility at local level by: • Identifying local staff to commit to 25% administrative function to support voucher mobility programs by June 2026. • Establishing a customer service framework including dedicated phone number, email and contact information by June 2026. • Establishing an annual monitoring program to evaluate success of voucher mobility program by June 2026. Provide for annual program amendments as necessary. Evaluative Metric: • Aspire to serve up to 50% of annual voucher

Table 4-1: AFFH Actions				
Contributing Factor	**Specific Commitments**	**Timeframe**	**Geographic Target**	**Metrics and Timelines**
				recipients with an expressed need for assistance.
	5. Adopt an Ordinance to expand the housing supply in single-family zones by allowing for lot splits and duplexes under the parameters of SB 9. In coordination with research being conducted at the State level, evaluate and pursue opportunities to incentivize and provide funding assistance for homeowners to provide affordable units under SB 9.	Adopt Ordinance by 2024	Medium/ Areas not identified as RHNA focus areas.	Adopt Ordinance by 2024 Evaluative Metric: • Aspire to serve up to 250 housing opportunities affordable to lower income households
	6. Coordinate with San Bernardino County Housing Authority regarding enhancements to mobility counseling programs in Rialto. This program would market landlords and property owners and inform Housing Choice Voucher holders about their residential options in areas throughout the City and provide holistic support to voucher holders seeking to move to areas outside of focus.	Coordinate with County of San Bernardino in 2025 to develop program framework. Execute local actions in 2025 and 2026.	Medium / North, South and Central Focus Areas.	Coordinate with County of San Bernardino in 2025 to develop program framework. Execute local actions in 2025 and 2026. Evaluative Metric: • Overall goal will be to increase Housing Choice Vouchers by 10% and through implementation of the City's SB 9 ordinance, seek to integrate at least five units annually in areas outside of focus areas.
	7. Research and pursue the development and funding of a program that would provide low-interest loans to single-family homeowners and grants to homeowners with household incomes of up to 80% of the Area Median Income to develop	Develop Program by June 2026	Medium / Areas outside of focus areas, in Single Family neighborhoods.	By June 2026 develop program framework. By December 2026 develop and implement pilot program. Implement annually thereafter. Evaluative Metric:

Table 4-1: AFFH Actions				
Contributing Factor	**Specific Commitments**	**Timeframe**	**Geographic Target**	**Metrics and Timelines**
	accessory dwelling units with affordability restrictions on their property.			• Aspire to achieve at least 5 deed restricted ADU's annually.
	8. Research and pursue a homesharing program, including research and coordination with non-profit and other organizations to assist with matching tenants with existing homeowners. The City will market and take other actions as necessary at least annually with the goal of five opportunities per year.	Develop Program by June 2026	Med / Citywide	Develop homeshare program framework by June 2026. Evaluative Metric: • Aspire to create at least five opportunities on an annual basis.
	9. The City will explore and pursue alternative land use strategies and make necessary amendments to zoning or other land use documents to facilitate a variety of housing choices, including but not limited to higher density opportunities on religious, institutional and quasi-institutional lands, missing middle zoning in addition to SB 9 such as SB 10, adaptive reuse, more than one JADU per structure, acquiring and adding affordability to existing structures and upzoning.	Identify strategies in 2025 and make regulatory changes by June 2026	Medium / Citywide	Research and identify alternative land use strategies by December 2025. Identify and implement policy and regulatory changes by June 2026. Evaluative Metric: • Aspire to create 50 housing opportunities in the planning period.
	10. Research and pursue funding opportunities at least every other year to make accessibility improvements to homes and community infrastructure.	Research in 2023. Identify 1 funding source annually beginning in 2024	Medium/Citywide	Identify annual funding opportunity Evaluative Metric: • At least one new funding opportunity annually

Table 4-1: AFFH Actions				
Contributing Factor	**Specific Commitments**	**Timeframe**	**Geographic Target**	**Metrics and Timelines**
	11. Develop incentives or other strategies to promote housing choices and affordability in all development throughout the City.	Develop and market incentives by December 2025.	Medium / Citywide with focus on the Central Area	Develop and market incentives by December 2025. Evaluative Metric: • Aspire to identify up to 5 strategies to be implemented in the planning period.
	12. Require standards or provide incentives and utilize other strategies to promote affirmative marketing plans in all new developments outside of focus areas. The affirmative marketing plan will consider regional housing registries and ensure marketing materials for new developments are designed to attract renters and buyers of diverse demographics, including persons of any race, ethnicity, income, disability and familial status.	Develop and market incentives by December 2025.	Medium / Areas outside of RHNA focus areas	Develop and market incentives by December 2025. Evaluative Metric: • Aspire to assist up to 250 residents in the planning period.
Action Area: Housing Choice and Affordability in Areas of Opportunity				
R/ECAPs and Environmental Justice	1. Adopt an Environmental Justice Element.	Adopted in 2024.	City-wide	Adopted anEnvironmental Justice Element in 2024.
	2. Engage community health workers to conduct ground level site visits and meetings within identified census tracts to better understand resident and business barriers, resources, and needs.	Complete by December 2025, annual review and update as necessary	Vulnerable census tract to be determined with focus on the Central area and Foothill corridor	Conduct one workshop in each area identified by December 2025. Establish specific set of actions to address identified barriers by May 2026. Evaluative Metric(s): • Annual summary report and reduction of incidences of poverty for 150

Table 4-1: AFFH Actions				
Contributing Factor	**Specific Commitments**	**Timeframe**	**Geographic Target**	**Metrics and Timelines**
				households on an annual basis
Housing for Persons with Disabilities	1. Promote accessibility modification programs and other measures that proactively enhance accessibility, including creating informational materials.	Complete by December 2025	City-wide	Promote informational materials on assistance available and make available to public by December 2025. Evaluative Metric(s): • Reach at least 50% of disabled population on an annual basis.
Access to Opportunities	1. Facilitate entrepreneurship opportunities to create economic opportunity with limited investment, such as home-based businesses. The City will collaborate with the Chamber of Commerce to establish policies and programs supportive of local employment opportunities.	Complete by June 2026	City-wide	Establish policies and programs supportive of local employment opportunities. Develop outreach collateral by June 2026. Conduct annual meeting with Chamber of Commerce. Evaluative Metric(s): • Seek to assist 50 new business creations annually in the City.
	2. Increase outreach to local school districts, vocational schools and other public and private education and job training entities. The City will outreach to and conduct annual meetings with these entities to discuss the housing needs and improving opportunity access, especially to lower income households located in low resource areas. The City will maintain compliance with Fair Housing Laws and Regulations.	Annual meetings with Rialto Unified School District (RUSD). Annual review and amendment of City place based strategies.	City-wide w/ focus in areas of low opportunity and prevalence of lower income households	Collaborate with RUSD and local educational institutions to increase local scoring. Meet annually with RUSD to determine City of Rialto contributions to placed based strategies. Provide for annual meetings to assess progress to achieve parity with comparable scores regionally and statewide. Provide for annual meeting with RUSD to identify housing sites

Table 4-1: AFFH Actions				
Contributing Factor	**Specific Commitments**	**Timeframe**	**Geographic Target**	**Metrics and Timelines**
				and additional economic development opportunities for students and families. Establish general policies, such as safe routes to schools, afterschool programs and other place-based strategies in consultation with RUSD. Evaluative Metric(s): • Reach at least 500 lower income residents on an annual basis
Additional Multifamily Opportunities	1. Update, analyze, and identify regulations that may have historically contributed to the disparities in access to housing and propose innovative solutions such as, but not limited to, lot configuration, affordability covenants, and lot splits to encourage diversified development and support opportunities for wealth building.	Conduct community workshops by June 2026	Northern Planning Area As shown in Figure 3-28, the Northern Planning area shows the least amount of diversity in RHNA sites. The Northern Planning is characterized as higher income. The City will place priority on these areas while also addressing affordability issues throughout Rialto.	Maintain and update candidate sites list and annually provide opportunities to relevant agencies and organizations. Offer collaboration and assistance. Evaluative Metric: • Target outreach to census tracts with low access and low-income to conduct two community workshops within the first half of the planning period. • Update candidate sites list annually at time of APR. • Assist or provide information to at least 5 developers annually.
Action Area: Place-Based Strategies – Conservation and Revitalization				
Public Investment in Specific Neighborhoods	1. Target investment in areas of most need focused on improving community assets such as schools, recreational	Annually review and seek funding opportunities and partnerships	Targeted area in the Central, Gateway Area, Foothill areas	Annual review and CIP programming to target investment. Prioritize inclusion of target areas

	facilities and programs, social service programs, parks, streets, active transportation and infrastructure			for CIP programs each year. From April 14th to July 14th, 2025, a series of roadway reconstruction and concrete improvements will be completed in segments. These upgrades are designed to improve both roadway and pedestrian safety while supporting the City's ongoing growth and future development. The improvements will include: Casa Grande Drive, Bloomington Avenue, and Maple Avenue. These improvements directly benefit existing and future residents of identified Housing Element sites. Evaluative Metric(s): • Identify at least one CIP priority project on an annual basis.
	2. Dedicate or seek funding to prioritize basic infrastructure improvements (e.g., sidewalks) in disadvantaged communities.	Annually review and seek funding opportunities	Targeted area in the Central, Gateway Area, Foothill areas	Include capital projects from each of the target areas in annual CIP program. Update annually. Evaluative Metric(s): • Identify at least one CIP priority project on an annual basis.
	3. Coordinate with other external governmental agencies and other organizations in addressing areas of high need.	Bi-annually meet with agencies and organizations. Identify invitees by June 2026. Conduct annual meetings thereafter.	Targeted area in the Central, Gateway, and Foothill areas	Coordinate with at least one agency or organization in the Planning Period. Establish annual priority list of actions to identify place-based strategies such as the Merrill

				Avenue Safe Routes to School Improvements Project. Key improvements include: • Upgrading curb ramps to ADA standards on E. South Street/Acacia Avenue. Carter Street, Huff Street, and Orchard Street (between Sycamore Avenue and Sage Avenue) • Adding sidewalks and maintaining driveways on Carter Street, Orchard Street, and Huff Street (between Sycamore Avenue and Sage Avenue). • Improving and adding sidewalks on South Street between Sycamore Avenue and Acacia Avenue. Evaluative Metric(s): • Identify at least one CIP priority project on an annual basis in target areas.
	4. Recruit residents from areas of concentrated poverty to serve on boards, committees, task forces, and other local government decision-making bodies.	Promote opportunities as they become available	Areas of concentrated poverty	Recruit at least two persons from areas of concentrated poverty throughout the Planning Period. Evaluative Metric(s): • Annual participation by at least two residents
	5. Dedicate or seek funding to prioritize basic infrastructure improvements (e.g., water, sewer) in disadvantaged communities	Include in annual CIP programming beginning in July 2024.	High / Central and South Areas	Develop CIP program funding objectives related to housing and include in annual CIP

				programming beginning in July 2024. Evaluative Metric: • Aspire to achieve at least 2 CIP program actions on an annual basis.
	6. Address negative environmental, neighborhood, housing and health impacts associated with siting and operation of land uses such as industrial, agricultural, waste storage, freeways, energy production, etc. in disadvantaged communities	Establish a risk assessment toolkit by June 2025.	High / Central and South Areas	Evaluate and establish a risk assessment toolkit by June 2026. Provide to all future development projects to address fair housing and environmental justice concerns. Continue to implement the Environmental Justice Element and Climate Adaptations objectives and goals. Evaluative Metric: • Aspire to utilize toolkit in all new development which may have an effect on disadvantaged communities
	7. Establish measures such as urban forestry, flood prevention measures, etc. in disadvantaged communities	Implement Plan by January 2026	High / Central East Area	Identify measures by June 2025. Implement actions in local specific plans and other land use plans by January 2026, as applicable. Evaluative Metric: • Include at least 2 measures in each of the RHNA focus areas

	8. Enhance proactive code enforcement program to target areas of concentrated rehabilitation needs, results in repairs and mitigates potential cost, displacement and relocation impacts on residents	Execute proactive plan by January 2026.	High / Central and South Areas	Establish and identify priority code enforcement areas and execute proactive plan by January 2026. Evaluative Metric: • Aspire to identify and address up to 50 deferred maintenance or code violations within code enforcement focus area • Review the proactive code enforcement program annually and adjust as needed. • Refer households in need to assistance – assist at least 3 households per year.
	9. Targeted investment in areas of most need focused on improving community assets such as schools, recreational facilities and programs, social service programs, parks, streets, active transportation and infrastructure	Develop Program by January 2024	High / Central and South Areas	Develop CIP program objectives related to housing and include in annual CIP programming beginning in 2024. Aspire to achieve at least 2 CIP program actions on an annual basis.
Housing for Persons with Disabilities	1. Review and revise the development code for Reasonable Accommodations Findings as appropriate to mitigate impediments to fair housing.	Revise Code by June 2025	City-wide	Revise Code by June 2025
	2. The City will continue to review and prioritize the approval of reasonable accommodations requests on a case-by-case basis	By June 2025	City-wide	Assist a minimum of 10 individuals or households.
Action Area: Place-Based Strategies – Environmental Justice Policies				
	• Review zoning, permit streamlining, fees, incentives	Evaluate and Identify	High-opportunity areas	Make applicable adjustments to city

Environmental Justice Discrepancy	and other approaches to increase housing choices and affordability (e.g., duplex, triplex, multifamily, ADU, transitional and supportive housing, group homes) in high opportunity areas and areas that may be more impacted by environmental factors and adjust policies and regulations as necessary to address potential environmental justice issues. • Evaluate potential environmental justice issues influenced by the location and distribution of housing in areas that may expose residential to environmental impacts. Evaluate policy methods and strategies to significantly reduce and/or eliminate potential environmental justice issues	strategies in 2024 and make initial regulatory changes by June 2025	Areas with existing of planned residential adjacent to uses or activities that may exhibit environmental issues.	policies and programs within 12 months, if adjustments are required and applicable. Evaluative Metric: • If adjustments are necessary, revise within 12 months of annual review.
	Ensure heavy industrial activities are sufficiently separated from residential neighborhoods, schools, and other sensitive areas by requiring new industrial developments to incorporate measures such as vegetative barriers to mitigate air pollution from stationary and mobile sources.	Ongoing implementation of the Environmental Justice Element	Citywide (all lowest percentile for environmental factors)	Implement strategies related to toxic air contaminants with the goal of improving tracts' CalEnviroScreen scores by at least five percentile points by 2030.
	Expand opportunities for urban and community food growing activities by removing barriers that exist in the current zoning code and creating a clear development framework. Establish clear, and easy to understand development standards that communicate how urban agricultural activities are allowed and where.	Ongoing implementation of the Environmental Justice Element	Citywide with an emphasis on Disadvantaged communities as identified in the EJ Element.	Remove barriers that exist in the current zoning code and create a clear development framework by December 2026.
Safe Routes to School	Prioritize Safe Routes to School (SRTS) in areas most affected by extreme heat and air pollution.	During the City's annual CIP planning, identify at least one SRTS improvement project in areas most affected by extreme heat and air pollution as identified by	Disadvantaged communities as identified in the EJ Element and areas most affected by extreme heat and air pollution as identified by the	Annually identify at least one SRTS project in the City's CIP as funding allows. Annually apply for funding to support SRTS projects. Evaluative Metric: Apply for funding for SRTS projects annually

		the City's Climate Adaptation Plan.	City's Climate Adaptation Plan.	and on an ongoing basis. Goal of securing funding and implementing at least one SRTS project per year.
Safe Corridors	Create shaded and safe corridors between transit stops and important community services, including cooling centers, job centers, and residential areas where people depend on transit.	During the City's annual CIP planning, identify at least one "safe corridor" improvement project in areas most affected by extreme heat and air pollution as identified by the City's Climate Adaptation Plan and targeted areas in the City's Active Transportation Plan (ATP).	Disadvantaged communities as identified in the EJ Element, areas most affected by extreme heat and air pollution as identified by the City's Climate Adaptation Plan, and target areas identified in the City's ATP.	Annually identify at least one "safe corridor" project in the City's CIP as funding allows. Annually apply for funding to support "safe corridor" projects. Evaluative Metric: Apply for funding for "safe corridor" projects annually and on an ongoing basis. Goal of securing funding and implementing at least one "safe corridor" project per year.
Active Transportation Improvements	Implement bikeway improvements in Disadvantaged Communities, as outlined in the San Bernardino County Non-motorized Transportation Plan and the City's ATP, prioritizing those with shade improvements where the right-of-way allows. Add parklets with mature trees along routes where feasible.	During the City's annual CIP planning, identify at least one "Active Transportation" improvement project in areas most affected by extreme heat and air pollution as identified by the City's Climate Adaptation Plan and targeted areas in the City's Active Transportation Plan (ATP).	Disadvantaged communities as identified in the EJ Element, areas most affected by extreme heat and air pollution as identified by the City's Climate Adaptation Plan, and target areas identified in the City's ATP.	Annually identify at least one "Active Transportation Improvement" project in the City's CIP as funding allows. Annually apply for funding to support projects. Evaluative Metric: Apply for funding for "Active Transportation Improvements" projects annually and on an ongoing basis. Goal of securing funding and implementing at least one project per year.
Open Space and Parks	Link new open space and park sites in reclaimed mining areas with bicycle trails integrated into the City's recreational trails system (Land Use, Community Design, Open Space, and Conservation Element Policy 2-25.1). Consider sources of air pollution when siting the bicycle trails, including truck routes, freeways, and industrial uses in an	Ongoing, as opportunities arise.	Reclaimed mining areas and disadvantaged communities as identified in the EJ Element.	Annually evaluate the feasibility of new open space or park areas. Annually apply for funding to develop new open space or park areas. Evaluative Metric:

	effort to reduce or avoid environmental burdens in disadvantaged communities as identified in the EJ Element.			Apply for funding for new open space or park areas projects annually and on an ongoing basis. Goal of securing funding and developing at least one new open space or park area in the 6th Cycle.
	Goal to achieve a park ratio of 3.0 acres per 1,000 residents, with evenly distributed park facilities throughout the community, and establish strategies for funding facilities and maintenance (Land Use, Community Design, Open Space, and Conservation Element Policy 2-28.1). Within this plan, consider the 30x30 initiative, particularly related to wildlife corridors and protection of biodiversity in City open spaces.	During the City's next Parks Master Plan	Disadvantaged communities as identified in the EJ Element, areas most affected by extreme heat and air pollution as identified by the City's Climate Adaptation Plan, and target areas identified in the City's ATP.	Annually evaluate the feasibility of new open space or park areas. Annually apply for funding to develop new open space or park areas. Evaluative Metric: Apply for funding for new open space or park areas projects annually and on an ongoing basis. Goal of securing funding and developing at least one new open space or park area in the 6th Cycle.
	Identify locations, community partners, and funding opportunities to create pocket parks within urbanized areas for public and/or private use. Consider incentives for privately-owned and maintained public open spaces.	Ongoing, as opportunities arise.	Targeted in disadvantaged communities as identified in the EJ Element, areas most affected by extreme heat and air pollution as identified by the City's Climate Adaptation Plan, and target areas identified in the City's ATP.	Annually evaluate the feasibility of new open space or park areas. Annually apply for funding to develop new open space or park areas. Evaluative Metric: Apply for funding for new open space or park areas projects annually and on an ongoing basis. Goal of securing funding and developing at least one new open space or park area in the 6th Cycle.
Sidewalk Improvements	Identify sidewalk improvements in disadvantaged communities consistent with Circulation Element Policy 4-9.1 when creating the CIP annually to ensure the CIP proportionally improves disadvantaged communities.	During the City's annual CIP planning Identify sidewalk improvements in disadvantaged communities	Disadvantaged communities as identified in the EJ Element, areas most affected by extreme heat and air pollution as	Annually identify at least 3 sidewalk improvements in disadvantaged communities consistent with Circulation Element Policy 4-9.1 in the City's

		consistent with Circulation Element Policy 4-9.1.	identified by the City's Climate Adaptation Plan, and target areas identified in the City's ATP.	CIP as funding allows. Annually apply for funding to support projects. Evaluative Metric: Apply for funding sidewalk improvements in disadvantaged communities consistent with Circulation Element Policy 4-9.1 annually and on an ongoing basis. Goal of securing funding and implementing at least 3 sidewalk improvement projects per year.
Public Improvements	Require the use of attractive street furniture (benches, trash receptacles, planters, bicycle racks) in highly visible areas such as along Foothill Boulevard to communicate the City's identity and pride, consistent with Land Use, Community Design, Open Space, and Conservation Element Policy 2-13.1. Ensure the placement of this street furniture meets ADA compliance for pathway width.	During the City's annual CIP planning Identify public improvements in disadvantaged communities consistent with the City's EJ Element and along Foothill Blvd.	Disadvantaged communities as identified in the EJ Element, Foothill Blvd.	Annually identify at least 3 public improvements in disadvantaged communities and along Foothill Blvd in the City's CIP as funding allows. Annually apply for funding to support projects. Evaluative Metric: Apply for funding public improvements in disadvantaged communities and along Foothill Blvd annually and on an ongoing basis. Goal of securing funding and implementing at least 3 public improvement projects per year.
	Consistent with Land Use, Community Design, Open Space, and Conservation Element Policy 2-25.2, landscape the areas surrounding the Cactus Basin recreation fields, water reservoirs, and publicly owned facilities to increase opportunities for low-intensity, passive recreation open spaces or temporary uses such as food vending, public art, or public gathering.	During the City's annual CIP planning Identify funding for public improvements that benefit the Rialto community.	Areas surrounding the Cactus Basin recreation fields, water reservoirs, publicly owned facilities, and disadvantaged communities as identified in the EJ Element.	Annually identify at least one public improvement in targeted areas in the City's CIP as funding allows. Annually apply for funding to support projects. Evaluative Metric: Apply for funding public improvements in targeted areas on an

				ongoing basis. Goal of securing funding and implementing at least one public improvement project per year.
Protection from Displacement				
Anti-Gentrification and Displacement	1. Explore and implement anti-gentrification policies and regulations to combat displacement, which especially effect low-income residents and communities of color.	Complete by December 2025. Annual review and update as necessary	Targeted neighborhoods at risk of displacement.	Identify policies and publish a memo on the findings and proposed solution. Evaluative Metric(s): • Reduce occurrence of displacement risk by 10% on an annual basis.

Timeframe: Review annually, amend actions and modify Municipal Code as necessary to continue to affirmatively further fair housing and comply with State Housing Laws and Fair Housing Laws and Regulations.
Responsible Agency: Planning Division
Funding Sources: General Fund

Housing Program 5B: Fair Housing Services

The City will continue to provide fair housing services through the Inland Fair Housing and Mediation Board. The ongoing contract provides Rialto residents with the following fair housing services: shared housing information for senior residents, counseling and information on housing discrimination, tenant/landlord dispute resolution, bilingual housing literature, and testing for housing discrimination. The City will continue to provide informational and educational materials on fair housing services for property owners, apartment managers, and tenants at City Hall and the City's website. The City will also continue to monitor and respond, as appropriate, to complaints of discrimination, and will refer tenants to the Inland Fair Housing and Mediation Board for proper intake investigation and resolution of fair housing complaints.

Objectives:

- Continue to provide fair housing services through the Inland Fair Housing and Mediation Board.
- Provide informational and educational materials on fair housing services for property owners, apartment managers, and tenants at City Hall and online.
- Monitor and respond, as appropriate, to complaints of discrimination, and refer tenants to the Inland Fair Housing and Mediation Board for proper intake investigation and resolution of fair housing complaints.

Timeframe: Continue annual dissemination of information. Modify dissemination as necessary based on annual review.
Responsible Agency: Community Development Department, Inland Fair Housing and Mediation Board
Funding Sources: Inland Fair Housing and Mediation Board, General Fund

Housing Program 5C: Reasonable Accommodation

Pursuant to Government Code Section 65583, the City of Rialto adopted formal Reasonable Accommodation Ordinance in 2020. The City is obligated to remove potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels and for persons with disabilities. The Fair Housing Act, as amended in 1988, requires that cities and counties provide reasonable accommodation to rules, policies, practices, and procedures where such accommodation may be necessary to afford individuals with disabilities equal housing opportunities. Reasonable accommodation provides a basis for residents with disabilities to request flexibility in the application of land use and zoning regulations or, in some instances, even a waiver of certain restrictions or requirements from the local government to ensure equal access to housing opportunities. Cities and counties are required to consider requests for accommodations related to housing for people with disabilities and provide the accommodation when it is determined to be "reasonable" based on fair housing laws and case law interpreting the statutes. The City of Rialto encourages and promotes accessible housing for persons with disabilities. In general, City Staff takes into consideration the provisions of the California Americans with Disabilities Act (Cal ADA) in the review and approval of housing projects and grants modifications and deviations from the Municipal Code to accommodate the needs of persons with disabilities.

The City will provide information about its formal reasonable accommodation procedures at City Hall and on the City's website and monitoring procedures and requirements annually. If during the annual review changes are necessary, the City will amend its existing Ordinance, as appropriate.

Objectives:

- Encourage and promote accessible housing for persons with disabilities.
- Provide information about reasonable accommodation procedures at City Hall and online, and monitoring procedures and requirements annually.

Timeframe: Review annually
Responsible Agency: Planning Division
Funding Sources: General Fund

Policy Program 5D: Emergency Shelters, Transitional and Supportive Housing

To comply with State law, the City of Rialto will amend certain sections of its Municipal Code to address the following requirements:

- Supportive Housing Streamlined Approvals (AB 2162) - To comply with AB 2162 (Chapter 753, Statues 2018), the City of Rialto will amend its Municipal Code to permit supportive housing as a use permitted by right in all zones where multiple family and mixed-use development are permitted.
- Emergency and Transitional Housing Act of 2019 (AB 139) – The City will update its Municipal Code to comply with the requirements of Gov Code 65583 to address permit requirements, objective standards, analysis of annual and seasonal needs, and parking and other applicable standards and provisions.

- Amend the City of Rialto Municipal Code to comply with the definitions for "Supportive Housing," Supportive Services," and "Target Population" consistent with applicable sections of the California Government Code.
- Amend the Rialto Municipal Code to ensure Emergency Shelters and Transitional and Supportive Housing are permitted in appropriate zones, consistent with State law.

Timeframe: Within 12 months of the adoption of the Certified Housing Element
Responsible Agency: Planning Division
Funding Sources: General Fund

Housing Program 5E: Supportive Housing / Low Barrier Navigation Centers

State law has been updated to require approval 'by right' of certain supportive housing and low barrier navigation centers that meet the requirements of State law. Low barrier navigation centers are generally defined as service-enriched shelters focused on the transition of persons into permanent housing.

Low barrier navigation centers are service-enriched shelters providing temporary living facilities for persons experiencing homelessness or at risk of becoming homeless. Low Barrier Navigation Centers connect individuals to income, public benefits, health services, shelter, and housing. To comply with State law, the City of Rialto will adopt policies, procedures, and regulations for processing this type of use to establish a non-discretionary local permit approval process that must be provided to accommodate supportive housing and lower barrier navigation centers per State law. In the interim, any submitted application for this use type will be processed in accordance with State law.

The City will provide for annual monitoring of the effectiveness and appropriateness of existing adopted policies. Should any amendments be warranted to existing policies pursuant to State law, the City will modify its existing policies, as appropriate.

Objectives:

- Adopt policies, procedures, and regulations for processing supportive housing and low barrier navigation centers to establish a non-discretionary local permit approval process.
- Annually monitor the effectiveness and appropriateness of existing adopted policies.

Timeframe: Amend Zoning Code within 12 months of Housing Element adoption
Responsible Agency: Planning Division
Funding Sources: General Fund

Housing Program 5F: Housing for Persons with Developmental Disabilities

The housing needs of persons with developmental disabilities are typically not fully addressed by local zoning regulations. Persons with disabilities may require, in addition to basic affordability, slight modifications to existing units, and in some instances, a varying range of supportive housing facilities. To accommodate residents with developmental disabilities, the City will review and prioritize housing construction and rehabilitation including supportive services targeted for persons with developmental disabilities. The City will also seek State and Federal funding, as available, in support of housing construction and rehabilitation targeted for persons with developmental disabilities.

Rialto will also explore the granting of regulatory incentives, such as expedited permit processing, and fee waivers and deferrals, to projects targeted for persons with developmental disabilities. To further

facilitate the development of units to accommodate persons with developmental disabilities, the City will reach out annually to developers of supportive housing to encourage development of projects targeted for special needs groups. As housing is developed or identified, Rialto will collaborate with the Inland Regional Center to implement an outreach program informing families within the City of housing and services available for persons with developmental disabilities. Additionally, the City will review its reasonable accommodations findings to identify any potential constraints to persons seeking accessible housing. The City will revise or modify the approval findings to ensure no constraints on housing for persons with disabilities. The City will provide information at City Hall and on the City's website.

Objectives:

- Review and prioritize housing construction and rehabilitation including supportive services targeted for persons with developmental disabilities.
- Seek State and Federal funding, as available, in support of housing construction and rehabilitation targeted for persons with developmental disabilities.
- Explore the granting of regulatory incentives, such as expedited permit processing, and fee waivers and deferrals, to projects targeted for persons with developmental disabilities.
- Annually outreach to developers of supportive housing to encourage development of projects targeted for special needs groups.
- Review or modify reasonable accommodations findings to remove constraints to persons seeking accessible housing.

Timeframe: Evaluate Zoning Code within 12 months of adopting a Certified Housing Element, adopt amendments within 12 months, provide an annual update on programs to encourage the development of housing for persons with developmental disabilities as part of the City's Annual Report review and documentation

Responsible Agency: Planning Division/Inland Regional Center

Funding Sources: General Fund

Housing Program 5G: Agricultural Employee and Farmworker Housing

The City will amend the Rialto Municipal Code to be in compliance with Health and Safety Code, 17021.5, 17021.6 and 17021.8. and define agricultural employee housing in a manner consistent with applicable Health and Safety Code sections. The Municipal Code will be revised to state that employee housing for six or fewer employees will be treated as a single-family structure and permitted in the same manner as other dwellings of the same type in the same zone. Additionally, the Municipal Code will be updated to state that employee housing consisting of no more than 12 units or 36 beds will be permitted in the same manner as other agricultural uses in the same zone.

The City will also amend the Municipal Code to explicitly define Farmworker Housing and establish it as permitted use in residential or nonresidential zones, consistent with State law.

Objectives:

- Amend the Rialto Municipal Code to be in compliance with Health and Safety Code, 17021.5, 17021.6 and 17021.8. and define agricultural employee housing in a manner consistent with applicable Health and Safety Code sections.

Timeframe: Adopt Code Amendments with 12 months of Housing Element Adoption
Responsible Agency: Planning Division
Funding Sources: General Fund

Housing Program 5H: Residential Care Facilities

State Law defines residential care facilities as any family home, group care facility or similar facility for 24-hour non-medical care of persons in need of personal services supervision or assistance essential for sustaining activities of daily living for the protection of the individual. Such uses are permitted by law and subject to the same standards as described in the residential zone it is permitted.

The City's current Zoning will be updated to clearly define Residential Care Facilities to provide greater consistency with the definitions described in State Law. The City will also amend the Rialto Municipal Code to permit residential care facilities serving six (6) or fewer persons in all residential zones and treating these smaller facilities no differently than other by-right single-family housing uses. The amendment will also include permitting residential care facilities serving seven (7) or more persons in all residential zones and treating these larger facilities no differently than similar uses. The City will also provide information online and at City Hall on reasonable accommodation with respect to zoning, permit processing, or building laws.

Objectives:

- Amend the Rialto Municipal Code to update Residential Care Facilities zoning and requirements in compliance with State Law.

Timeframe: Within 12 months of the adoption of the Housing Element
Responsible Agency: Planning Division
Funding Sources: General Fund

C. Summary of Quantified Objectives

Table 4-2 summarizes the City's quantified objectives for the 2021-2029 planning period by income group.

Table 4-2: Summary of 2021-2029 Housing Element Quantified Objectives

	Income Level					TOTAL
	Extremely Low*	Very Low	Low	Moderate	Above Moderate	
RHNA Allocation	1,109	1,109	1,206	1,371	3,477	**8,272**
Conservation/Rehabilitation	82			81	0	**163**
Preservation	257			0	0	**257**
Existing Specific Plans (See Table B)	0			1,026	6,512	**7,538**
Pipeline Projects	0			0	916	**916**
Accessory Dwelling Unit Production	40			26	6	**72**
Proposed Rezones	4,723			428	3,436	**8,587**

*Extremely low-income 50% of very low-income RHNA

Appendix A

REVIEW OF PAST PERFORMANCE

Review of Past Performance

The following chart is a review of the City of Rialto's housing project and program performance in the 2014-2021 Planning Period. It is an evaluation of the Mid-Cycle and 5th Cycle Policy Programs and considers the City's progress towards completing all programs outlined within the Mid-Cycle Housing Element.

Program Evaluation

The City had demonstrated a significant effort working towards accomplishing many of the objectives set for the programs of the past cycle. During the fifth cycle, the City completed identified appropriate zones to accommodate emergency shelters and adopted Reasonable Accommodation Procedures. The City made substantial progress towards 16 of the programs and has identified those programs as ongoing for the sixth cycle.

As part of analyzing prior programs, the element must provide an explanation of the effectiveness of goals, policies, and related action in meeting the housing needs of special needs populations. The table on the following pages provides an overview of the City's prior program accomplishments. Achievements related to special needs populations are summarized below.

- **Seniors:** Affordable housing options as well as rehabilitation and physical improvements are important to ensure that housing is accessible to older populations. The City administers a Funding for Housing Rehabilitation Program (Program 5.1B), which provides funding opportunities for the Senior Minor Repair program and housing rehabilitation. The City committed to apply to up to two additional funding sources that contribute to housing rehabilitation. The City also administers an Acquisition, Rehabilitation, and Rental Program (Program 5.3B), which resulted in the assistance of 32 units. Securing funding for and administering rehabilitation programs, however, has been increasingly challenging.

  Additionally, many seniors are on restricted incomes and in need of affordable housing options. The Housing Authority of the County of San Bernardino administers the County Housing Choice Voucher Program (Program 5.3G), which provided the residents of Rialto with 1,553 total project- and tenant-based vouchers between 2016 and 2018. In addition, the Mobile Home Park Preservation Program (Program 5.3D), resulted in the continued implementation of the City's mobile home rent control ordinance which preserved a valuable source of affordable housing in Rialto. While the units preserved and made accessible through these programs are not age-restricted, they do help to increase the supply of affordable housing that is potentially available to seniors who meet income requirements.

- **Persons with Disabilities:** Persons with disabilities also benefit from housing rehabilitation. The Housing for Persons with Developmental Disabilities Program (Program 5.2H) sought funding to support the housing construction and rehabilitation targeted for persons with developmental disabilities as well as contacted and offered developers of supportive housing with regulatory incentives such as expedited permitting, fee waivers, and deferral to targeted projects. In addition, the County Housing Choice Voucher Program (Program 5.3G) also supports the needs of persons with disabilities. The City also adopted reasonable accommodation procedures (Program 5.5B) to promote the improvement and development of housing for persons with disabilities.

- **Large Households:** Homes consisting of five or more members residing together typically lack adequately sized and affordable housing options. As previously discussed in Section 2: Community Profile, overcrowding is a challenge for the residents of Rialto. Program 5.2A, Provision of Adequate Site to Accommodate the RHNA, resulted in the adoption of the Renaissance Specific Plan which includes the projected development of 1,667 residential units. Additionally, the City implemented a Second Unit Ordinance and Programs to Encourage Accessory Dwelling Units (Program 5.2E), which promotes the production of affordable housing by reducing costs and providing incentives. Both programs work to increase the housing supply and diversity of housing options to accommodate the needs for large households.

- **Farm workers:** As previously discussed, farmworkers are not a significant portion of the Rialto community. The City updated their zoning code per the Farmworker Housing Program (Program 5.2O), which permits employee housing in the same manner as a single-family structure, as well as permits higher density employee housing in the same manner as other agricultural uses in the same zone. Additionally, farmworker needs can be accommodated through housing programs and policies that assist lower-income households in general, such as the City's Second Unit Ordinance and Programs to Encourage Accessory Dwelling Units (Program 5.2E), which promotes the production of affordable housing by reducing costs and providing incentives. The Single-Room Occupancy (SRO) Program (Program 5.2K) also promotes the production of affordable housing by updating the City's zoning code to permit SRO units as well as streamline the permitting procedure and providing decimal assistance to SRO developers. These general programs help increase the supply of affordable housing that is potentially available to farmworkers.

- **Single-Parent Households:** As discussed in Section 2: Community Profile, many single parent households, especially female-headed households, live in poverty due to low incomes and higher family expenses. The County Housing Choice Voucher Program (Program 5.3G) provides an important resource for these and other lower income households, including single-parent

households. Additionally, the Tenant-Based Rental Assistance Program (Program 5.3H) provided financial assistance and supportive services to assist families getting into housing and avoiding displacement.

- **Homeless:** A lack of affordable housing for low- and moderate-income increases the number of persons whose income fall below the poverty level and may be housing insecure. The Emergency Shelters Program (Program 5.2F) and Transitional and Supportive Housing Program (Program 5.2G) promote the development of emergency shelters and transitional and supportive housing by permitting them by right and prioritizing funding and incentives to projects that provide housing for the homeless and extremely low-income residents. Additionally, the Single Room Occupancy Program (Program 5.2K) and the Second Unit Ordinance and Programs to Encourage Accessory Dwelling Units (Program 5.2E) have helped address housing insecurity by serving as an entry point into the housing market. Financial assistance and rental subsidies through the County Housing Choice Voucher Program (Program 5.3G) and the Tenant-Based Rental Assistance Program (Program 5.3H) help address housing insecurity, as well.

- **Extremely low-income Households:** As discussed in Section 2: Community Profile, extremely low-income households experience substantial cost burdens due to low incomes and lack of affordable housing. The Single Room Occupancy Program (Program 5.2K) and the Second Unit Ordinance and Programs to Encourage Accessory Dwelling Units (Program 5.2E) have helped increasing the stock of affordable housing. In addition, financial assistance and rental subsidies through the County Housing Choice Voucher Program (Program 5.3G) and the Tenant-Based Rental Assistance Program (Program 5.3H) lessen the cost burden experienced by Extremely low-income households.

Program	Objective	Program Accomplishments	Status for 6th Cycle
Goal 5-1: Maintain and improve the quality of existing housing and neighborhoods in Rialto.			
Program 5.1A Acquisition, Rehabilitation, and Resale Program	Rialto will continue to acquire, maintain, and rehabilitate foreclosed homes in the community through the City's Acquisition, Rehabilitation, and Resale (ARR) Program. The City will continue to implement the ARR program and is currently using grant funds acquired through the Department of Housing and Urban Development's Neighborhood Stabilization Program (NSP). The City will continue to	In FY 2014-2015, three homes were assisted under both NSP 1 and NSP 3. As of December 31, 2015, the City acquired a total of 63 properties, which have been rehabilitated and resold to low- and moderate-income households. In 2016-2018 the City has put this program on	**Ongoing:** The City of Rialto will continue to acquire, maintain, and rehabilitate foreclosed homes in the community when feasible.

Program	Objective	Program Accomplishments	Status for 6th Cycle
	provide information on the ARR Program on the City's website, at City Hall, and in other public places to increase awareness and solicit applications for the program. The City anticipates assisting approximately 100 homes during the planning period.	hold due to the low foreclosure activity. In 2019-2020 Rialto Housing Authority acquired 1.25 acres of land (APN: 0131-021-40) in 2015 to facilitate the development of a 55-unit very-low income multi-family TOD development.	
Program 5.1B Funding for Housing Rehabilitation Programs	Rialto is committed to providing opportunities for the rehabilitation of housing within the City through various programs. Several of the City's rehabilitation programs for both owner-occupied and rental housing relied on Redevelopment Agency Housing Set-Aside funds, including the following: • Home Sweet Home Program • Minor Rehabilitation Program • Senior Minor Repair Program • Rental Property Acquisition/Rehabilitation Program • Rental Property Rehabilitation/Refinance Program • Emergency Repair Mobile Home Program Since the dissolution of Redevelopment, Rialto's housing rehabilitation programs are temporarily deferred pending the availability of other funding resources. For the 2014-2021 planning period, the City will annually investigate new funding opportunities, including CalHOME and CDBG funds. When additional funding sources are identified, the City will promote the housing rehabilitation programs on the City's	**Home Sweet Home Program**: • During FY 2018-2020 the City funded 4 additional home repairs. • From 2016-2018, the City provided loans for home improvements and grants to mobile home repairs to qualified homeowners. • During the FY 2014-2015, the City funded 6 home repairs. **Emergency Repair Mobile Home Program**: • In FY 2017-2020 the City funded 7 home repairs through the mobile home repair program. • In FY 2014-2015 the City approved CDBG funds for projects commencing in FY 2015-2016.	**Ongoing:** The City will continue to annually investigate funding opportunities. When additional funding sources are identified, the City will promote the housing rehabilitation programs to increase awareness and solicit applications.

Program	Objective	Program Accomplishments	Status for 6th Cycle
	website, at City Hall, and in other public places to increase awareness and solicit applications. During the remainder of the 5th Cycle planning period, the City will investigate new funding opportunities offered by federal, state, local and private entities to support housing rehabilitation activities. The city is committed to investigate and/or apply to up to two additional funding sources that can contribute to housing rehabilitation.		
Program 5.1C Code Enforcement	Rialto will continue to implement a proactive code enforcement program through the Code Enforcement Division. Code Enforcement will work closely with the Development Services Department to implement the City's housing programs to preserve and improve Rialto's neighborhoods. The Division will also continue to engage in emergency nuisance abatements actions against vacant and abandoned buildings to ensure that these buildings do not become havens for vagrants or gangs. The City will continue to provide information on the City's zoning and building requirements and any available housing rehabilitation programs on the City's website and at City Hall.	The City continues to utilize Code Enforcement, Housing, and Building staff to focus on deteriorated neighborhoods. Code Enforcement focuses on helping businesses, residents, and property owners comply with State and local codes through abating property maintenance and nuisance issues. On an annual basis, the City issues approximately 1,500-2,100 notices of code violations.	**Ongoing:** The City will continue to utilize Code Enforcement, Housing and Building Division staff to focus on deteriorated neighborhoods.
Program 5.1D Multi-Family Improvement Districts	Rialto will expand the Multi-Family Improvement District Program to other neighborhoods. This program is multi-action oriented and may include implementing an acquisition, rehabilitation and affordable rental program and creation of an assessment district by the owners of at least two thirds of the properties in a	Due to the passage of AB1X26 and AB1X27 by the State of California, which allowed redevelopment dissolution, implementation of this program has been impeded/ delayed.	**Modify:** The City acknowledges the importance of Multi-Family Improvement Districts. The City will continue to investigate new funding opportunities. The

Program	Objective	Program Accomplishments	Status for 6th Cycle
	neighborhood. Since the dissolution of Redevelopment, expansion of this program has been temporarily deferred pending the availability of other funding sources. For the 2014-2021 planning period, the City will annually investigate new funding opportunities. When additional funding sources are identified, the City will evaluate the application of this program to other neighborhoods in Rialto. The City will commit to apply to at least one applicable funding source prior to the end of the 2014-2021 planning period.		City will continue to evaluate the application this program to other neighborhoods in Rialto when funding sources are identified.
Program 5.1E Citywide Homeowner Association Survey	The strength of the homeowners' association is one of the critical factors contributing to the long-term success of a common-interest development. Factors common to effective HOAs are: • An active Board of Directors, elected by the residents • An approved set of CCRs and a willingness to enforce them • Strong on-site property management • Good potential tenant screening • Adequate budgeting and reserves to address ongoing expenses and deferred maintenance Larger multi-family properties which do not have these factors in place are likely to experience continuing problems, eventually leading to problem tenants,	Due to lack of funding and staff availability, the City was not able to implement this program during the planning period.	**Modify:** The City will seek resources and partnerships to conduct citywide surveys of homeowners' associations and investigate/evaluate regulatory and incentive-based options to encourage strong homeowners' associations.

Program	Objective	Program Accomplishments	Status for 6th Cycle
	deteriorating appearance, and diminishing property values. These troubled properties eventually contribute to the decline of the surrounding neighborhood. The City will conduct a citywide survey of homeowner associations to identify and analyze their strength and health. In addition, the City will evaluate the options for enforcement legislation or incentive policies that would encourage strong homeowners' associations.		
Program 5.1F Targeted Neighborhood Approach	The major source of housing problems and other societal neighborhood problems in the City of Rialto is distressed, poorly managed multi-family properties. In addition, the surrounding neighborhoods where these properties are located need attention as well. To systematically address these problem neighborhoods, the City will adopt a Targeted Neighborhood approach, focusing a variety of resources on specific neighborhoods in a concentrated and comprehensive fashion. Under the Targeted Neighborhood Approach, the City will first identify and prioritize its problem neighborhoods; determine which resources would be most appropriate for the targeted neighborhood; and apply resources to the targeted neighborhood until the desired measurements are achieved.	Due to lack of funding and staff availability, the City was not able to implement this program during the planning period.	**Modify:** The City of Rialto will seek resources to monitor sites appropriate to accommodate transitional and supportive housing, as well as seek opportunities for private/public partnerships to meet the needs of persons experiencing homelessness and extremely low-income residents. The City will continue to prioritize funding for projects that provide housing for those experiencing homelessness and those earning an extremely low-income.
Program 5.1G Receivership	To assist property owners with addressing problems with blighted properties, the City implements receivership. In cases where the owner cannot be contacted, or refuses to cooperate, however, the City	The City implemented receivership as needed and considers it a key remedy to correct serious building code violations. In FY 2012-2013,	**Modify:** The City considers receivership a key remedy to correct serious building code violations and will continue to

Program	Objective	Program Accomplishments	Status for 6th Cycle
	has proactively sought the appointment of a receiver to oversee the repair and maintenance of the property, and to ensure that the property is occupied or purchased by an owner who will maintain the property.	receivership was used for one housing unit. No receiverships were used following 2013.	seek funding and partnerships for this program.
Program 5.1H Crime Free Multi-Housing	To address concerns of crimes against property and persons in multi-family housing developments which historically have had such problems, the City developed a Crime Free Multi-Housing Program. This program may include such measures as a certification process for property owners and management companies that partner with the Police Department and receive specialized training to keep their multi-family housing crime free. The incentives to participate may include police-issued signs for the property, certificates of participation, and advertising privileges that would allow participating multi-family housing properties to be promoted in the media as a "crime-free" property. Another component could be a Crime Free Lease Addendum, which would be added to rental agreements and would list specific criminal acts that, if committed on the property, will result in the immediate termination of the resident's lease. This program will ensure that residents are not unfairly penalized for reporting crimes and lease addendums have provisions that do not directly or indirectly penalize resident for reporting crimes. The City will identify at least one funding source and provide a Crime Free Multi Housing Framework Plan that details the eligibility provisions for the programs and a list of	The City had one year of funding available for this project, however it was not implemented.	**Discontinued**: The U.S. Department of Housing and Urban Development has determined Crime Free Multi-Housing programs to be in violation of Title VI of the Civil Rights Act of 1964. The City will discontinue this program for the 6th Planning Cycle Housing Element.

Program	Objective	Program Accomplishments	Status for 6th Cycle
	approved measures that can be employed at any multifamily housing development The City will investigate potential funding sources to implement this program within the 2014-2021 planning period.		
Goal 5-2: Promote and encourage housing development that adequately meets the needs of all socioeconomic segments of the community and region.			
Program 5.2A Provide Adequate Sites to Accommodate the RHNA	To facilitate development of affordable housing to accommodate the 2014-2021 RHNA as identified in Table 4-1 of Chapter 4 of this Housing Element, the City has identified approximately 135 acres of vacant residential land within the City. Additional growth potential in Specific Plan areas and various infill parcels provide sufficient opportunity to accommodate estimated growth need on currently zoned sites. The identified land inventory (Table B-17) allows a range of residential densities ranging from 2–30 dwelling units per acre. To demonstrate adequate sites, the City has provided an analysis of recent development within the City and realistic development capacity of identified sites as detailed in Chapter 4 of this Housing Element. To ensure sufficient residential capacity to accommodate the identified regional need for lower income households is maintained; the City will develop and implement a formal monitoring program. The program will track development (residential, commercial, and mixed-use) approvals in the identified Housing Element land inventory sites. The City will report on the progress of development in its annual	The Renaissance Specific Plan was adopted in 2010. The Plan is a proposed master plan project located on and around the site of the Rialto Municipal Airport and encompasses 1,445 acres of land. The Plan proposes a total of approximately 1.2 million square feet of business and commercial uses, 1,667 residential units, one school, one community park, and multiple neighborhood parks. The City's Zoning Code has been updated to be consistent with the most recent General Plan update.	**Modify**: Following the successful implementation of this program during the 5th Cycle, the City will monitor availability of existing identified sites and will publicize the housing opportunity sites inventory on the City's website and at City Hall.

Program	Objective	Program Accomplishments	Status for 6th Cycle
	progress reports required pursuant to Government Code Section 65400 and due on April 1st of each year. The inventory of available sites will also be made available to the development community through various outreach methods. The City acknowledges it is subject to the no net loss requirements of SB 166, mandating that "at all times" the Housing Element land inventory and site identification programs must make sufficient sites available to accommodate the city's remaining RHNA need for each income category. SB 166 requires the City of Rialto to ensure the maintaining of available, sufficient sites at appropriate densities to accommodate the RHNA needs for lower income housing. If at any time these sites are not available in the inventory or developed at densities less than identified in the sites inventory, the City will take remedial action within the time period required by State law by identifying and if necessary rezoning, alternative sites to replace the ones not developed at the affordability or the densities projected in the site inventory.		
Program 5.2B Non-Vacant Adequate Sites to Satisfy By-Right Requirements of AB 1397	State law requires that any non-vacant sites identified in a prior housing element must be zoned at 30 units per acre and allow residential use by right for housing developments in which at least 20 percent of the units are affordable to lower income households, if they are to be considered adequate for lower income housing.	This program was included as part of the 5th Cycle Mid-Year Update adopted by the City in 2019, and as such there are not yet accomplishments to report on.	**Ongoing:** The City will continue to meet the requirements of AB 1397.

Program	Objective	Program Accomplishments	Status for 6th Cycle
Program 5.2C Lot Consolidation	The City will encourage and facilitate the consolidation of vacant and underutilized lots for residential development through a variety of incentives, including, but not limited to: technical assistance to property owners and developers in support of lot consolidation, identifying opportunities for potential consolidation and offering development incentives such as reduction in setbacks, parking requirements, and other standards. Consolidation will provide the opportunity to develop vacant and underutilized lots to their fullest potential. The City will evaluate the appropriateness of a variety of incentives and provide this information to the developers and other interested parties through the City's website and print material at City Hall.	This program was included as part of the 5th Cycle Mid-Year Update adopted by the City in 2019, and as such there are not yet accomplishments to report on.	**Ongoing:** The City will continue to encourage and promote the development of residential units through lot consolidation.
Program 5.2D Pursue Annexation of County Islands	To provide for the orderly and efficient expansion of Rialto and to provide additional opportunities for housing the city with pursue annexation of the remaining county island within Rialto. As a condition of annexation of the remaining two components of the Lytle Creek Specific Plan area, five of the nine unincorporated county are to be annexed. The Local Agency Formation Commission (LAFCO) annexed Neighborhoods 2 and 3 of the Lytle Creek Specific Plan from the unincorporated area of the County of San Bernardino to the City of Rialto pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Section 56000 et seq. of the Government Code. Annexation proceedings for the reorganization of Neighborhoods 2 and 3 (LAFCO	This program was included as part of the 5th Cycle Mid-Year Update adopted by the City in 2019, and as such there are not yet accomplishments to report on.	**Discontinued**: The City has decided to discontinue this program for the 6th Cycle Planning Period.

Program	Objective	Program Accomplishments	Status for 6th Cycle
	3201/Rialto Annexation No. 170) became effective on July 25, 2016. As requested by LAFCO, the five north Rialto unincorporated islands are to be annexed prior the approval of the 2 remaining Lytle Creek Specific Plan areas.		
Program 5.2E Second Unit Ordinance and Programs to Encourage Accessory Dwelling Units (ADUs) Affordable to Lower Income and Moderate Income Households	Rialto recognizes that second units are a crucial mechanism for home owners to create additional housing options in the City. To encourage and promote the continued development of new second units, the City will continue to implement the Second Unit Ordinance, and provide information on second unit development application, regulations, and standards on the City's website and at City Hall. Accessory Dwelling Units (ADUs) provide the opportunity to accommodate additional housing opportunities for very-low, low and moderate-income households. The City has worked to reduce the cost of ADUs by compliance with recent statutory requirements. The City will develop and implement appropriate programs and procedures to incentivize the development of ADUs affordable to lower income households. The development of regulatory provisions and/or incentives will be based upon review and evaluation of current programs and policies, survey of programs from other agencies to determine the most feasible and effective alternatives.	The City successfully permitted 7 ADUs in 2019, 14 ADUs in 2020, and 10 ADUs in 2021.	**Discontinued**: The City is discontinuing this program as a number of new ADU programs have been included as part of Section 4: Housing Plan to promote, facilitate, and monitor the development of ADUs throughout the 6th Planning Cycle.

Program	Objective	Program Accomplishments	Status for 6th Cycle
Program 5.2F Emergency Shelters	In compliance with Senate Bill 2, the City of Rialto will amend the Zoning Code to permit emergency shelters by-right within the Industrial Park (I-P) zoning district. This area will be selected due to the availability of multiple vacant parcels and the conversion of existing commercial and industrial development for the development of new emergency shelters. The City will continue to monitor the inventory of sites appropriate to accommodate emergency shelters and will work with the appropriate organizations to ensure the needs of homeless and extremely low-income residents are met. The City is committed to prioritizing funding and other available incentives for projects that provide housing for homeless and extremely low-income residents whenever possible.	The City adopted an Ordinance in 2020 in compliance with Senate Bill 2.	**Modify**: The City will continue to monitor and assist in the development of emergency shelters. The program is being modified to include Municipal Code amendments in compliance with State Law.
Program 5.2G Transitional and Supportive Housing	In compliance with Senate Bill 2 and SB 745 the City of Rialto will ensure the Zoning Code is amended to encourage and facilitates emergency shelters and limits the denial of emergency shelters and transitional and supportive housing under the Housing Accountability Act. This Program will permit transitional and supportive housing by-right in all zones allowing residential uses and mixed use zones allowing residential, subject only to those regulations that apply to other residential uses of the same type in the same zone. In addition, the Zoning Code will be amended to define "supportive housing", "target population" and "transitional housing" pursuant to state law. The City will continue to monitor the inventory of sites	This program was included as part of the 5th Cycle Mid-Year Update adopted by the City in 2019, and as such there are not yet accomplishments to report on.	**Ongoing:** The City will continue to meet the requirements of SB 2 and SB 745.

Program	Objective	Program Accomplishments	Status for 6th Cycle
	appropriate to accommodate transitional and supportive housing and will work with the appropriate organizations to ensure the needs of homeless and extremely low-income residents are met. The City is committed to prioritizing funding and other available incentives for projects that provide housing for homeless and extremely low-income residents whenever possible. New State law provisions have recently been modified to require approval 'by right' of supportive housing with up to 50 units and low barrier navigation centers that meet the requirements of state law. If the City receives applications for these uses, it will process them as required by State law.		
Program 5.2H Housing for Persons with Developmental Disabilities	The housing needs of persons with developmental disabilities are typically not addressed by Title 24 Regulations, and requires in addition to basic affordability, slight modifications to existing units, and in some instances, a varying range of supportive housing facilities. To accommodate residents with developmental disabilities, the City will seek State and Federal monies, as funding becomes available, in support of housing construction and rehabilitation targeted for persons with developmental disabilities. Rialto will also provide regulatory incentives, such as expedited permit processing, and fee waivers and deferrals, to projects targeted for persons with developmental disabilities. To further facilitate the	This program was included as part of the 5th Cycle Mid-Year Update adopted by the City in 2019, and as such there are not yet accomplishments to report on.	**Ongoing:** The City will continue to explore opportunities and assist persons with developmental disabilities in accessing housing.

Program	Objective	Program Accomplishments	Status for 6th Cycle
	development of units to accommodate persons with developmental disabilities, the City shall reach out annually to developers of supportive housing to encourage development of projects targeted for special needs groups. The city will partner with the Inland Regional Center to provide better access to residents through outreach and other appropriate communication tools to services that are currently available. As housing is developed or identified, Rialto will work with the Inland Regional Center to implement an outreach program informing families within the City of housing and services available for persons with developmental disabilities. The City will provide information at City Hall and on the City's website.		
Program 5.2l Manufactured Housing	State law (Government Code Section 65852.3) requires that the city's zoning code allows and permits manufactured housing in the same manner and in the same zone as a conventional structures are permitted. Specifically, manufactured homes should only be subject to the same development standards that a conventional single-family residential dwelling on the same lot would be subject to. To comply with State law, the City will amend the Rialto Zoning Code to define manufactured housing and mobile homes consistent with State law and identify the zone(s) where such housing is permitted. The City will also ensure that the requirements for manufactured homes is the same as a conventional single-family dwelling unit in the same zone.	The City adopted an Ordinance in 2020 in compliance with Government Code Section 65823.3 which specifies that local governments cannot exclude permanently sited manufactured homes from lots zoned for single-family dwellings (unless manufactured housing is more than 10 years old) but may require certain design/architectural requirements. The amendments define manufactured housing and mobile homes consistent with State law and identify the zone(s) where	**Ongoing:** The City will ensure all development standards, procedures and design criteria meet the objectives of Government Code Section 65823.3.

Program	Objective	Program Accomplishments	Status for 6th Cycle
		such housing is permitted. Additionally, the Ordinance requires standards for manufactured homes are the same as a conventional single-family dwelling unit in the same zone.	
Program 5.2J Condominium Conversion	Rialto recognizes the importance of preserving the City's affordable rental housing stock and discouraging conversions that could decrease the number of existing affordable units. The City will research and consider the applicability of a citywide Condominium Conversion Ordinance. The research will review the following topics: how to minimize the potential displacement of current tenants, replacement requirements for affordable rental units, and ways to alleviate the potential negative effects of condominium conversion on the rental housing stock.	This program was included as part of the 5th Cycle Mid-Year Update adopted by the City in 2019, and as such there are not yet accomplishments to report on.	**Ongoing:** The City will continue to preserve the City's affordable rental housing stock by seeking ways to discourage conversions that could decrease the number of existing affordable units.
Program 5.2K Single-Room Occupancy (SRO)	Rialto recognizes that single-room occupancy units may provide a valuable source of affordable housing for individuals and can serve as an entry point into the housing market for people who previously experienced homelessness. The City will adopt provisions in its Zoning Code to identify zone(s) to permit single-room occupancy units and consider additional requirements for this type of housing, including parking, on-site amenities, and management and safety plans. The City will consider more streamlined permitting procedures, technical assistance for potential SRO developers, and	This program was included as part of the 5th Cycle Mid-Year Update adopted by the City in 2019, and as such there are not yet accomplishments to report on.	**Modify:** The City will revise the Zoning Code to permit single-room occupancy units (SROs) and additional development regulations and requirements within one-year of Housing Element adoption.

Program	Objective	Program Accomplishments	Status for 6th Cycle
	outreach to property owners of existing SRO developments.		
Program 5.2L Alternative Housing Concepts	To provide more potential housing opportunities in Rialto, the City will review and research alternative housing concepts such as live-work developments, small lot developments, two master-bedroom housing units, and co-op housing. The City will review the applicability of these housing types in Rialto and review and revise the Zoning Code, as appropriate, to encourage development.	This program was included as part of the 5th Cycle Mid-Year Update adopted by the City in 2019, and as such there are not yet accomplishments to report on.	**Ongoing:** The City will continue to seek alternative housing concepts to provide a variety of housing types for the community.
Program 5.2M Residential Care Facilities	State Law defines residential care facilities as any family home, group care facility or similar facility for 24-hour non-medical care of persons in need of personal services supervision or assistance essential for sustaining activities of daily living for the protection of the individual. Such uses are permitted by law and subject to the same standards as described in the residential zone it is permitted. The City's current Zoning will be updated to clearly define Residential Care Facilities to provide greater consistency with the definitions described in State Law and provide clarity.	This program was included as part of the 5th Cycle Mid-Year Update adopted by the City in 2019, and as such there are not yet accomplishments to report on.	**Modify:** The City will update its Zoning Code to permit Residential Care Facilities in accordance with State Law.
Program 5.2N Replacement Housing	The City may have existing non-vacant sites included within the inventory of sites that may contain vacant or demolished residential units that were occupied by lower income households or households subject to affordability requirements within the last five years. The City will adopt a formal replacement housing program to ensure the replacement of any units lost for	This program was included as part of the 5th Cycle Mid-Year Update adopted by the City in 2019, and as such there are not yet accomplishments to report on.	**Ongoing:** The City will adopt a formal replacement housing program to ensure the replacement of any units lost in compliance with Government Code section 65915.

Program	Objective	Program Accomplishments	Status for 6th Cycle
	housing units shall comply with the same requirements pursuant to Government Code section 65915.		
Program 5.2O Farmworker Housing	The City of Rialto shall amend Zoning Code Section 18.08.020 to permit employee housing for six or fewer employees to be treated as a single-family structure and permitted in the same manner as other dwelling units as permitted in the same zone. Additionally, employee housing consisting of no more than 12 units or 36 bed shall be permitted in the same manner as other agricultural uses in the same zone.	This program was included as part of the 5th Cycle Mid-Year Update adopted by the City in 2019, and as such there are not yet accomplishments to report on.	**Modify:** The City will amend the Municipal Code to state that employee housing consisting of no more than 12 units or 36 beds will be permitted in the same manner as other agricultural uses in the same zone, and explicitly define Farmworker Housing and establish it as permitted use in residential or nonresidential zones, consistent with State law.
Program 5.2P SB 35 Compliance	The City of Rialto shall amend, as appropriate, policies, programs and procedures in the Zoning Code and other applicable portions of the Municipal Code to comply with the requirements of SB 35. These provisions shall apply when the City is not meeting the requirements Regional Housing Needs Assessments (RHNA).	This program was included as part of the 5th Cycle Mid-Year Update adopted by the City in 2019, and as such there are not yet accomplishments to report on.	**Modify:** The City will continue to meet the requirements set forth by SB 35.
Program 5.2Q Subdivision of Specific Plan Areas	The City will work with applicants to facilitate the efficient subdivision of parcels greater than half an acre and less than 10 acres within the private Specific Plan Areas identified in the Housing Element. This program assists in creating developable parcels to accommodate the lower income RHNA need pursuant to the City's RHNA obligation.	This program was included as part of the 5th Cycle Mid-Year Update adopted by the City in 2019, and as such there are not yet accomplishments to report on.	**Ongoing:** The City will continue facilitating development as established in each adopted Specific Plan.

Program	Objective	Program Accomplishments	Status for 6th Cycle
Goal 5-3: Maximize the use of available financial resources and pursue creative and resourceful methods to reduce the overall cost of housing.			
Program 5.3A Mortgage Assistance Program	The City will continue to assist homebuyers through the Mortgage Assistance Program (a deferred loan program provided as down-payment assistance). Applicants are required to be first time homebuyers and must meet County HUD income limits. The City will continue to provide information on the Mortgage Assistance Program on the City's website and at City Hall. The City anticipates assisting 100 new homeowners during the 2014-2021 planning period, depending on ongoing funding availability.	Approximately 100 homes under the NSP 1 grant and approximately 200 homes under the NSP 2 grant. In FY 2013-2014, the City assisted four homes under NSP 1 and NSP 3. As of December 31, 2015, the City has used NSP funds to assist 60 low- and moderate-income homebuyers purchase foreclosed housing units during the life of the program.	**Ongoing:** The City will continue to seek funds to continue this program in the planning period. This program is continuing through working with the Neighborhood Partnership Housing Services, Inc.
Program 5.3B Acquisition, Rehabilitation, and Rental Program	The City will continue to implement the Acquisition, Rehabilitation, and Rental (ARRental) Program designed to acquire, maintain, and rent foreclosed multi-family units to very low-income households. The units will be acquired by either the City or by for-profit or non-profit companies under the agreement of the City. Once complete, the units will be owned and managed by the company and must remain affordable for very low-income households for 55 years. The City will continue to provide information on the ARRental Program on the City's website and at City Hall. The City anticipates assisting 50 units during the 2014-2021 planning period, depending on grant funding availability.	Approximately 8 units under the NSP 1 grant and approximately 16 units under the NSP 2 grant. In 2014, eight units were approved for assistance under NSP 3.	**Ongoing:** The City will continue to seek funds to continue this program in the planning period.
Program 5.3C Preserve and Monitor At-Risk Units	The City works with individual property owners to encourage the maintenance of affordability of assisted units. There are 140 assisted multi-family units at-risk of converting to market rate during the ten years	The City continues to monitor at-risk projects through its Annual Progress Report.	**Ongoing:** The City will continue to seek funding opportunities and monitor at-risk projects.

Program	Objective	Program Accomplishments	Status for 6th Cycle
	following the beginning of the planning period (2014-2024). The City is committed to preserving its stock of affordable housing and will provide technical assistance, seek additional nonprofit and for-profit partners, and facilitate financial assistance for affordable housing units at-risk of conversion. The City will continue to work with property owners to develop a strategy to maintain affordability controls on assisted units. The City will also inventory and gather information to establish an early warning system for publicly assisted housing units that have the potential to convert to market rate. This will include an annual review of the conversion status of all subsidized housing in the City. The City will develop and maintain an AB 987 database to include detailed information on all subsidized units, including those that have affordability covenants. The database will indicate the expiration date of any covenant and any requirements governing reimbursement. When available, the City will utilize resources such as HUD Section 208/811 loans, HOPE II and III Homeownership program funds, HOME funds, CDBG funds, Low-Income Housing Tax Credit Programs, California Housing Finance Agency single-family and multi-family programs, programs to stimulate private developer and nonprofit entity efforts in the		

Program	Objective	Program Accomplishments	Status for 6th Cycle
	development and financing of housing for lower and moderate-income households. The City will continue to monitor at-risk developments throughout the planning period and pursue partnership opportunities with nonprofits to preserve and expand affordable housing in the City.		
Program 5.3D Mobile Home Park Preservation	Mobile home parks provide a valuable source of affordable ownership housing in Rialto. To encourage the preservation of mobile home parks, the City will continue to implement the mobile home rent control ordinance and convene the Mobile Home Rent Review Commission. The City will continue to provide information on the mobile home rent control ordinance at City Hall and work with mobile home park owners and tenants to resolve any issues.	The City continues to utilize the Mobile Home Rent Review Commission and the related mobile home rent ordinance to facilitate and encourage fair bargaining between mobile homeowners and park owners in order to achieve mutually satisfactory agreement regarding space rental rates in mobile home parks	**Ongoing:** The City will continue to prioritize the preservation of mobile home parks.
Program 5.3E County Homeownership Program	To encourage low- and moderate-income homeownership, Rialto will continue to provide information on the City's website and at City Hall on the County of San Bernardino's Homeownership Assistance Program (HAP). The program assists low- and moderate-income homebuyers to meet the cash requirements of a home purchase. The HAP funds may be used for gap financing, down payment, or closing cost assistance. The assistance is in the form of a deferred loan and is secured by a second trust deed.	The Housing Authority of San Bernardino continues to implement the Homeownership Assistance Program (HAP), which assists participants with finding an appropriate mortgage lender and work with the participant through the process of buying a home.	**Ongoing:** The City will continue to advertise and provide information about the County of San Bernardino's Homeownership Assistance Program online and at City Hall.
Program 5.3F Good Neighbor Next Door Program	To support homeownership among local police officers, fire personal, and teachers, Rialto will continue to participate in and provide information on the	HUD's Officer/Teacher Next Door Program (now known as the HUD Good Neighbor Next Door	**Ongoing:** The City will continue to advertise and provide information about

Program	Objective	Program Accomplishments	Status for 6th Cycle
	Department of Housing and Urban Development's (HUD) Good Neighbor Next Door Program at City Hall. Through the federal program, applicants can purchase homes from a selected list of HUD homes, which are available at a 50 percent discount off the listed price. The City continue to provide information on the Good Neighbor Next Door Program at City Hall.	Program), assists law enforcement officers, pre-Kindergarten through 12th grade teachers, firefighters and emergency medical technicians become homeowners. It offers a substantial incentive in the form of a discount of 50% from the list price of the home.	the programs to Rialto residents online and at City Hall.
Program 5.3G County Housing Voucher Program	Continue to cooperate with the San Bernardino County Housing Authority to administer the Housing Voucher Program (Section 8). The program provides rent subsidies to very low-income households that spend more than 50 percent of their income on rent. The City will continue to refer residents to the County program and provide information at City Hall, the City's website, and other public places to increase awareness and solicit applications.	The City continues to participate in the Housing Voucher Program administered by the San Bernardino Housing Authority. The Housing Choice Voucher (HCV) Program (commonly referred to as Section 8) manages vouchers to low income families and individuals. These vouchers give our families the freedom to select decent, safe, and sanitary housing based on their individual needs. From 2016-2018 the County assisted 30,780 homes with vouchers, including 1,552 residents in Rialto through the Section 8 Program	**Ongoing:** The City will continue to advertise and provide information about the programs to Rialto residents online and at City Hall.
Program 5.3H Tenant-Based Rental Assistance	Through the Security Deposit Assistance Program, the County of San Bernardino uses HOME funds to provide financial assistance with required security deposits on rental housing units and tenant paid utilities to persons who can afford monthly rent payments but lack	The City continues to participate in the County tenant-based rental assistance. The program has two components: Eviction Prevention and New Rentals.	**Ongoing:** The City will continue to advertise and provide information about the programs to Rialto

Program	Objective	Program Accomplishments	Status for 6th Cycle
	necessary funds to get into and/or, to avoid being displaced from, decent housing. In addition, the County provides funds to low- and moderate-income renter households through the Monthly Rent Subsidies Program, also funded by the County HOME Program. Rialto will continue to participate in this County program and provide information about the program at City Hall and the City's website.		residents online and at City Hall.
Goal 5-4: Alleviate any potential governmental constraints to housing production and affordability.			
Program 5.4A Density Bonus	Government Code Section 65915 requires that a jurisdiction adopt a local Density Bonus Ordinance consistent with State law. State Density Bonus Law requires a local jurisdiction to grant an increase in density, if requested by a developer, for providing affordable housing as part of a development project. Key provisions of the law include incremental density bonuses that correspond to the percentage of housing set aside as affordable units. State law caps the maximum density bonus at 35 percent and allows the developer to request up to three incentives or concessions, if required to provide the affordable units. The law also provides reduced parking requirements and allows requests for waivers of development standards, such as increased height limits and reduced setback requirements. The developer must provide reasonable documentation demonstrating that incentives reduce costs to provide for affordable units; and that waivers are required because the usual	The City has amended the Zoning Code to include a Density Bonus Program. In addition, the City has approved the Foothill Boulevard Specific Plan, Downtown Vision plan, and the Renaissance Rialto Specific Plan, which all allow density bonus.	**Ongoing:** The City will continue promote the adopted Density Bonus Ordinance online and at City Hall.

Program	Objective	Program Accomplishments	Status for 6th Cycle
	standards physically preclude the project from achieving the allowed density and incentives. Developers in the City have utilized State Density Bonus Law in the construction of affordable housing units. To comply with State Density Bonus law, the City will amend the ordinance as needed to ensure that its local ordinance remains consistent with State law, but will apply current state law even before local amendments are adopted. The City commits to continue to review and approve requests under State Density Bonus Law (including requests for incentives, concessions, waivers, and parking reductions) so that projects that qualify are not prevented from developing at the densities to which they are entitled.		
Program 5.4B Remove Development Constraints	On a regular basis, City staff will review the development standards and design review findings in the Zoning Code to identify standards and requirements that may constrain the development of affordable housing in Rialto. Specifically, staff will review the following: Review multi-family parking standards to determine if the existing standards create a constraint to development. Should the analysis determine the existence of constraints, parking standards for multi-family development will be modified in the city's Zoning Code.	There are no current activities or policies for Removing Development Constraints.	**Ongoing:** The City will continue to evaluate the potential of the program and explore potential funding.

Program	Objective	Program Accomplishments	Status for 6th Cycle
	The City of Rialto is subject to SB 35 streamlining provisions and will be required to permit streamlining for projects with at least 10% affordable units. The City must review permits for qualifying housing developments within a statutory time frame (90 days for ≤ 150 units; 180bdays for ≥ 150 units). Projects cannot go through design review or be subject to public hearings, and in many cases the City cannot require parking. All projects covered under SB 35 are still subject to the zoning and building code. At this time, qualified housing proposals with at least 10% affordable units may be eligible for SB 35 streamlining in Rialto. Should compliance with SB 35 occur in the future, subsequent projects may not be subject to these requirements. Staff will review requirements such as the minimum unit size, including minimum unit size requirements for Accessory Dwelling Units (ADUs) and Single-Room Occupancy units (SROs); setbacks; parking requirements, including parking requirements for studio apartments/units; height restrictions; etc. to ensure that they are necessary and pertinent. The City will also review the existing Precise Plan of Design requirements and process to identify any constraints and the existence of objective standards applied to project applicants on the development of affordable housing in the City.		

Program	Objective	Program Accomplishments	Status for 6th Cycle
	The City will review permit requirements for Multi-family projects in the R-3 zone consisting of five or more units that may have a longer review timeline, as they are subject to approval of a conditional development permit (CDP). The City will evaluate modifications to these standards to ensure they do not pose a constraint on development. Staff will also on a case-by-case basis identify ways that standards can be relaxed if it is determined that such requirements are in any way impeding the development of affordable housing in the City. The City will also continue to provide development standard modifications including inclusion of objective design and development standards streamlined processing for applications related to the creation of affordable housing, and will offer fee modifications for projects proposing affordable units that are required to apply for variations to the existing development standards.		
Program 5.4C Water and Sewer Service Providers	Pursuant to Chapter 727, Statues of 2005 (SB 1087), the City of Rialto is required to deliver its adopted housing element and any amendments thereto to local water and sewer service providers. This legislation allows for coordination between the City and water and sewer providers when considering approval of new residential projects, to ensure that the providers have an opportunity to provide input on the Element. Additionally, review of the Housing Element ensures that priority for water and sewer services is granted to projects that include units affordable to lower-income	The City provided its Mid-Cycle and 5th Cycle Housing Element Updates to the local water and sewer service providers.	**Ongoing:** This legislation allows for coordination between the City and water and sewer providers when considering approval of new residential projects, to ensure that the providers have an opportunity to provide input on the Element. Review of the Housing Element ensures that priority for water and sewer

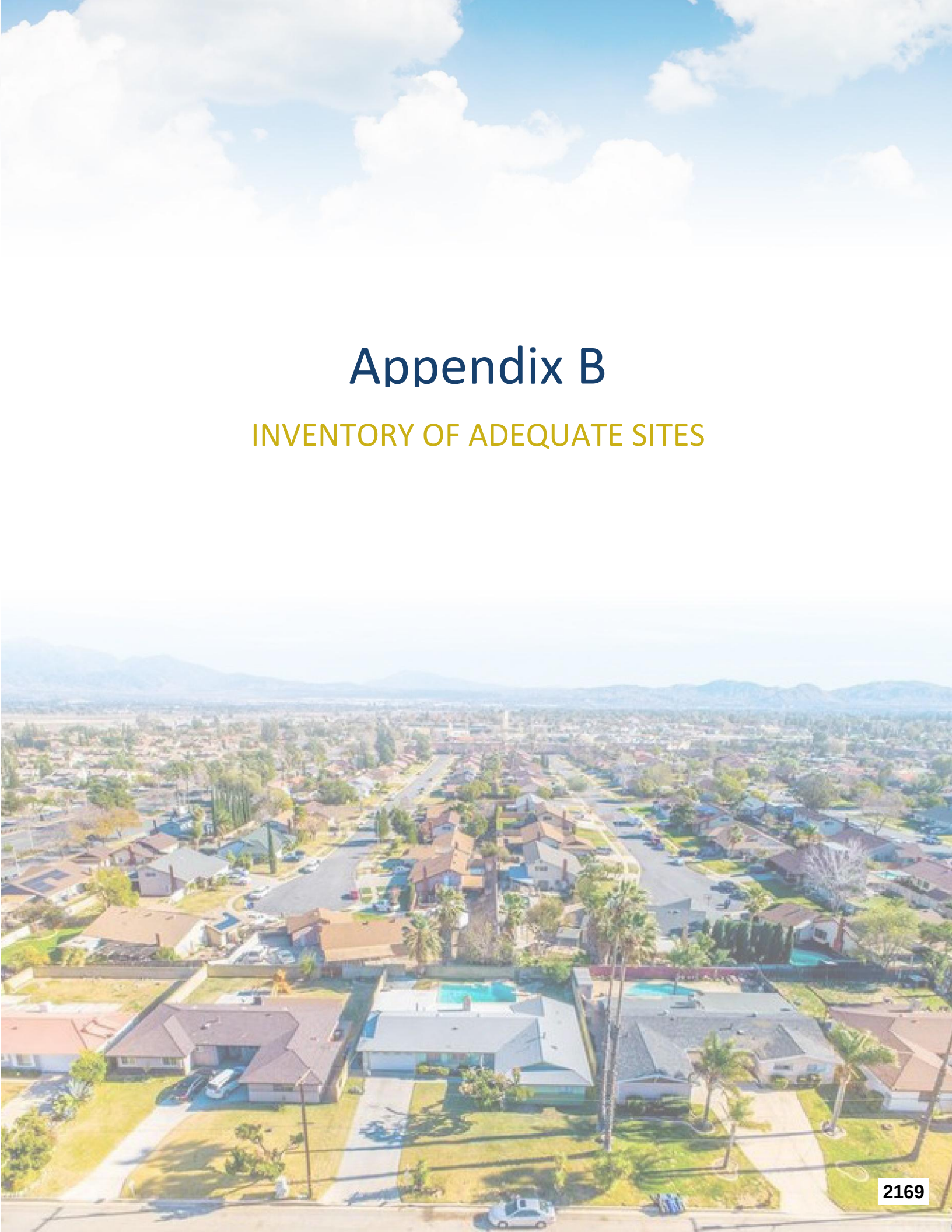
Program	Objective	Program Accomplishments	Status for 6th Cycle
	households. The City will submit the adopted Housing Element to local water and sewer providers for their review and input.		services is granted to projects that include units affordable to lower-income households. The City will provide the local water and sewer service providers with the 6th Cycle Housing Element Update and all related appendices and documents.
Goal 5-5: Promote equal opportunity for all residents to reside in the housing of their choice.			
Program 5.5A Fair Housing Services and Affirmatively Further Fair Housing	The City will continue to provide fair housing services through the Inland Fair Housing and Mediation Board. The ongoing contract provides Rialto residents with the following fair housing services: shared housing information for senior residents, counseling and information on housing discrimination, tenant/landlord dispute resolution, bilingual housing literature, and testing for housing discrimination. The City will continue to provide informational and educational materials on fair housing services for property owners, apartment managers, and tenants at City Hall and the City's website. The City will also continue to monitor and respond, as appropriate, to complaints of discrimination, and will refer tenants to the Inland Fair Housing and Mediation Board for proper intake investigation and resolution of fair housing complaints. Pursuant to AB 686, The City will affirmatively further fair housing by taking meaningful actions in addition to resisting discrimination, that overcomes patterns of	The City continues to participate with the Inland Fair Housing and Mediation Board (IFHMB) to combat housing discrimination. IFHMB continues to educate both tenants and landlords as to their rights and responsibilities under fair housing laws. IFHMB investigates discrimination complaints and works in partnership with the United States Department of Housing and Urban Development (HUD) and the California State Department of Fair Employment and Housing (DFEH) in fighting discrimination in housing.	**Ongoing:** The City will continue to provide information on Fair Housing and will continue to monitor and respond to complaints of discrimination.

Program	Objective	Program Accomplishments	Status for 6th Cycle
	segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristic, as defined by California law. The City will partner with capable organizations to review housing discrimination complaints, attempt to facilitate equitable resolution of complaints, and, where necessary, refer complainants to the appropriate state or federal agency for further investigation and action. Additionally the city with work with the County to update the Regional Analysis to the Impediments (AI) to Fair Housing Choice in partnership with local agencies. The City will implement the actions contained in the AI and collaborate with the jurisdictions in partnership with the County to complete the AI.		
Program 5.5B Reasonable Accommodation	Pursuant to Government Code Section 65583, the City of Rialto is obligated to remove potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels and for persons with disabilities. The Fair Housing Act, as amended in 1988, requires that cities and counties provide reasonable accommodation to rules, policies, practices, and procedures where such accommodation may be necessary to afford individuals with disabilities equal housing opportunities. Reasonable accommodation provides a basis for residents with disabilities to request flexibility in the application of land use and zoning regulations or, in some instances, even a waiver of certain restrictions or	City staff has developed a scope of work and is currently in the process of securing funding to develop this program.	**Ongoing:** The City will continue to promote the adopted Reasonable Accommodation Procedures on the City website and at City Hall.

Program	Objective	Program Accomplishments	Status for 6th Cycle
	requirements from the local government to ensure equal access to housing opportunities. Cities and counties are required to consider requests for accommodations related to housing for people with disabilities and provide the accommodation when it is determined to be "reasonable" based on fair housing laws and case law interpreting the statutes. The City of Rialto encourages and promotes accessible housing for persons with disabilities. In general, City Staff takes into consideration the provisions of the California Americans with Disabilities Act (Cal ADA) in the review and approval of housing projects and grants modifications and deviations from the Municipal Code to accommodate the needs of persons with disabilities. The City will provide information on formal reasonable accommodation procedures at City Hall and on the City's website.		

Appendix B

INVENTORY OF ADEQUATE SITES



Adequate Sites

A. Adequate Sites Analysis Overview

The Housing Element is required to identify potential candidate housing sites by income category to meet the City's RHNA Allocation. The sites identified within the Housing Element represent the City of Rialto's plan for housing at the designated income levels within the 6th housing cycle planning period (2021 – 2029). The identified sites are either residentially zoned or within areas of opportunity identified by the City with supporting strategies to stimulate future housing growth. As described in this appendix, the development capacity of each site depends on permitted density, site-specific factors, and development assumptions identified for each "Opportunity Area."

The appendix contains **Tables B-20** to **B-22**, which identify each candidate housing site within Rialto's sites inventory. The sites are identified by assessor parcel number (APN) as well as a unique identifier used to track sites within the inventory and on relevant maps. Additionally, the following information is provided for each parcel.

- Address
- Ownership
- Zoning (including overlays if applicable)
- Size (net developable acres removing known development constraints)
- Assumed density
- Vacancy status
- Previous housing element identification
- Potential development capacity (dwelling units) by income category
- Description of existing use

Table B-1 shows the City's 2021-2029 RHNA need by income category as well as a summary of the sites identified to meet the need. The analysis within this appendix shows that the City of Rialto has the capacity to meet their 2021-2029 RHNA allocation through a variety of methods, including:

- Identification of development capacity on entitled private specific plans
- Identification of development capacity on sites which permit development of residential uses at or above 30 dwelling units per acre
- Development of approved projects which do not yet have certificates of occupancy
- Future development of Accessory Dwelling Units (ADUs)
- Identification of opportunity areas for rezone to higher-density residential use

Table B-1: Summary of RHNA Status and Sites Inventory					
	Very Low Income	Low Income	Moderate Income	Above Moderate Income	Total
RHNA (2021-2029)	2,218	1,206	1,371	3,477	8,272
Pipeline Projects	0	0	0	916	916
Units Constructed/ Issued Permits in Projection Period (Begins June 31, 2021)	0	0	0	285	285
Remaining Unmet RHNA	**2,218**	**1,206**	**1,371**	**2,276**	**7,071**
Existing Zoning – Unit Capacity					
Accessory Dwelling Unit Projection	40		26	6	72
Entitled, Private Specific Plans					
Lytle Creek Ranch Specific Plan	0		621	5,638	6,259
Renaissance Specific Plan	0		405	874	1,279
Rezone Strategies – Unit Capacity					
Opportunity Areas with Rezone/Upzone Programs					
1 - Foothill Boulevard Specific Plan	2,443		227	1,767	4,437
2 - North Riverside Avenue	369		40	264	673
3 - Gateway Specific Plan	307		28	223	558
4 - Rialto Central Area Specific Plan	189		8	153	350
5 - Baseline Parcels	88		5	70	163
6 - Baseline Shopping Center	744		70	539	1,353
7 – Housing Opportunity Overlay	583		50	420	1,053
Total Potential Development Capacity	**4,763**		**1,480**	**9,954**	**16,197**
Sites Surplus/Shortfall (%)	39%		8%	186%	96%
Sites Surplus/Shortfall (#)	1,339		109	6,477	7,925

1. Selection of Sites

The City of Rialto has identified sites with capacity to accommodate the 2021-2029 RHNA. The City has identified 64 parcels within Specific Plans - 57 parcels within the Lytle Creek Specific Plan, which is located to the north east of the City and east of North Riverside Avenue, and 7 parcels within the Renaissance Specific Plan, which is located south of Foothill Freeway and between North Ayala Drive and North Alder Avenue. There are also 20 "Projects in the Pipeline" sites (described below), in addition to nine 5th Cycle Housing sites that add to the City's housing stock.

The City has identified another 258 parcels, categorized into seven (7) Opportunity Areas, which are designated for programs to create additional residential capacity through upzones and rezones. A total of 137 of these parcels have existing zoning to allow residential development. The City conducted an analysis to identify the additional 121 non-residentially zoned sites with characteristics indicating potential to redevelop within the planning period.

All identified sites were evaluated based on surrounding and existing on-site development to determine the extent to which on-site uses have the potential to redevelop within the planning period (2021-2029).

2. Projects in the Pipeline

The City has identified several projects currently in, or that have completed the entitlement process. These projects are likely to be developed and/or first occupied during the planning period and count as credit towards the 2021-2029 RHNA allocation. The City has currently identified 6 projects over 20 sites with a planned development of 916 units, all of which will be affordable to above-moderate income households.

3. Specific Plans with Remaining Entitled Capacity

The City has identified a total of 64 parcels within Lytle Creek Specific Plan and Renaissance Specific Plan to accommodate the RHNA need with existing capacity. Both specific plans are entitled for the number of units projected within this appendix. As of August 2021, the City has begun receiving applications to develop residential units in both Specific Plan areas. All unit projections outlined are expected to be constructed during the planning period.

Implementation of Specific Plans

In order for development to begin, the City's Municipal Code states proposed developments must be reviewed by the Community Development Director or Planning Commission, as applicable for the particular use or building, and found to be consistent with the Specific Plan for the area. Criteria for review and approval of proposed developments shall include, but not be limited to the following:

- Conformance with the land use designation;
- Conformance with specific development standards, goals, and policies of the Specific Plan;
- And conformance with the intended density of the zone of the site.

Renaissance Specific Plan

The Renaissance Specific Plan includes a 107-acre residential community with 1,280 entitled residential units between Linden Avenue and Ayala Drive south of the Renaissance Marketplace. The units are assumed to range from moderate to above-moderate income, based on density permitted. **Figure B-1** outlines the area planned for residential development within the Specific Plan. This includes the following breakdown in zoning and maximum units permitted:

- 405 units of low density residential – 50.5 acres
- 363 units of medium density - 29 acres
- 312 units of medium high density - 19.5 acres
- 200 units of high density - 8 acres

The goal of the Specific Plan is to bring together employment opportunities, residential uses, and commercial/retail amenities. Renaissance Marketplace, located to the north of the identified residential area in **Figure B-1**, includes commercial and retail amenities for residents. The Specific Plan has identified the parcels closest to Renaissance Marketplace for the location of medium to high density residential developments to provide for easy and quick access to resources and employment opportunities. Business and employment centers are also located across North Linden Avenue to the west.

The Renaissance Marketplace and most of the business/employment centers are built and completed, but the residential developments are anticipated to continue through the 2021-2029 planning period. The City anticipates housing developments to meet the entitled number of units listed above. In order to expedite investment and development, it is the City's expressed intent to streamline the review of development proposals within the Renaissance Specific Plan. Accordingly, any proposed building that is larger than 500,000 square feet shall be subject to EDC Review.

According to the Renaissance Specific Plan, the financing of construction, operation, and maintenance of public improvements and facilities will include funding through a combination of financing mechanisms. However, the developer shall ultimately be responsible for all fair-share costs and/or conditions of approval (including those in excess of fair share costs but with fee credits or reimbursement agreements) associated with implementing the project, including but not limited to the costs of providing infrastructure and complying with all mitigation measures, conditions of approval, and other requirements of the project.

Various financing strategies may be utilized to fund the public facility improvements specified by the Specific Plan. Financing may involve a combination of impact fees and exactions, fee credits, reimbursement agreements, special assessment districts, landscaping and lighting districts, community facilities districts, and other mechanisms as agreed to by the developer and City.

The City and developer will cooperate to ensure that the public facilities are built in accordance with all requirements of the Specific Plan. A Development Agreement and conditions of approval may be used to facilitate this process. The appropriate mechanism for each particular improvement shall be tied to the phasing, established Conditions of Approval and site plan/design review approval. As of February 2021, the City has received one Precise Plan of Design application for 403 units on 39.14 acres.

Figure B-1: Renaissance Specific Plan

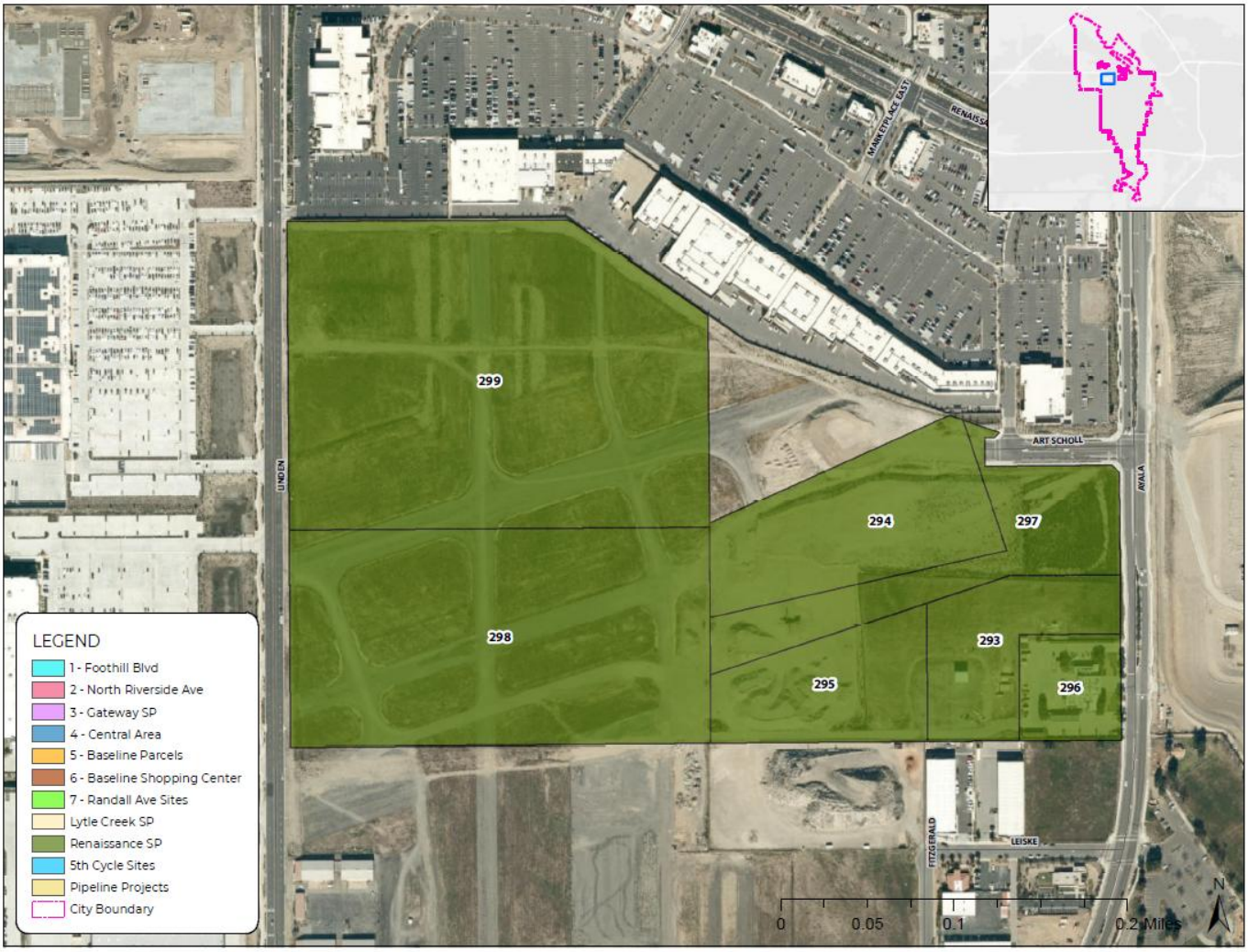
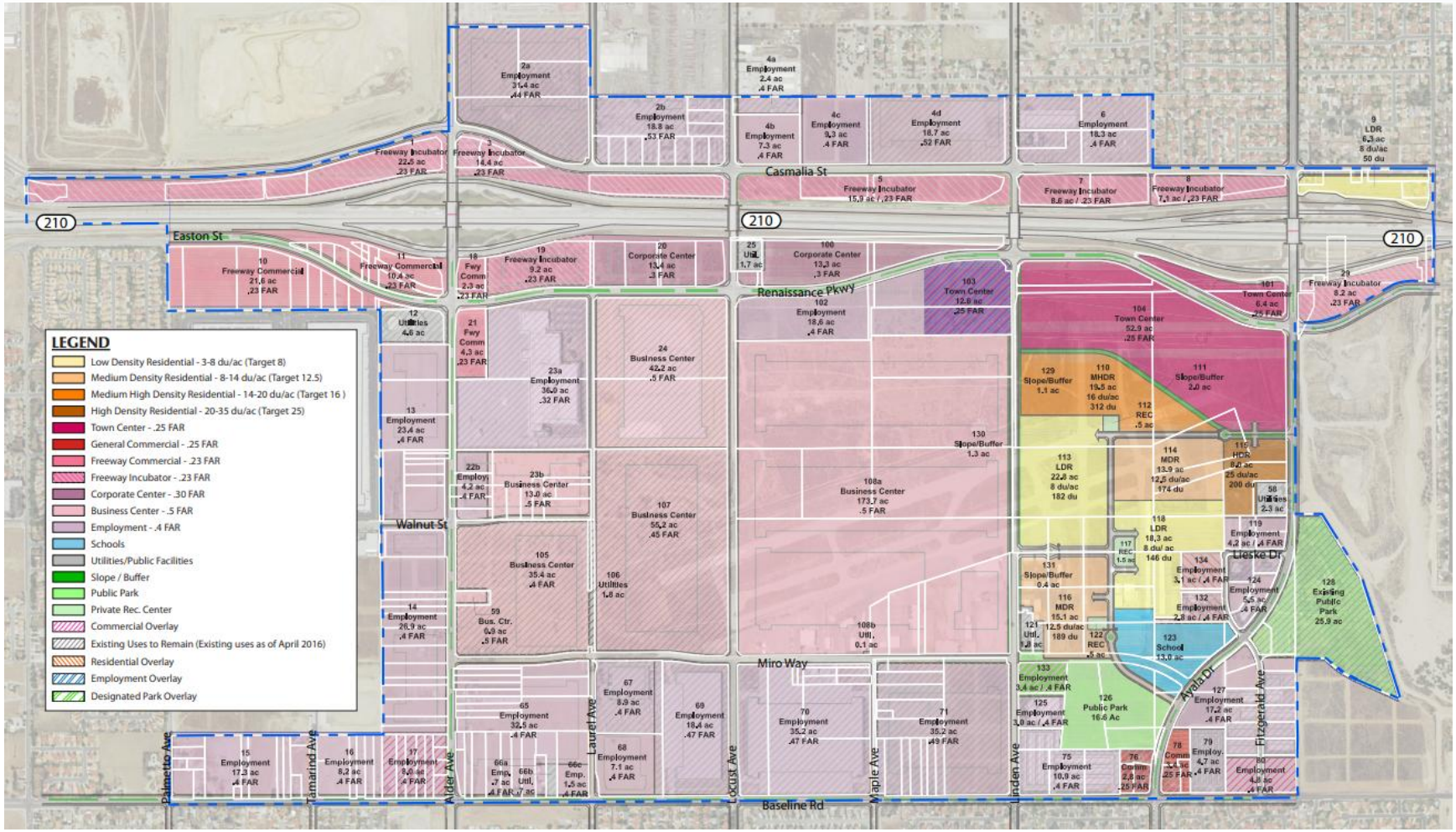


Figure B-2: Renaissance Specific Plan – Planning Areas



Lytle Creek Ranch Specific Plan

The Lytle Creek Specific Plan covers approximately 2,447.3 total acres, with about 694.2 acres located in Rialto and 1,753.1 acres currently located in unincorporated San Bernardino County. The area of Lytle Creek Specific Plan located in Rialto allows for a total of 6,260 dwelling units. Two neighborhoods are planned to provide for a variety of housing needs and lifestyles, including a private community for residents over the age of 55. As **Table B-2** outlines, the average density of the neighborhoods is currently 3.44 dwelling units/acre. The affordability range of the units is assumed to be moderate to above moderate income, based on the density permitted. **Table B-3** provides a summary breakdown for housing development by land use designation within Lytle Creek Ranch.

Development of the Lytle Creek Ranch Specific Plan has not begun but it anticipated to take place during the 2021-2029 planning period. Build-out will occur by 2030 and phasing will occur either sequentially or concurrently with one another. The City anticipates the residential developments to reach the entitled maximum of 6,260 units, as outlined in **Table B-2** and **B-3**. As of February 2021, the City has received and approved three Precise Plan of Design applications. The three applications total 364 units on 67.05 acres.

Table B-2: Lytle Creek SP Land Use Summary by Neighborhood in Rialto

Neighborhood	Approximate Acreage	Estimated Average Density	Dwelling Units	Square Footage	Assumptions
II	801.8	-	2,931	102,452	Active Adult
III	968.8	-	3,329	566,279	-
TOTAL	**1,770.6**	**3.44**	**6,260**	**668,731**	**-**

Source: Lytle Creek Ranch Specific Plan (2012)

Table B-3: Lytle Creek SP Land Use Summary by Neighborhood

Land Use Designation	Density Range (DU/AC)	Target Dwelling Units (DU)	Medium Density (DU/AC)	Acres	Percent of Specific Plan
Single-Family Residential 1 (SFR 1)	2-5	467	3.6	132.2	5.4%
Single-Family Residential 2 (SFR 2)	5-8	1,908	6.3	304.5	12.4%
Single-Family Residential 3 (SFR 3)	8-14	1,937	10.9	179	7.3%
Multi-Family Residential (MFR)	14-28	959	17.2	52.3	2.1%
High-Density Residential (HDR)	25-35	989	29.2	33.4	1.4%
TOTAL	**-**	**6,260**	**8.95**	**701.4**	**38.4%**

Source: Lytle Creek Ranch Specific Plan (2012)

The following administrative standards apply to the implementation of future development applications (including plot plans, tract maps, parcel maps, conditional use permits, or variances) for projects within the Specific Plan area:

1. No development shall occur or building permits issued within the adopted Specific Plan area until the proposed development is reviewed by the City's Development Review Committee and found to be consistent with the adopted Specific Plan.
2. Future development within the Specific Plan area shall require individual project review and analysis including General Plan and Specific Plan consistency and environmental analysis, according to the provisions of the California Environmental Quality Act (CEQA) and the CEQA Guidelines.
3. Future tentative or parcel maps and site plan review documents shall be consistent with the Specific Plan.
4. Building permits for dwelling units shall be issued when a final subdivision map has been recorded. Permits may be issued for model units prior to final map recordation subject to the Subdivision Map Act and Development Code.
5. Specific lotting designs and residential dwelling unit types for each planning area shall be determined at the time of individual implementing site design or subdivision proposals. Residential lot sizes, densities, and housing types may vary within each planning area so long as the number of units in the planning area does not exceed that allowed by this Specific Plan.
6. The Rialto Unified School District is the lead agency for all environmental and entitlement processes related to schools within Neighborhood III of Lytle Creek Ranch. Any additional review and approval through the Specific Plan process shall not be required.

Table B-4 outlines the actions required for implementing development applications.

Table B-4: Lytle Creek Ranch Specific Plan - Implementing Development Applications

Proposed Improvements	Transportation Commission	DRC	Director of Development Services	Planning Commission	City Council
Development Transfer Between Planning Areas		X	X		
Specific Plan – Ministerial Changes		X	X		
Specific Plan – Minor Adjustments		X	X	X	
Specific Plan – Major Amendment	X	X	X	X	X
Precise Plan of Design (Design Review)		X	X		
Development Agreement					X
Tentative Map(s) or Parcel Map(s)		X	X	X	

Source: Lytle Creek Ranch Specific Plan

According to the Lytle Creek Ranch Specific Plan, there are several types of financing strategies and tools available for financing master planned communities such as Lytle Creek Ranch. It is anticipated that the project will build-out using a variety of these strategies and tools including, but not limited to, the following:

- The Mello-Roos Act enables cities, counties, special districts, and school districts to establish community facilities districts and to levy special taxes to fund a variety of facilities and services required by a specific plan. A Mello-Roos tax can be applied to the planning and design work directly related to the improvements being financed and may also fund services on a pay-as-you-go basis including police and fire protection, ambulances, flood protection, recreational programs, parks, and schools.
- Special assessment districts, such as those enabled by the Lighting and Landscape Maintenance Act of 1972, the Municipal Improvement Act of 1913, and the Improvement Bond act of 1915, provide methods of leveraged financing whereby a public entity determines an area in which the provision of facilities will benefit real property. One or more special assessment districts may be created for the Lytle Creek Ranch project to cover improvements such as landscaping and lighting. This financing tool can be used for public improvements that directly benefit specific properties that are assessed to pay for the improvements at no risk to public agency general funds.
- Impact fees and exactions are another tool for paying for new development resulting from increased population or demand for services. The master developer for Lytle Creek Ranch will negotiate with the City of Rialto to determine appropriate fees and exactions, which shall be identified in a Development Agreement.
- In certain instances, funding for on-site facilities may be tied directly to the Lytle Creek Ranch project. The developer may pay a fair share portion of the facility in exchange for development rights. On-site local streets, utility connections from the main trunk lines, and drainage facilities are typical examples of facilities that may be funded by the developer. Such improvements will usually be required concurrently with the project development.

Figure B-3: Lytle Creek Ranch Specific Plan

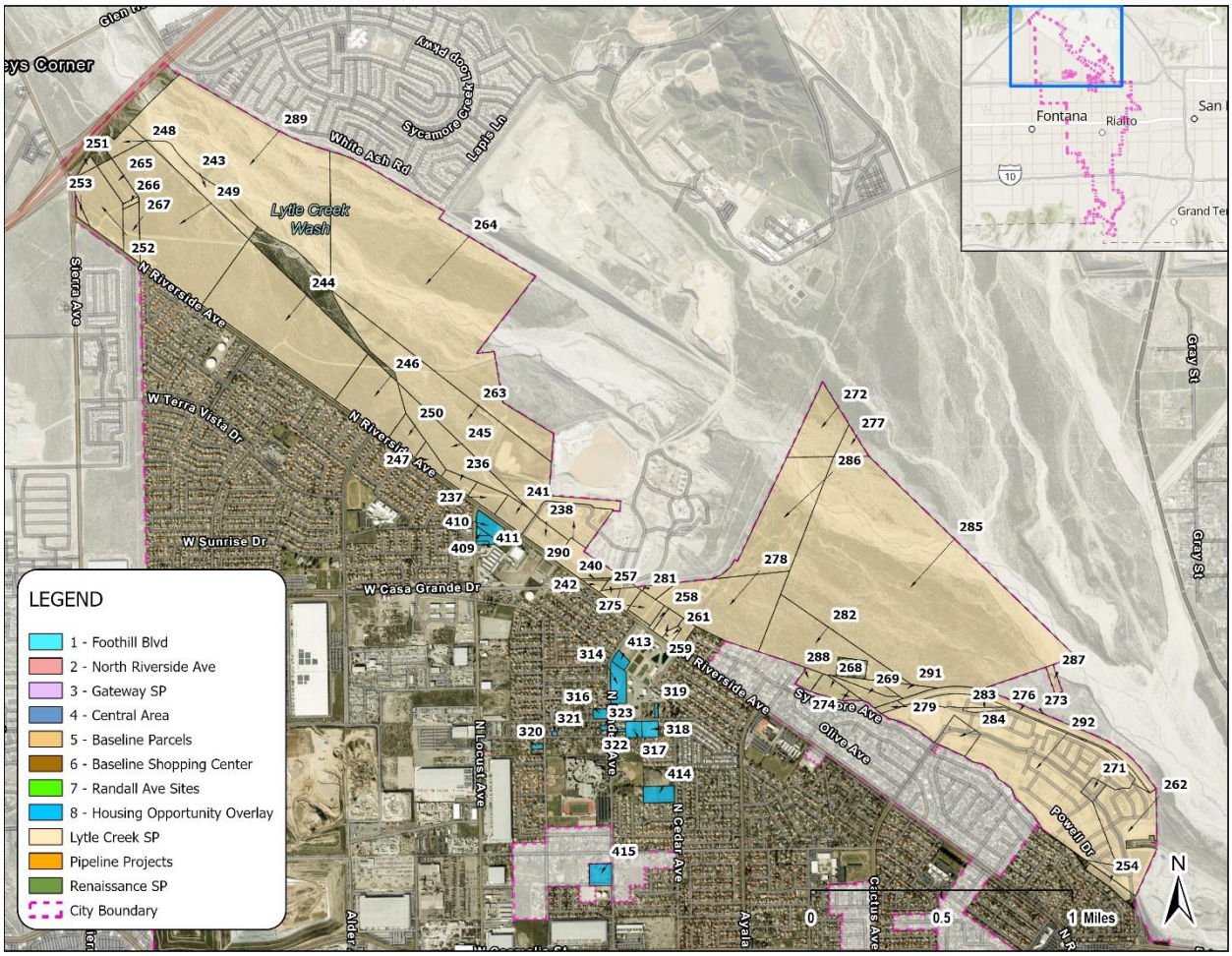
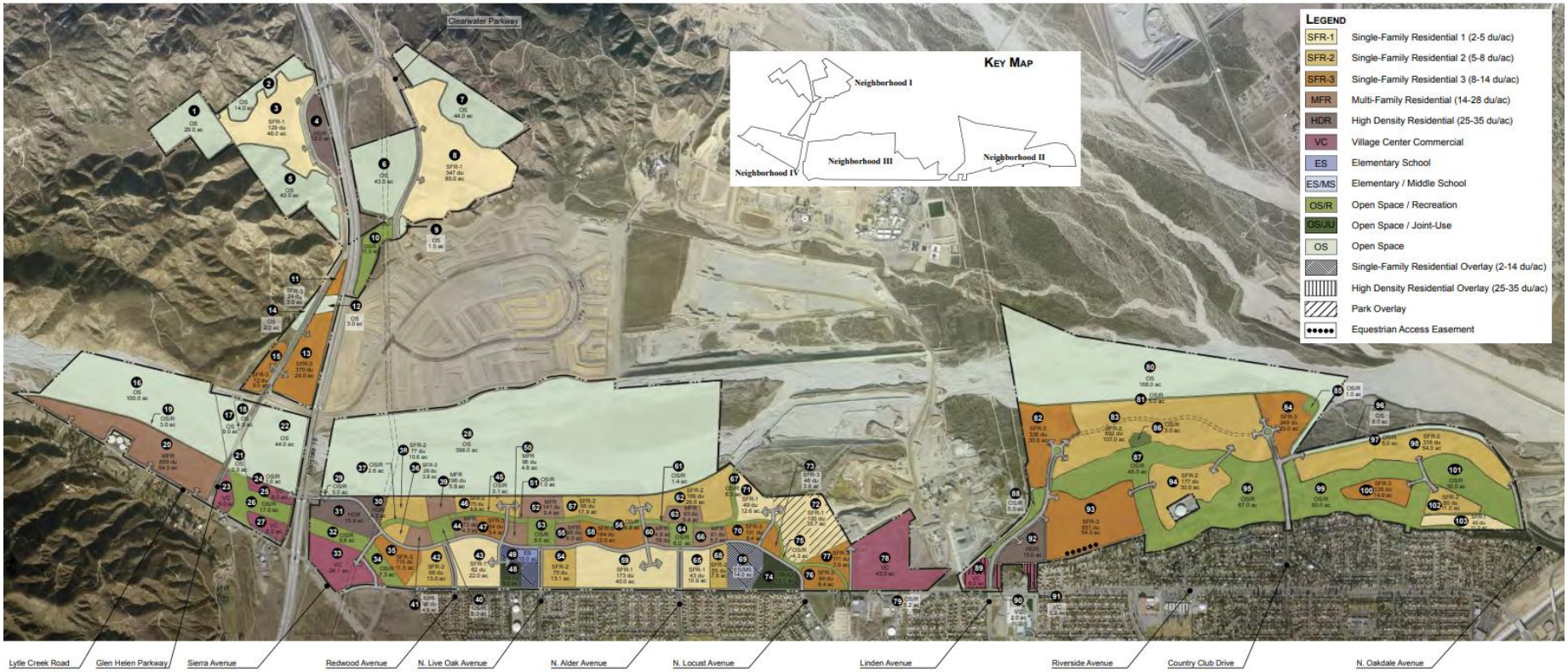


Figure B-4: Lytle Creek Ranch – Conceptual Land Use Plan



4. Development of Smaller Site Parcels

The City of Rialto has identified 67 parcels that are smaller than half an acre in size. Assembly Bill 1397 identifies general size requirements for candidate housing sites designated to accommodate low- and very low-income units of greater than half an acre and less than 10 acres in size.

These parcels have been identified as part of the Sites Analysis because most are located near one another, and large groupings are owned by the same property owners. Additionally, 14 of these 67 parcels are owned by the City of Rialto. The City has total site control to consolidate these sites to facilitate housing development through the 2021-2029 planning period.

A policy program is included in **Section 4: Housing Plan** to create a small lot consolidation program to facilitate development on these lots.

5. Development of Large Site Parcels

Supplemental to the sites identified to meet the City's RHNA allocation which fall within AB 1397 criteria, the City has identified one parcel which is larger than 10 acres.

This 10.08-acre site (Sites Inventory ID: 121) has been identified because it is vacant and located near other vacant lots with propensity to develop housing.

A rezone of the parcel located within the Gateway Specific Plan would create the opportunity to develop 281 housing units - this includes 155 housing units affordable to very low-/low-income households. Additionally, the currently vacant lot is located near existing senior housing units and resources, commercial and retail uses, as well as transit stops.

6. Accessory Dwelling Units

Accessory dwelling units (ADUs) are housing units which may be developed in addition to an existing single- or multi-family residential use. These housing units can be free-standing or attached to a primary structure and are intended to provide additional housing on an existing residential lot. Other ADUs provide housing for family members or are rented to members of the community.

As a result of new legislation and an increased effort by the City to promote ADUs, the City has seen an increase in applications. In 2020, the City permitted 14 ADUs and 32 in 2021. In accordance with State Law, ADUs are allowed in all zones that allow single dwelling unit or multiple dwelling unit development. Junior Accessory Dwelling Units (Jr. ADUs) are permitted only in single dwelling unit zones.

The City of Rialto has determined, based on past performance, that it is appropriate to anticipate the development of 72 accessory dwelling units from 2021 to 2029. **Table B-5** below displays the calculation and estimated projection for the 8-year planning period. To project the number of ADUs throughout the planning period, the City has multiplied by 1.5 the average assumption based on the average ADUs per year from 2018 to 2021 with the anticipation that new legislation and housing policies will increase the number of ADUs permitted.

Table B-5: ADU Assumptions	
Year	ADU Permitted
2029	9
2028	9
2027	9
2026	9
2025	9
2024	9
2023	9
2022	9
2021	32
2020	14
2019	0
2018	0
Projection Period Total	72

Additionally, to facilitate the development of ADUs available for lower income households, the City has developed relevant policies and programs (see **Section 4: Housing Plan**). The City assumes an affordability breakdown for ADUs based on the ADU Affordability Assumptions produced by the Southern California Association of Governments (SCAG) for each county. Using the SCAG assumptions for San Bernardino County, the City has allocated the following ADUs for each income category:

Table B-6: Accessory Dwelling Unit Projections by Income Category	
Income Category	Units
Low and Very Low-Income	40 units
Moderate Income	26 units
Above Moderate Income	6 units
TOTAL	72 units

To assist the City's ADU development projections, programs have been included in **Section 4: Housing Plan** to promote and incentivize the development of ADUs during the planning period.

7. Vacant Land to Accommodate Lower-Income Need

The City of Rialto has identified currently vacant land to accommodate 50.3 percent of the very low-/low-income RHNA housing units. This percentage is based on a conservative affordability assumption of 55 percent going towards lower income housing units. In total, 1,722 very low- and low-income units can be accommodated on vacant land, which amounts to 50.3 percent of the 3,424 very low- and low-income RHNA. The City would be able to meet a greater percentage of lower-income RHNA housing units with an affordability estimation of 65 percent per site; however, the City is taking the more conservative approach.

The City has accommodated over 50 percent of all lower-income units on vacant parcels therefore, the existing uses on the remaining sites identified to accommodate lower-income units are not presumed to

impede additional residential development. Existing uses on the nonvacant sites have also been evaluated for potential to accommodate future residential uses. Existing uses on nonvacant sites that have been identified as part of the Sites Analysis have been evaluated for propensity and represent parking lots, older commercial properties, and other non-residential uses with propensity to redevelop.

8. Suitability of Nonvacant Sites

As analyzed above, the City has identified sufficient vacant land to accommodate over 50 percent of its lower-income RHNA. The City of Rialto has identified additional unit capacity on nonvacant sites considering existing development on site and the feasible addition of housing, development standards for the respective zone, and the remaining acreage after subdivision. The City of Rialto conducted a comprehensive, parcel-by-parcel analysis of all nonvacant sites included in the Housing Element to ensure that these parcels can realistically accommodate housing development during the 2021–2029 planning period. In accordance with Government Code §65583.2(c), this analysis went beyond describing existing conditions and examined physical, economic, and regulatory factors that influence redevelopment potential.

First, the physical and economic characteristics of these parcels indicate high redevelopment feasibility. Many existing uses are aging, low-intensity structures such as 1950s–1980s retail strips, auto service shops, and single-story offices with significant deferred maintenance. Land-to-improvement value ratios reveal that in most cases, the underlying land is more valuable than the existing structures. Large portions of these parcels are dedicated to surface parking, often representing more than half of the site area, which constitutes surplus land that can be repurposed for multifamily housing without fully displacing existing commercial activity.

Second, market indicators strongly support redevelopment potential. Many identified sites have experienced frequent tenant turnover, persistent vacancies, or marginal business operations. Regional retail trends — including declining demand for large-format stores and the long-term impacts of e-commerce — further reduce the viability of existing uses. In contrast, Rialto has experienced growing developer interest in multifamily projects, as shown by recent pre-applications for projects along Foothill Boulevard, Riverside Avenue, and Baseline Road. These market conditions create incentives to transition underutilized commercial and institutional sites into higher-density residential or mixed-use development.

Third, the City's regulatory framework enhances redevelopment feasibility. The Housing Element includes a robust rezone strategy across seven Opportunity Areas that will increase allowable residential densities to between 30 and 39 dwelling units per acre. Sites currently zoned for commercial or mixed-use will be rezoned or overlaid to ensure that housing is permitted at realistic densities suitable for lower-income households. These rezonings, paired with existing density bonus provisions, AB 2097 parking reforms near transit, and City incentive programs (e.g., fee reductions, streamlined approvals, small-site consolidation), remove regulatory barriers and further encourage redevelopment of nonvacant sites.

Finally, the City's site-specific analysis demonstrates that existing uses will not impede redevelopment. For example, Site 4 (an older shopping center) contains excess parking that could be redeveloped with

multifamily housing; Site 19 (a church facility) has surplus land and is eligible for SB 4 streamlining; Site 28 (a large commercial parcel) and Sites 228 and 232 (big-box retail with oversized parking fields) can transition to residential or mixed-use projects consistent with recent trends in Rialto and the broader region. In each case, existing operations are either marginal, declining, or compatible with phased redevelopment, ensuring housing production potential.

Collectively, these findings demonstrate that the City has thoroughly evaluated nonvacant sites using multiple criteria—physical condition, economic performance, market demand, policy support, and recent redevelopment trends. The City's conclusion is that the existing uses on these parcels do not pose impediments to residential development. Instead, they represent realistic, immediate opportunities to meet RHNA obligations. This comprehensive justification satisfies both the statutory requirements of Government Code §65583.2(c) and the expectations of HCD for rigorous site-by-site evaluation.

Tables B-20 list the candidate sites identified, including notes detailing why each site was selected.

Lease Analysis

Existing lease agreements on infill and nonvacant properties present a potential impediment that may prevent residential development within the planning period. State law requires the City to consider lease terms in evaluating the use of nonvacant sites. The City made diligent efforts to review existing lease agreements, however the City does not have access to private party lease agreements or other contractual agreements amongst private parties. While the City does not have access to lease agreements, as these are private documents, staff have conducted an analysis to identify sites that show characteristics indicating they are likely to redevelop within the planning period including the following:

- Past performance redeveloping nonvacant sites
- An analysis of existing use
- Market analysis of land costs and development opportunities

Additionally, the **Section 4** of this Housing Element identifies programs to increase feasibility and encourage infill development in Rialto.

Past Experience Developing Nonvacant Sites for Residential Uses

Over recent years, communities in the region have been redeveloping nonvacant sites for residential uses. Past performance of nonvacant redevelopment for residential uses shows the viability of similar development within Rialto. **Table B-7** identifies projects in the region that have developed residential uses on nonvacant sites. The City has seen increasing trends toward infill development due to the fact that much of the new growth has occurred on sites that have transitioned from its agricultural roots, to very low-density housing to more urban densities. For example, the Rialto Airport area, once a regional airport, has transitioned to job-creating industrial/retail and residential uses. Much of the land in the City that experienced change utilized lands that traditionally have not been used as productively. Traditional 1950's corridor development, with large-scale parking fields, highly underutilized lots and similar commercial, retail and industrial uses have seen redevelopment as the City has transitioned to a more urban environment.

As **Tables B-20** through **B-22** show, a number of the identified candidate sites are underutilized with large parking lots. The example projects listed below were developed on highly underutilized lots with large scale parking fields. These past examples and current trends utilized sites that have similar attributes as the Candidate Sites identified in this Housing Element. These sites exhibit the following attributes:

- Highly underutilized land
- Significant Parking area in excess of current need
- Similar transitioning of adjacent parcels to residential and mixed uses
- General market interest and investment by the real estate and investment community
- Land values and existing improvement values that support transition to residential uses
- Age and use of existing structures
- Lack of property investment and existence of deferred maintenance issues
- Persistent vacancy status
- Adjacency to public transit and public services
- Access to educational, job and recreational opportunity

The attributes above are present in all identified sites, and similarities indicate the feasibility of redevelopment. Furthermore, the recent examples of redeveloped sites have similar attributes compared to the City's sites identified in **Table B-20**.

Regionally, redevelopment of underutilized non-residential sites, parking lots and older commercial centers are becoming more common – this provides an opportunity for future units to be located in close proximity to commercial and retail uses, resulting in a lower need to drive and close access to resources and employment opportunities. Many of the candidate sites were identified due to the presence of large parking lots that remain largely empty and underutilized. Redevelopment of those sites for residential would provide opportunities for existing businesses. In addition, existing commercial uses are generally older and lack recent investments. Site-specific details are provided for each candidate site in **Table B-20**. In addition, several programs are included in the Housing Plan to facilitate the development of these sites, including: monitoring of the sites, rezones for residential uses, rezoning of nonvacant sites used in prior Housing Elements, incentives for residential development, and removal of development constraints. Program 3H is also included to address AB 2097 regarding parking requirements near public transit. This new legislation is anticipated to provide further incentives to develop residential on those nonvacant sites along transit corridors.

Table B-7: Examples of Local Development of Nonvacant Sites for Residential Uses				
Project Address/ APN	**Dwelling Units**	**Zoning**	**Use Prior to Redevelopment**	**Project Description**
Tuscan Apartments (Under Construction) 16534 Arrow Blvd.	17	FBC (Transitional)	Single Family Home	A proposed 17-unit multifamily development.
Paseo Verde Apartments – North side of Valley Boulevard between Cypress Avenue and Juniper Avenue	150	FBC (Transitional)	Single Family Home	150 fully affordable units redeveloped on previously single-family home.
8185 Banana Avenue	28	R-1	Single Family Home	Although the zoning is R1 – the developer utilized the Boulevard Overlay at the time to do multi-family units. There are 28 condos redeveloped on a lot with a previous single-family home
Windrows Project-16408 Valencia Avenue	105	FBC (Transitional)	Single Family Home	Lot which contained a single-family home was redeveloped in the FBC transitional zone to accommodate 105 multifamily units
Rosena Fountains Apartments	69	FBC (Multi-Family)	Gathering Hall	A proposed 69-unit multifamily development
Nuevo Apartments	29	R-5	Parking Lot	A proposed 5-story mixed-use development with 29 proposed apartment units.
Village at Sierra	106	FBC (Retail)	Commercial	A senior housing development.
The Plaza at Sierra	90	FBC (Station Area)	Commercial Uses	A proposed 90-unit affordable senior housing development

The City has made appropriate findings as part of its adoption Resolution that the sites identified in the Housing Element to accommodate growth are sufficient and the sites features are not an impediment to future residential development.

Surplus Facilities Housing

Much of the City's commercial corridors can be traced back to the post-war era when there was a surge in demand for new housing and businesses. Many shopping centers and malls were built during this time and are many are still used as commercial uses today. As the City has continued to develop, these corridors have seen redevelopment, with large parking lots and underutilized spaces being repurposed. The post-COVID period saw a change in shopping patterns which led to the decrease in demand for physical stores (i.e., Online shopping), resulting in less need for parking at these sites. The City of Rialto has the opportunity for infill development by utilizing surplus facilities like commercial parking lots for residential development. Infill development is more sustainable than greenfield development as it makes use of existing infrastructure and resources. As shown in Table B-20, the City of Rialto has the opportunity for

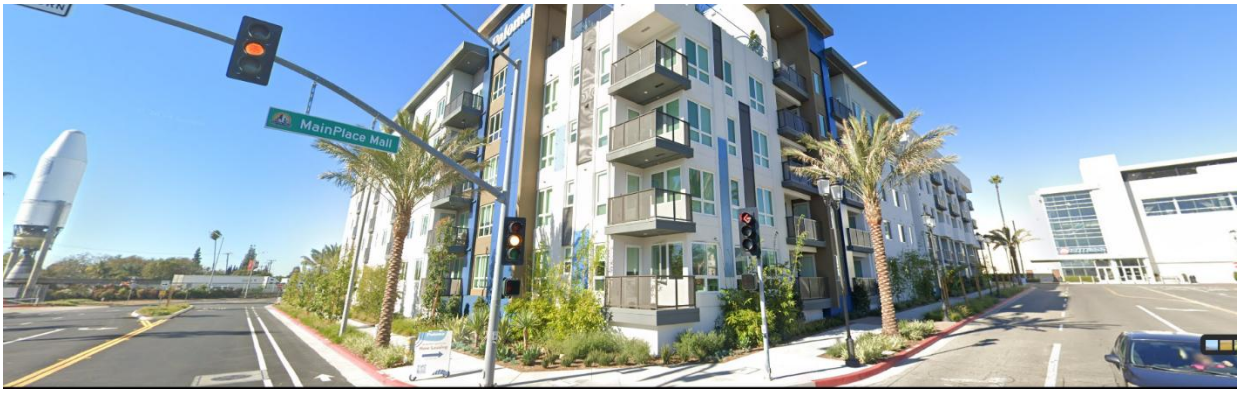
infill development through the utilization of surplus facilities like commercial parking lots. The City analyzed recent examples of cities that have successfully redeveloped surplus parking lots into higher density residential such as apartments and townhomes.

Redevelopment of surplus facilities, such as underutilized parking lots for commercial uses, provides sustainable infill opportunities because these sites already benefit from established infrastructure, access to transit, and adjacency to residential neighborhoods and services. Infill development avoids the costs and impacts of greenfield expansion while contributing to corridor revitalization. The City has carefully reviewed recent case studies where surplus parking and older commercial uses have been repositioned into higher-density housing and has compared them directly with candidate sites in Table B-20.

Paloma at the Main Place Mall in Orange (Figure B-5) was previously a surface parking lot and is now apartments. This pattern is directly analogous to many of the City's Candidate Sites such as Sites 23, 24, and 28, which are currently occupied by retail pads with surface parking that takes up over half the parcel area. Like Paloma, these Rialto sites benefit from corridor frontage, transit access, and large contiguous buildable acreages that can support multifamily blocks while retaining portions of existing commercial.

Figure B-5: Paloma at the Main Place Mall in Orange

Prior Use: Surface Parking Lot for Main Place Mall

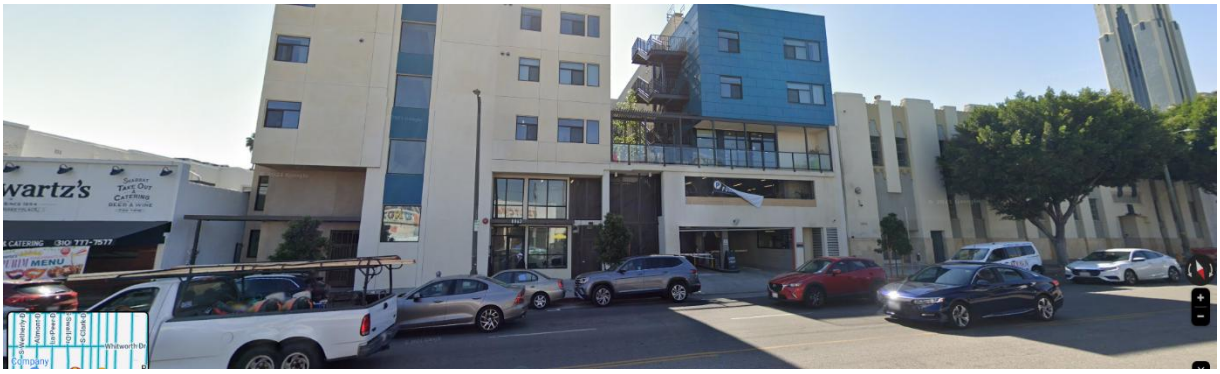


Current Use: Apartment Homes

Howard and Irene Levine Senior Community in Los Angeles (Figure B-6) was built on surplus parking for surrounding commercial. Similarly, many Candidate Sites such as Sites 51, 67, and 213 each contain commercial structures with expansive surface parking. These parcels have favorable land-to-improvement ratios, adjacency to residential neighborhoods, and the scale necessary to accommodate new housing while right-sizing existing parking demand.

Figure B-6: Howard and Irene Levine Senior Community at 8862 W Pico Blvd, Los Angeles

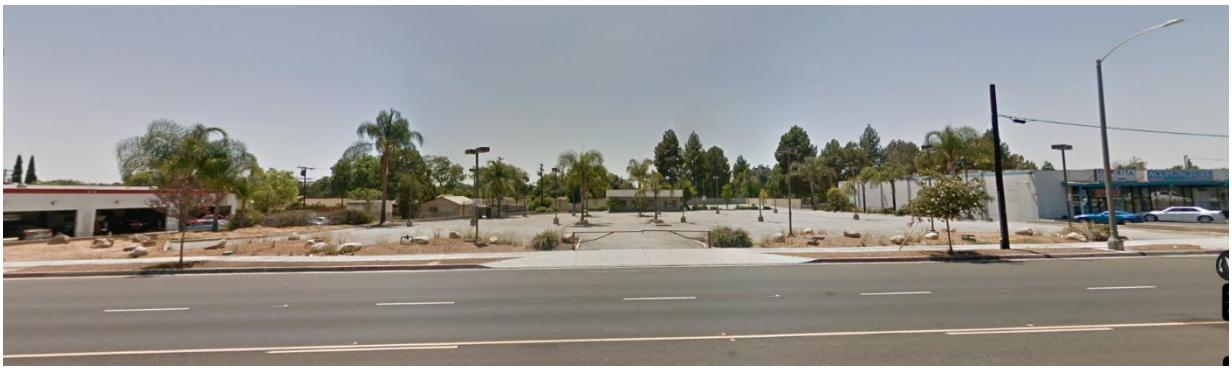
Prior Use: Surface Parking Lots for surrounding commercial uses



Current Use: Senior Housing

Whittier Park Place and Catalina Apartments in Whittier (Figures B-7 and B-8) were developed on former auto-oriented sales lots and dealerships. In Rialto, many Candidate Sites such as Sites 216, 226, and 227 exhibit the same characteristics — marginal auto-oriented or single-use retail pads with surplus frontage and parking lots. The feasibility factors are parallel: declining auto-sales formats, strong market demand for infill housing, and supportive zoning changes under Program 2B (Rezoning).

Figure B-7: Whittier Park Place at Whittier Park Place at 14660 Whittier Blvd

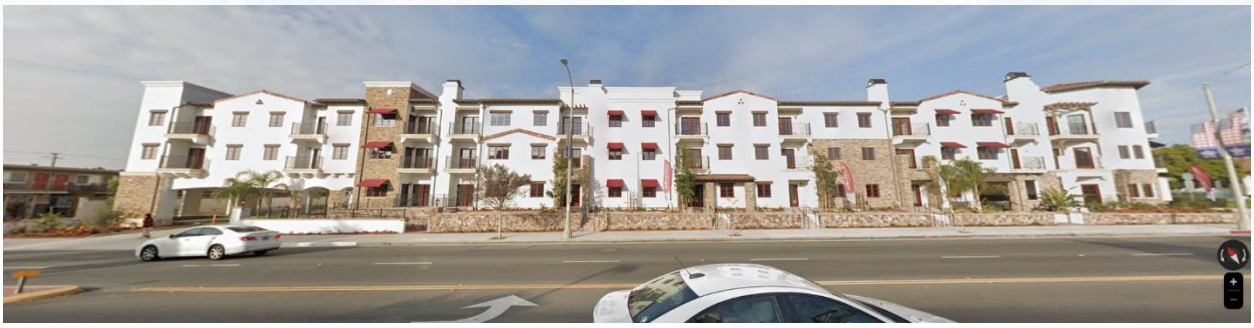


Prior Use: Vacant Car Sales Parking Lot for Toyota Dealership

Current Use: Apartment Complex

Figure B-8: Catalina Luxury Apartments at 14339 Whittier Blvd, Whittier

Prior Use: Vacant Mitsubishi Car Dealership and Service Center



Current Use: Luxury Apartments

The Mark Apartments in Riverside (Figure B-9) converted a strip-commercial parking field into apartments, much like Rialto's Candidate Sites such as Sites 228, 229, and 232. These are large parcels occupied by big-box retail or partially vacant lots with oversized parking. Their scale (over 4 acres each), adjacency to transit corridors, and declining viability of big-box formats make them prime redevelopment candidates.

Figure B-9: Mark Apartments at 3605 Market St, Riverside, CA

Prior Use: Surface Parking Lot for Strip Commercial

Current Use: Apartment

Mission Heritage Plaza in Riverside (Figure B-10) demonstrates how even a marginal service use with surplus parking was repositioned into workforce housing. Many Candidate Sites such as Sites 227 and 232 in Rialto show similar conditions — marginal uses on large parcels with significant underutilized area, well-suited for mixed-use or multifamily housing under Programs 2B (Rezoning), 2R (Residential Incentives), and 4B (Remove Constraints).

Figure B-10: Mission Heritage Plaza at 3933 Mission Inn Avenue, Riverside CA

Prior Use: Fair Housing Council of Riverside County, Inc.

Current Use: Workforce Housing Apartments

The feasibility factors of these representative case studies — excess land coverage by parking, low land-to-improvement ratios, corridor adjacency, large buildable acreages, phasing potential, and favorable market trends — to Rialto's Candidate Sites, the City demonstrates that surplus facilities can feasibly and realistically redevelop. Programs **2B, 2R, 2O/2P, 2H, 2S, and 4B** provide the regulatory, financial, and streamlining support necessary to ensure implementation.

As such, the redevelopment of the City's Candidate Sites into housing is not speculative but grounded in clear precedent and supported by the same feasibility criteria applied throughout the City's sites inventory. **Table B-20** sites mirror the characteristics of the case studies, confirming that Rialto's identified candidate parcels are similarly poised for redevelopment within the planning period.

Foothill Boulevard Example Sites

The Foothill Boulevard area includes a series of parcels that illustrate how underutilized commercial and parking areas provide realistic capacity for infill housing. These sites share feasibility characteristics already demonstrated in regional case studies (Figures B-5 through B-10) and in other cities where surplus parking and marginal commercial uses have transitioned into multifamily housing. Each parcel demonstrates one or more of the key redevelopment feasibility factors: favorable land-to-improvement ratios, sufficient buildable acreage to achieve economies of scale, adjacency to transit, services, and existing residential, market conditions such as declining demand for retail or auto-oriented uses, and

regulatory and financial support from City programs (2B Rezoning, 2R Residential Incentives, 2O/2P Lot Consolidation, 2H SB 35 Streamlining, 2S Surplus Land Act, and 4B Remove Constraints).

Sites 23, 24, and 28 (Figures B-11 to B-13): These parcels are developed with small commercial pads and associated surface parking lots that occupy more than half the lot area. Their land-to-improvement ratios are favorable, and the buildable acreages (2–5 acres each) allow efficient residential block layout while retaining portions of existing commercial. These conditions are directly comparable to Paloma at Main Place Mall (Orange, Figure B-5), where excess parking was redeveloped into apartments while the mall retained operations. Redevelopment of Sites 23, 24, and 28 would follow the same pattern — phasing new multifamily housing while existing commercial continues operating.

Figure B-11: Site 23 Existing Usage

Figure B-12: Site 24 Existing Usage

Figure B-13: Site 28 Existing Usage

Sites 51 and 67 (Figures B-14 and B-15): Both contain marginal commercial or restaurant uses surrounded by expansive parking. Site 51 also abuts existing residential, creating a strong adjacency for absorption. These parcels have ample buildable space for phased redevelopment, where circulation and parking can be reconfigured without impeding current uses. This mirrors the Howard and Irene Levine Senior Community (Los Angeles, Figure B-6), where underutilized parking for commercial uses was transitioned into senior housing. Supported by Programs 2B and 2R, Sites 51 and 67 are likely to redevelop given their size, context, and market trends toward infill.

Figure B-14: Site 51 Existing Usage

Figure B-15: Site 67 Existing Usage

Sites 213 and 216 (Figures B-16 and B-17): These parcels are located at prominent intersections with large corner parking lots and low-intensity commercial. Their visibility, access to Baseline Road and Riverside Avenue, and surplus parking fields make them prime candidates for reinvestment. The parcels are directly comparable to Whittier Park Place and Catalina Apartments (Whittier, Figures B-7, and B-8), which converted auto-oriented dealership and service parcels into apartments. Programs 2O/2P (Lot Consolidation) and 2H (SB 35 Streamlining) ensure regulatory feasibility, while market evidence of declining demand for single-use auto or strip commercial further supports redevelopment.

Figure B-16: Site 213 Existing Usage

Figure B-17: Site 216 Existing Usage

Sites 226 and 227 (Figures B-18 and B-19): Site 226 is a vacant corner parcel adjacent to commercial uses, while Site 227 contains a marginal single commercial use with expansive parking. Both sites have high redevelopment probabilities due to underutilization and adjacency to active commercial and residential corridors. These conditions parallel Mission Heritage Plaza (Riverside, Figure B-10), which repositioned a marginal service use with parking into workforce housing. Supported by Programs 2B, 2R, and 2F (AB 1397 compliance), these parcels are realistic redevelopment candidates.

Figure B-18: Site 226 Existing Usage

Figure B-19: Site 227 Existing Usage

Sites 228, 229, and 232 (Figures B-20 to B-22): These are large parcels currently developed with big-box retail, vacant lots, or marginal recreational uses, all accompanied by oversized parking fields. Their scale (4–10 acres) ensures economies of delivery preferred by builders and lenders, while market evidence confirms that big-box retail formats are declining in viability. The Mark Apartments (Riverside, Figure B-9) demonstrates the feasibility of converting strip-commercial parking lots into multifamily. By the same logic, Sites 228, 229, and 232 can accommodate hundreds of units at planned densities (30–39 du/ac) with supportive programs (2B, 2R, and 4B).

Figure B-20: Site 228 Existing Usage

Figure B-21: Site 229 Existing Usage

Figure B-22: Site 232 Existing Usage

Taken together, Sites 23, 24, 28, 51, 67, 213, 216, 226, 227, 228, 229, and 232 show that Rialto's Candidate Sites replicate the same feasibility conditions as the case study redevelopments highlighted in Figures B-5 through B-10. Across these parcels, redevelopment feasibility is supported by favorable land-to-improvement ratios and large surface parking fields, adequate buildable acreage for phasing and economies of scale, adjacency to services, transit, and residential neighborhoods, declining market demand for existing uses (strip retail, auto, big-box), and the City's enforceable housing programs that remove barriers and incentivize redevelopment.

Accordingly, these Foothill Boulevard example sites demonstrate realistic redevelopment potential and further confirm that Rialto's Table B-20 inventory meets HCD's statutory requirement to evaluate existing uses and show that identified nonvacant sites are feasible for housing development within the planning period.

Parking Strategies for Mixed-Use and Operating Nonvacant Sites

The City has evaluated whether operating uses, including parking demand, would impede additional residential development and has determined that appropriate, site-specific, feasible strategies will avoid such impediments.

To ensure ongoing operations can continue, the City requires project-level parking analysis for housing on nonvacant sites. This requirement will continue in the 6th Cycle Planning period to ensure parking demand is addressed. Where a site is within ½ mile of a major transit stop, AB 2097 prohibits the City from imposing minimum off-street parking requirements, allowing residential projects to proceed without adding new off-street spaces and instead rely on demand-management measures and on-street management where appropriate. For sites not covered by AB 2097, the City will consider requests for reduced ratios supported by a shared-parking study and may allow unbundled residential parking, time-limited visitor spaces, and on-street supply optimization to right-size parking without constraining feasible housing capacity.

Shared Parking and Operational Tools

Many candidate sites contain daytime-peaking commercial or institutional uses adjacent to evening-peaking residential demand, creating opportunities for shared parking through recorded agreements, cross-access easements, and mixed-use parking districts. The City will encourage shared-use agreements between residential and nonresidential tenants, operational measures during peak overlap periods, posted wayfinding, curbside loading management, physical efficiency improvements (restriping to current stall dimensions, tandem or mechanical parking where permitted, bicycle/micro-mobility parking, and transportation demand management (TDM) strategies such as transit pass subsidies, car-share spaces, preferential parking for carpools, and secure bike rooms. Together, these measures ensure that existing businesses can maintain operations while residential infill is constructed and occupied.

Replacement and Phased/Temporary Parking.

Where redevelopment of a portion of a site would eliminate existing private parking that an ongoing use relies upon, the City will typically require replacement parking to be provided on-site or on an off-site lot secured by long-term agreement, with phasing to avoid service disruptions (e.g., temporary surface lots or interim shared-use spaces during construction with a transition to structured or consolidated parking at buildout). Projects may satisfy replacement needs through any combination of: structured on-site parking, shared parking in a common facility serving multiple parcels, off-site parking within a reasonable walking distance secured by a recorded agreement, or verified demand-reduction commitments (e.g., unbundled residential parking, carpool benefits). This layered approach demonstrates that parking will not impede reuse of nonvacant sites for housing while maintaining continuity for existing uses.

Suitability of Non-Vacant Sites: Objective Indicators & Evidence

The City's non-vacant sites share repeatable, objective indicators of underutilization—low improvement-to-land ratios, high surface-parking coverage, aging/lightweight improvements, and corridor locations with services and transit—that have historically transitioned into housing in Rialto and peer corridors. These conditions appear across a small set of site archetypes: (A) auto-oriented pads (small buildings, outsized drive aisles), (B) strip-commercial centers (shallow suites, sea-of-asphalt), (C) big-box/parking fields (large, reconfigurable tracts), (D) institutional/civic & faith-based (surplus parking with by-right/streamlined pathways), (E) motel/hospitality (aging stock with modest footprints), and (F) micro/sliver infill & corner lots (parcel remnants that close streetwall gaps). For each archetype, feasible multifamily prototypes are well established—3–4-story stacked flats, compact podiums, or wraps—with internalized parking, consolidated curb cuts, and a landscaped street edge that improves safety and walkability while stepping massing toward adjacent neighborhoods.

These archetypes are program-enabled: Program 2B (Rezone to Provide Adequate Sites) and Program 2R (Residential Incentives) secure full residential yield; Program 4B (Remove Development Constraints) updates objective standards (setbacks, height transitions, open-space, loading, block access) to match today's prototypes; Program 3H (AB 2097 Parking Near Transit) right-sizes stalls where eligible; Programs 2O/2P (Lot & Small-Lot Consolidation) unlock coordinated access and phasing; and Program 2H (SB 35 Streamlining) provides ministerial approval where deeper affordability is pursued. Together with illustrative scenarios (small pad, strip center, big-box) that show phased reuse while businesses operate, the record demonstrates realistic capacity on non-vacant sites across the planning period. Comparable corridor transitions in the region—auto pads, strip clusters, and large parking fields converting to multifamily—corroborate market feasibility and lender-favored delivery scales, while public-realm upgrades (fewer driveways, shade, lighting, active corners) ensure neighborhood compatibility and measurable corridor benefits.

Developer Interest

The City has a high level of interest in redevelopment of existing marginal uses. This strong interest is exemplified by the variety of pre-applications, proposed projects, and on-going discussions with potential developers. Table B-8 shows a list of active proposed projects in the City.

Table B-8: List of Active Proposed Projects	
Description of Projects	**Descriptor**
Multi-Family Project located north of the intersection of Foothill Boulevard and Linden Avenue on the East side of Linden. This high-density project could potentially build up to 70 units.	Pre-application coordinated and on-going discussion with applicant. The project is proposed in the Housing Element Opportunity Area 1 – Foothill Boulevard Specific Plan.
Multi-Family Project located on NEC of Foothill Boulevard and Spruce Avenue Multiple for 82 multifamily units. Across from the "Foothill Grove" development which previously exhibited the same characteristics as the parcel.	Pre-application submitted with multiple meetings held with the applicant. The project is proposed in the Housing Element Opportunity Area 1 – Foothill Boulevard Specific Plan.
Multi-Family Project located on the intersection of Lilac Avenue and Baseline Road for 20 multifamily units.	Pre-application submitted with multiple meetings held with the applicant. The project is proposed in the Housing Element Opportunity Area 5 – Baseline Parcels.
Multi-Family Project is located east of the intersection of Riverside Avenue and Valley Boulevard.	Pre-application coordinated and on-going discussion with applicant. The project is proposed in the Housing Element Opportunity Area 4 – Rialto Central Area Specific Plan.
Mixed-Use Project is located at 223 South Riverside Avenue for 84 units.	Pre-application coordinated and on-going discussion with applicant. The project is proposed in the Housing Element Opportunity Area 4 – Rialto Central Area Specific Plan.
Mixed-Use Project is located on the intersection of SEC of San Bernardino Avenue and Riverside Avenue for 89 units.	Pre-application submitted with multiple meetings held with the applicant. The project is proposed in the Housing Element Opportunity Area 3 – Gateway Specific Plan.

Strong interest from developers suggests a higher probability of residential growth within the planning period. Pre-applications and inquiries showcase this demand, with a recent support letter received shown below.

Figure B-23: Support Letter Examples

Warmington
RESIDENTIAL

March 25, 2024

Colby Cataldi
Director of Community Development
City of Rialto
150 S. Palm Avenue
Rialto Ca, 92376

Re: City of Rialto 6th Cycle Housing Element Review and Foothill Central Specific Plan Amendment

Dear Mr. Cataldi,

We want to express our support for the Rialto 6th Cycle Housing Element and Foothill Central Specific Plan Amendment. Our interest centers on our plan to process plans to develop approximately 5-acres at the northeast corner of Foothill Boulevard and Spruce Avenue.

We are submitting an application for a new residential development and the new standards will allow for a greater level of flexibility and density appropriate for the site.

We look forward to working with you and the other City staff in all of our efforts to develop this new community.

If you have any questions, please call me at (714) 557-5511.

Best Regards,

Joe Oftelie
President, Southern California Division

Cc: Greg Ocasek, Warmington Residential, Project Consultant

3090 Pullman Street, Costa Mesa, California 92626 t: 714.557.5511 f: 714.641.9337 HomesByWarmington.com

Rialto Housing Partners LP
Metro View Community

March 4, 2024

Mr. Paul Gonzales
Community Development Manager
Community Development Department
150 S. Palm Avenue, Rialto, CA 92376

Re: Support Letter / 6th Cycle Housing Element

Dear Mr. Gonzales,

This letter is in support of the City of Rialto's proposed Housing Element, as defined in the 6th Cycle.

This effort will help in the development of high-density multifamily and senior housing though out the city.

Our firm will continue to keep Rialto on our radar for future developments.

Sincerely,

Joshua LaBarge
Member

9. Selection of Sites to Accommodate Remaining Need

The City has identified sites to meet Rialto's very low- and low-income RHNA need based on the size, density, and capacity requirements set forth by AB 1397. Sites were also selected based on their realistic viability to accommodate lower-income housing within the 2021-2029 planning period.

Additionally, the City identified sites based on their access to resources, proximity to additional residential development, transportation and major streetway access, and resources and opportunity indicators. **Section 3** outlines all fair housing, opportunity indicators, and environmental resources in Rialto. The City has available vacant land to accommodate lower-income housing but understands that future housing development opportunity will also occur as infill, on previously developed properties. Pursuant to Government Code Section 65583.2 (g)(2), if the Housing Element utilizes 50-percent of more of its lower income RHNA needs on non-vacant sites, it must demonstrate that the existing uses are not an impediment to additional residential development in the planning period.

The City of Rialto has identified currently vacant land to accommodate 50.3 percent of the very low-/low-income RHNA housing units. This percentage is based on a conservative affordability assumption of 55 percent going towards lower income housing units. In total, 1,722 very low- and low-income units can be accommodated on vacant land, which amounts to 50.3 percent of the 3,424 very low- and low-income RHNA. The City has accommodated over 50 percent of all lower-income units on vacant parcels therefore, the existing uses on the remaining sites identified to accommodate lower-income units are not presumed

to impede additional residential development. Existing uses on the nonvacant sites have also been evaluated for potential to accommodate future residential uses.

Furthermore, the City accounted for sites currently in the pipeline as well as accessory dwelling units anticipated to be permitted and developed during the 2021-2029 planning period. After considering the lower-income potential unit yield from ADU projections and sites under existing zoning densities, the City is left with a remaining need of 2,178 lower income units.

The strategies outlined below are designed to accommodate the remaining very low- and low-income need. To plan for lower-income housing, the City has identified seven Opportunity Areas where 1) permitted density will be increased through Specific Plan amendments or 2) a new zoning district will be created or 3) sites will be rezoned to an existing zoning designation allowing increased density. The strategies for each of these opportunity Areas, as summarized in **Table B-9** below, are detailed in this section.

Table B-9: Very Low-/Low-Income Opportunity Area Rezone Strategy by Opportunity Area

Opportunity Area	Anticipated Feasible Acreage	Assumed Rezoned Density	Potential Total Very Low-/Low-Income Units
1 – Foothill Boulevard Specific Plan	159 acres	35 du/ac	2,443 units
2 – North Riverside Avenue	17 acres	39 du/ac	369 units
3 – Gateway Specific Plan	20 acres	35 du/ac	307 units
4 – Rialto Central Area Specific Plan	14 acres	38 du/ac	189 units
5 – Baseline Parcels	9 acres	35 du/ac	88 units
6 – Baseline Shopping Center	57 acres	30 du/ac	744 units
7 – Housing Opportunity Overlay	46.7 acres	30 du/ac	583 units
TOTAL	322.7 acres	-	4,723 units

Opportunity Area 1 - Foothill Boulevard Specific Plan

The Foothill Boulevard Specific Plan is intended to result in quality new development to encourage revitalization of existing development. The Specific Plan covers approximately 300 acres and currently permits commercial districts and two residential land use districts – Residential-Mixed Use (R-MU) and Residential-High Density (R-HD). Both residential districts, and two additional commercial districts, allow for development to provide opportunity for innovative, high-quality development. Each of these districts has a pedestrian focus and allows for some degree of residential development. In commercial districts, residential uses must be combined with commercial uses.

Of the total 300 acres within the Foothill Boulevard Specific Plan, the City has identified approximately 159 acres of sites as having opportunity and propensity to redevelop residentially. This selection of sites is projected to accommodate a total of 4,437 housing units, including 2,443 housing units affordable to very low-/low-income households. Currently, the Specific Plan permits residential densities up to 30 dwelling units per acre, but only when developing on at least 3 acres. An amendment to the Specific Plan to accommodate 35 dwelling units per acre on the 159 acres of parcels identified within the inventory

would create the opportunity for 2,443 very low-/low-income housing units. **Table B-20** shows the specific evidence supporting the infill parcels identified in Opportunity Area 1 – Foothill Boulevard Specific Plan Sites. Below is a summary of evidence supporting development in infill sites.

Evidence Supporting Development in Infill Parcels – Foothill Boulevard Specific Plan

- **Underutilized Parcels:** These parcels have rather large parking lots supporting traditional auto-oriented retail that was developed in the past. Many Foothill Boulevard properties include large parking fields that are highly underutilized due to the transition away from an auto-oriented commercial corridor. There is an oversupply of retail parking on parcels that does not generate significant parking demand. Additionally, the trend toward more compact, efficient retail development and the significant rise online shopping, Amazon, Doordash and other related services have substantially reduced the need and market support for traditional retail development. Existing parking fields on these parcels constitute generally more than half of a gross site acreage are highly utilized and ripe for reuse and repurposing.
- **Underperforming Retail:** As shown in **Figure B-24**, the candidate sites are located on both sides of Route 66. This area is a traditional auto-oriented commercial corridor with big box retail and large surface parking. The commercial developments are generally older and exhibit signs of underinvestment and deferred maintenance. Additionally, existing commercial sites are not conducive to current trends in retail seen in the region and have resulted in higher vacancy rates, marginal tenant mix and higher rates of turnover. There are empty lots along the corridor indicating a lower demand for retail uses. Some of these sites have been actively on the market for sale. Existing commercial uses and activities on these sites include aging, underperforming retail with vacant buildings/leasable space and/or small single retail tenants with majority surface parking on the lot. Market trends in Rialto indicate consumers have generally shifted away from larger retail uses serving uses, such as services stations, motels, fast food, etc. to smaller scale uses. This has provided an opportunity to transition a traditional regional corridor into a more productive, locally serving activity center with a mature transition infrastructure.

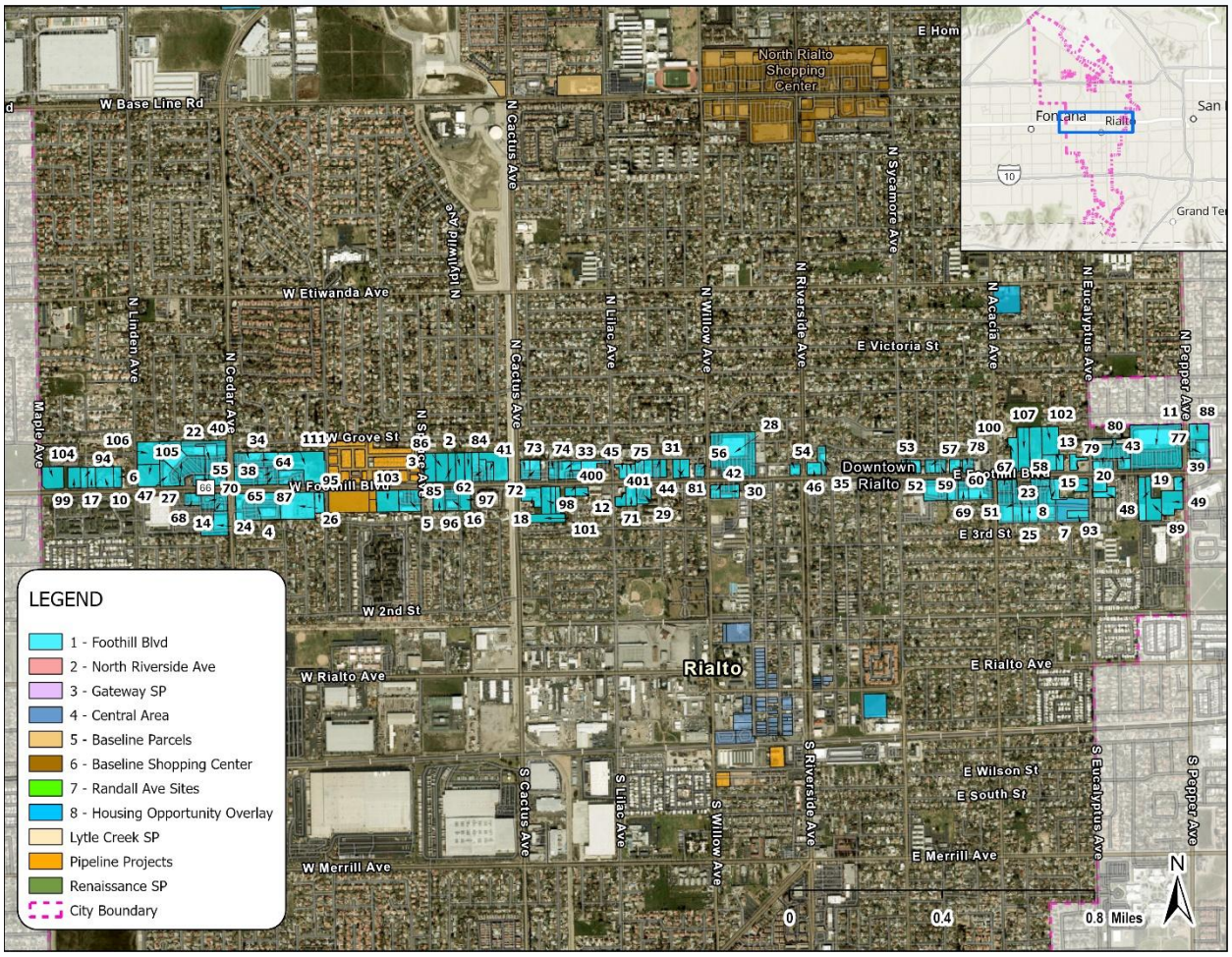
The parcels identified as part of the Sites Inventory were included due to potential for revitalization of older shopping centers and vacant lots. As is the intent of the Specific Plan, the sites identified would create opportunities for mixed-use developments with a focus on integrating residential and commercial uses to facilitate walking.

Table B-10 below displays the capacity and opportunity in this Opportunity Area which can help accommodate the City's RHNA allocation. **Figure B-24** below maps the sites identified within this Opportunity Area 1 which can help accommodate a portion of the City's RHNA allocation.

Table B-10: Opportunity Area 1 - Foothill Boulevard Specific Plan Analysis

Feasible Acreage	Assumed Density	Net Units			
		Low/Very Low	Moderate	Above Moderate	Total
159 acres	35 du/acre	2,443	227	1,767	4,437

Figure B-24: Opportunity Area 1 – Foothill Boulevard Specific Plan



Opportunity Area 2 – North Riverside Avenue

The City has identified Opportunity Area 2 as having potential for high density multiple-family housing developments. Opportunity Area 2 is located on both sides of North Riverside Avenue and between Foothill Freeway and Walnut Avenue. This area is predominantly zoned Neighborhood Commercial (C-1) and Administrative-Professional-Institutional (A-P).

Opportunity Area 2 has potential to accommodate 673 housing units, including 369 housing units affordable to very low-/low-income households. This would require the creation of an overlay or similar policy strategy over the Opportunity Area's total 17 acres to allow residential development at a maximum density of 48.4 dwelling units per acre and an assumed density of 39 dwelling units per acre. **Table B-20** shows the specific evidence supporting the infill parcels identified in Opportunity Area 2 – North Riverside Avenue. Below is a summary of evidence supporting development in infill sites.

Evidence Supporting Development in Infill Parcels – North Riverside Avenue

- **Underutilized Sites:** Identified sites in this focus area are predominately vacant and/or highly underutilized land. Given the marginal use of these lots and their proximity to other vacant lots,

the probability of development is high. Sites with stable retail or commercial uses have been excluded from consideration, as they are not deemed to likely redevelop for an extended period of time.

- **Marginal Use:** Existing uses identified on the North Riverside parcels are generally uses that utilize a comparatively small portion of the site and the sites' vacant portion far exceeds that of the existing use. While the City acknowledges existing uses could potentially continue, the significant underutilization of the site provides opportunities to incorporate residential development if an existing use remained.
- **Existing Places of Worship**: There is one parcel with an existing church use. The church is on a site that is highly underutilized with a majority of vacant land on the parcel. The amount of land vacant land on the site could accommodate residential uses, while continuing existing uses. Furthermore, Senate Bill 4 (SB 4), provides streamlined process for religious organizations to develop affordable housing on their property. Parking and undeveloped space takes up a significant portion of the lot, which could be used to provide housing opportunity. Given the high underutilization of the lot, adjacency to other residential uses, and SB 4, the probability of residential opportunity is deemed very high.

The parcels identified as part of the Sites Inventory were identified due to their vacant conditions and potential for development of housing on underutilized parcels. Additionally, the identified parcels meet the criteria required by AB 1397 for sites with capacity to accommodate very low-/low-income units.

Table B-11 below displays the capacity and opportunity in this Opportunity Area which can help accommodate the City's RHNA allocation. **Figure B-25** below maps the sites identified within this Opportunity Area 2 which can help accommodate a portion of the City's RHNA allocation.

Table B-11: Opportunity Area 2 – North Riverside Avenue Analysis

Feasible Acreage	Assumed Density	Net Units			
		Low/Very Low	Moderate	Above Moderate	Total
17 acres	39 du/acre	369	40	264	673

Figure B-25: Opportunity Area 2 - North Riverside Avenue

Opportunity Area 3 – Gateway Specific Plan

The Gateway Specific Plan is intended to revitalize the Gateway area and entry into Rialto. The Specific Plan is located north of the 10 Freeway, south of San Bernardino Avenue, east of Spruce Avenue, and west of Sycamore Avenue. The Gateway Specific Plan currently allows for office and industrial parks, as well as commercial uses.

Of the 311 total acres within the Gateway Specific Plan, the City has identified 20 acres of sites as Opportunity Area 3 to create the opportunity for housing developments near commercial centers and job sites. Opportunity Area 3 is currently zoned for Retail Commercial (R-C), Office Park (O-P), and Industrial Park (I-P). An amendment to the Gateway Specific Plan to add a new residential zoning district over the 38 acres of parcels included within the sites inventory would create the opportunity for high-density residential development. A new residential zone at an assumed average density of 35 dwelling units per acre would accommodate a total of 558 housing units, including 307 housing units affordable to very low-/low-income households. Pending implementation, this zone could have a minimum density of 20 du/ac and a maximum of 50 du/ac. Below is a summary of evidence supporting development in infill sites.

Evidence Supporting Development in Infill Parcels – Gateway Specific Plan

- **Underutilized Sites**: These sites are currently vacant parcels. Given the absence of uses or activities on these lots, they are the ripe for development and present viable housing opportunities.
- **Recent Development:** Recent residential development has occurred on Wildrose Avenue, adjacent to these sites, providing new residential opportunities. Additionally, infrastructure, sidewalks and other amenities are installed, providing less need for significant improvements and will contribute to site access for autos, pedestrians, and public transit.
- **Availability of Services:** The Gateway Specific Plan sites are adjacent to a variety of services and facilities ideal to accommodate the needs of lower income residents. These uses include the Grace Vargas Senior Center, Rialto Post Acute Care Center, Rialto Assisted Living and the Rialto Village retail center. The Arrowhead Regional Medical Center is also in close vicinity. There are approximately 9 available bus routes/stops withing 2,000 feet of the identified parcels.

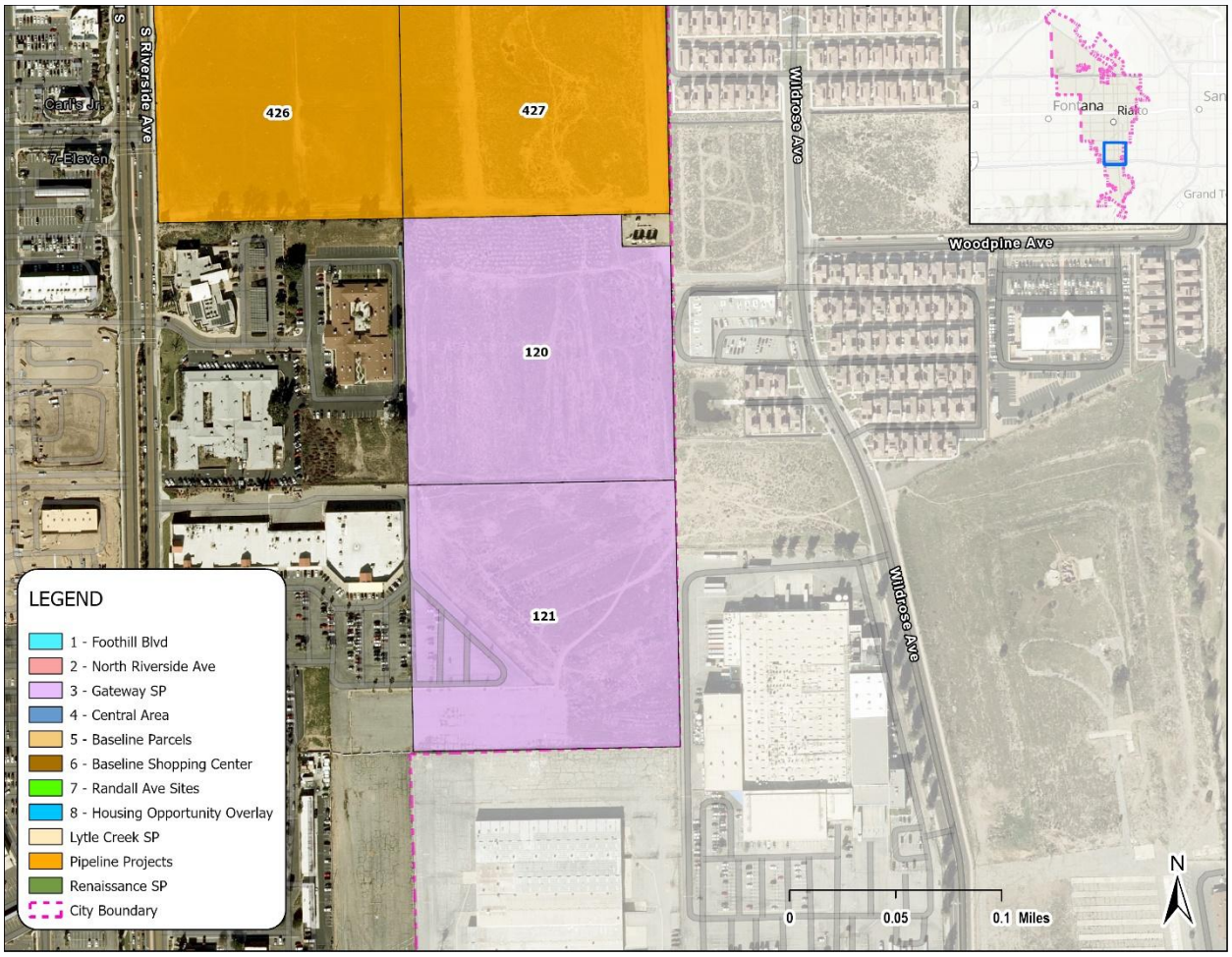
The parcels selected as part of the Sites Analysis were identified as they are currently vacant. These parcels are also located in the vicinity of the Grace Vargas Senior Center, Rialto Assisted Living, and Rialto Post-Acute Care Center. Additionally, the Opportunity Area is located near commercial and retail uses, as well as transit bus stops. Potential housing development in this area could create opportunities for intergenerational connections with the nearby senior center, as well as promote walking to and from local commercial needs and amenities. The parcels identified meet the criteria required by AB 1397 for sites projected to accommodate very low-/low-income units.

Table B-12 below displays the capacity and opportunity in this Opportunity Area to help accommodate the City's RHNA allocation. **Figure B-26** below maps the sites identified within this Opportunity Area 3 which can help accommodate a portion of the City's RHNA.

Table B-12: Opportunity Area 3 – Gateway Specific Plan Analysis

Feasible Acreage	Assumed Density	Net Units			
		Low/Very Low	Moderate	Above Moderate	Total
20 acres	35 du/acre	307	28	223	558

Figure B-26: Opportunity Area 3 – Gateway Specific Plan



Opportunity Area 4 – Rialto Central Area Specific Plan

The Rialto Central Area Specific Plan is in the City's downtown area along Riverside Avenue, north of Merrill Avenue, and south of Foothill Boulevard. The intent of the Rialto Central Area Specific Plan is to provide residential uses in conjunction with commercial uses to improve the economic vitality of the central area of Rialto. Currently, a variety of residential densities are permitted, in addition to commercial and office uses.

Of the 107 acres within the Central Area Specific Plan, the City has identified a collection of parcels totaling 14 acres in the Downtown Rialto area as having potential for housing development at an increased density. The creation of a new overlay district, or similar policy strategy, permitting up to 48 dwelling units per acre (with an assumed density of 38 dwelling units per acre) applied to these parcels has the potential to result in 350 new housing units, including 189 housing units affordable to very low-/low-income households. These parcels identified as part of the Sites Analysis are either currently vacant or have the potential to be redeveloped to include housing units. The identified parcels meet the criteria required by AB 1397 for sites with the capacity to accommodate very low-/low-income units. As shown in **Table B-20**, the parcels identified in Opportunity Area 4 – Rialto Central Area Specific Plan include the specific evidence

supporting infill from Site ID numbers 124 and 191. Below is a summary of evidence supporting development in infill sites.

Evidence Supporting Development in Infill Parcels – Rialto Central Area Specific Plan

- **Vacant Underutilized Sites:** These sites are vacant and highly underutilized sites in the Central Area. Many of these sites are owned by the City of Rialto as a result of prior Redevelopment Agency activities. The area was once part of a designated redevelopment area, which identified areas defined as blighted. Redevelopment Agency activities in the past provided ample opportunities to redevelop existing vacant and highly utilized and blighted sites identified in the Central Area.
- **Adjacency to Services:** The Central Area sites are adjacent to several services and amenities that support lower and moderate-income housing. These uses include Downtown Rialto commercial, City Hall, US Post Office, Community Center, Adult School, Parks, Metrolink Station and numerous public transit stops. These adjacent services and facilities strongly support the needs of lower income households.

Housing units in this area would be located near existing commercial businesses, the Civic Center, and its green open spaces, as well as the Rialto Metrolink Station.

Table B-13 below displays the capacity and opportunity in this Opportunity Area to help accommodate the City's RHNA allocation. **Figure B-27** below maps the sites identified within this Opportunity Area 4 which can help accommodate a portion of the City's RHNA allocation.

Table B-13: Opportunity Area 5 – Baseline Analysis

Feasible Acreage	Assumed Density	Net Units			
		Low/Very Low	Moderate	Above Moderate	Total
14 acres	38 du/acre	189	8	153	350

Figure B-27: Opportunity Area 4 – Rialto Central Area Specific Plan

Opportunity Area 5 – Baseline Parcels

The City has identified a collection of parcels along and near Baseline Road as opportunity areas for the development of higher density housing. This general area is made up of existing residential neighborhoods, schools, and a retail center. The parcels identified as part of the Sites Analysis make up 9 acres and are currently zoned for Single-Family Residential and Multi-Family Residential. The creation of a new zoning district for this 9-acre Baseline Opportunity Area with an assumed density of 35 dwelling units per acre would facilitate the potential development of 163 housing units, including 88 housing units affordable to very low-/low-income households. **Table B-20** shows the specific evidence supporting the infill parcels identified in Opportunity Area 5 – Gateway Specific Plan. Below is a summary of evidence supporting development in infill sites.

Evidence Supporting Development in Infill Parcels – Baseline Parcels

- **Proximity to existing residential areas**: These sites are located adjacent to existing residential neighborhoods. Adjacency of residential uses is conducive to neighborhood enhancement and transitioning from auto-oriented retail development to residential uses. The adjacent school facilities contribute to safe routes to school and enhanced pedestrian safety.
- **Underutilized Sites:** The Baseline area consists of older, large scale retail centers that have seen significant transition. Once part of larger scale, integrated retail centers, with larger tenants, such as grocery, drug, variety and restaurants, these sites have transitioned to primarily discount retailers that are utilizing tenant spaces not designed to current uses. This has created highly underutilized parcels with parking fields far exceeding demand. Additionally, the Opportunity Area has experienced high turnover of tenants and vacancies that have increased over time. Many of the retail centers experience deferred maintenance issues. Many of the existing retail spaces are occupied by non-retail tenants, indicating a lower demand for traditional retail use.

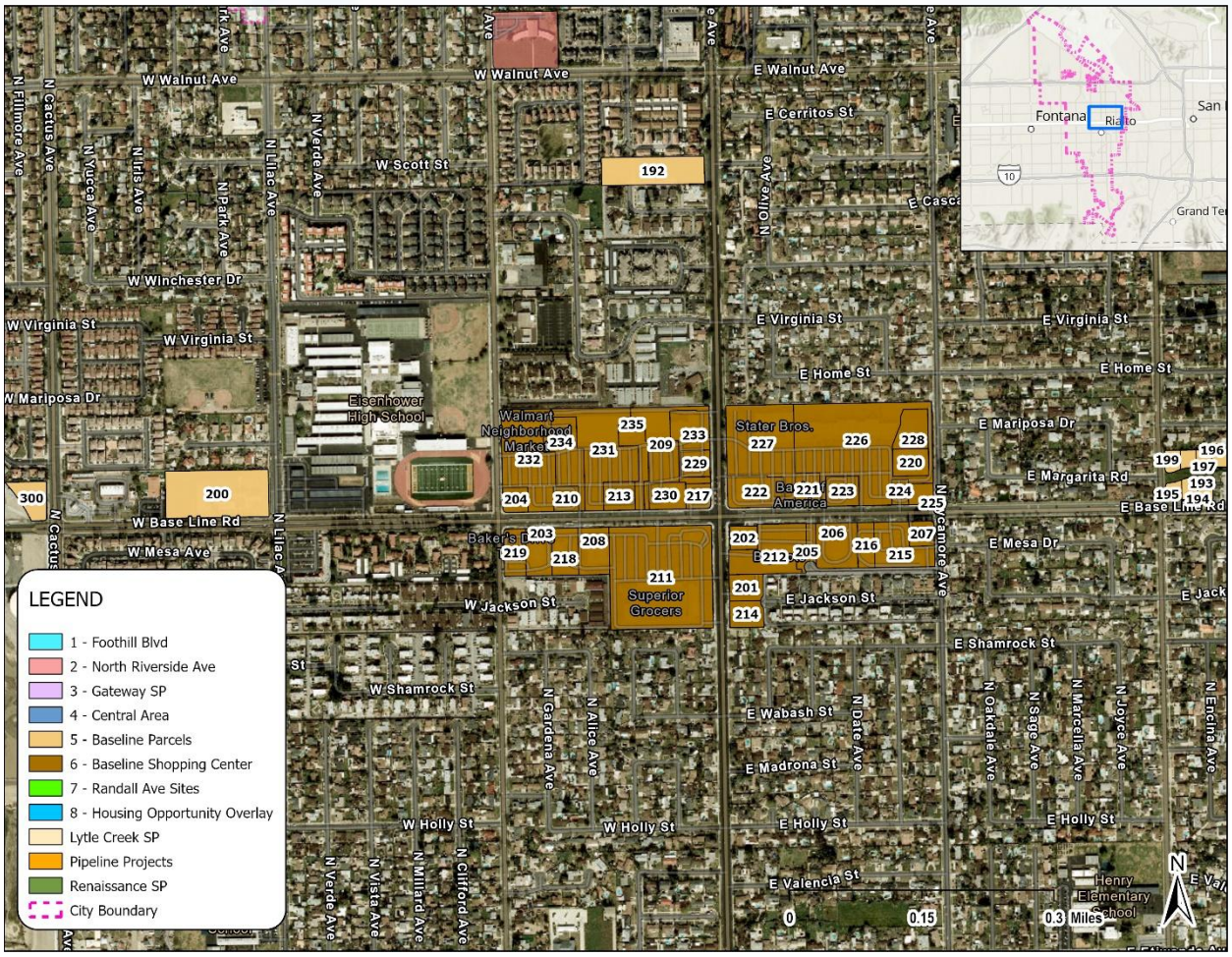
The parcels identified were deemed suitable as they are currently either partly or entirely vacant. Additionally, some of the parcels have the potential to be consolidated for residential development. The parcels identified as part of the Sites Analysis meet the criteria required by AB 1379 for sites projected to accommodate very low-/low-income units. Pending implementation, this zone could have a minimum density of 20 du/ac and a maximum of 50 du/ac.

Table B-14 below displays the capacity and opportunity in this Opportunity Area to help accommodate the City's RHNA allocation. **Figure B-28** below maps the sites identified within this Opportunity Area 5 which can help accommodate a portion of the City's RHNA allocation.

Table B-14: Opportunity Area 5 – Baseline Analysis

Feasible Acreage	Assumed Density	Net Units			
		Low/Very Low	Moderate	Above Moderate	Total
9 acres	35 du/acre	88	5	70	163

Figure B-28: Opportunity Area 5 - Baseline Parcels



Opportunity Area 6 - Baseline Shopping Center

The City has identified the Baseline Shopping Center as an opportunity to develop residential units in conjunction with the existing commercial and retail uses. The Baseline Shopping Center is located along both sides of Baseline Road and is currently zoned Community Shopping Center (C-1A). In either a mixed-use or wholly residential scenario, the creation of a new zoning district for this Opportunity Area 6 with an assumed average density of 30 dwelling units per acre would increase opportunities within the City for the development of high-density housing.

Although the parcels within the Sites Inventory have the capacity to accommodate over 2,500 units of development (at an assumed unit yield of 30 du/ac), an assumption of approximately 50% redevelopment has been applied considering existing uses on the site and economic conditions. The assumed buildout is therefore projected at 1,353 units, 744 of which are projected to develop for lower income households. As shown in **Table B-20**, the parcels identified in Opportunity Area 6 – Baseline Shopping Center includes the specifics of each site from Site ID numbers 201 and 235. Below is a summary of evidence supporting development in infill sites.

Evidence Supporting Development in Infill Parcels – Baseline Shopping Center

- **Underperforming Retail**: As shown in **Figure B-29**, the candidate sites are located on both sides of W Baseline Road. This area is a traditional commercial corridor with big box retail and large surface parking. The commercial districts are rather old, great need for revitalization. There are empty lots in many of these districts which indicate an underutilized parcel for its intended commercial purpose. The commercial uses on these sites include aging malls with vacant buildings or expiring leases and small single retail spaces with majority surface parking on the lot. Market trends show that consumers have generally shifted towards online shopping, reducing the need for physical stores.
- **Marginal Type of Uses:** The overabundance of parking in this area, even during peak usage, is an indication that the commercial uses are underperforming or demand for parking is significantly lower than planned. Identified parcels in this area have vacant commercial buildings and outdated commercial uses.
- **Consolidated Sites:** Majority of these sites are owned by a few property owners. There are three main entities that own the larger parcels in this Opportunity Area. The potential for consolidation of those parcels to provide sufficient buildable acreage makes it suitable for redevelopment. The three corporations that have large sites are:
    - Abbyfield Properties
    - Buena Vista DEV LLC
    - Allied Farms Inc

By incorporating housing units with existing commercial uses, the City promotes revitalization of the area and walkability between potential residential developments and shopping centers. Excepting two smaller sites which are expected to be consolidated in any potential redevelopment as they have the same owner, the parcels identified as part of the Sites Analysis for Opportunity Area 6 meet the criteria required by AB 1397 for sites with the capacity to accommodate very low-/low-income units.

Table B-15 below displays the capacity and opportunity in this Opportunity Area to help accommodate the City's RHNA allocation. **Figure B-29**below maps the sites identified within this Opportunity Area 6 which can help accommodate a portion of the City's RHNA allocation.

Table B-15: Opportunity Area 6 – Baseline Shopping Center Analysis

Feasible Acreage	Assumed Density	Net Units			
		Low/Very Low	Moderate	Above Moderate	Total
57 acres	30 du/acre	744	70	539	1,353

Figure B-29: Opportunity Area 6 - Baseline Shopping Center

Opportunity Area 7 – Housing Opportunity Overlay

The City has identified Opportunity Area 7 as having the potential for high density multiple-family housing developments. Opportunity Area 8 is located on both sides of the 210 Foothill Freeway. These sites are predominantly zoned Single Family Residential. Opportunity Area 8 sites are strategically located in two primary regions: North of the 210 Freeway, between Rialto Airport Specific Plan and Lytle Creek Ranch Specific Plan sites, and South of the 210 Freeway, near key transportation corridors and recent development areas like Foothill Boulevard, the Central Area, and the Randal Avenue Sites Opportunity Areas.

The City has identified a collection of parcels totaling 46.7 acres in the Housing Opportunity Overlay area as having potential for housing development at an increased density. The creation of this new overlay with an average assumed density of 30 dwelling units per acre, has the potential to result in 1,053 new housing units, including 583 very low-/low-income households. These parcels identified as part of the Sites Analysis are either currently vacant or have marginal uses with the potential to be redeveloped to include housing units. The identified parcels meet the criteria required by AB 1397 for sites with the capacity to

accommodate very low-/low-income units. Below is a summary of evidence supporting development in infill sites.

Evidence Supporting Development in Infill Parcels – Housing Opportunity Overlay

- **Vacant Underutilized Sites:** These sites are mostly vacant and highly underutilized sites identified through the City of Rialto. Given the marginal use of the lots and their proximity to other vacant lots, the probability of development is high.

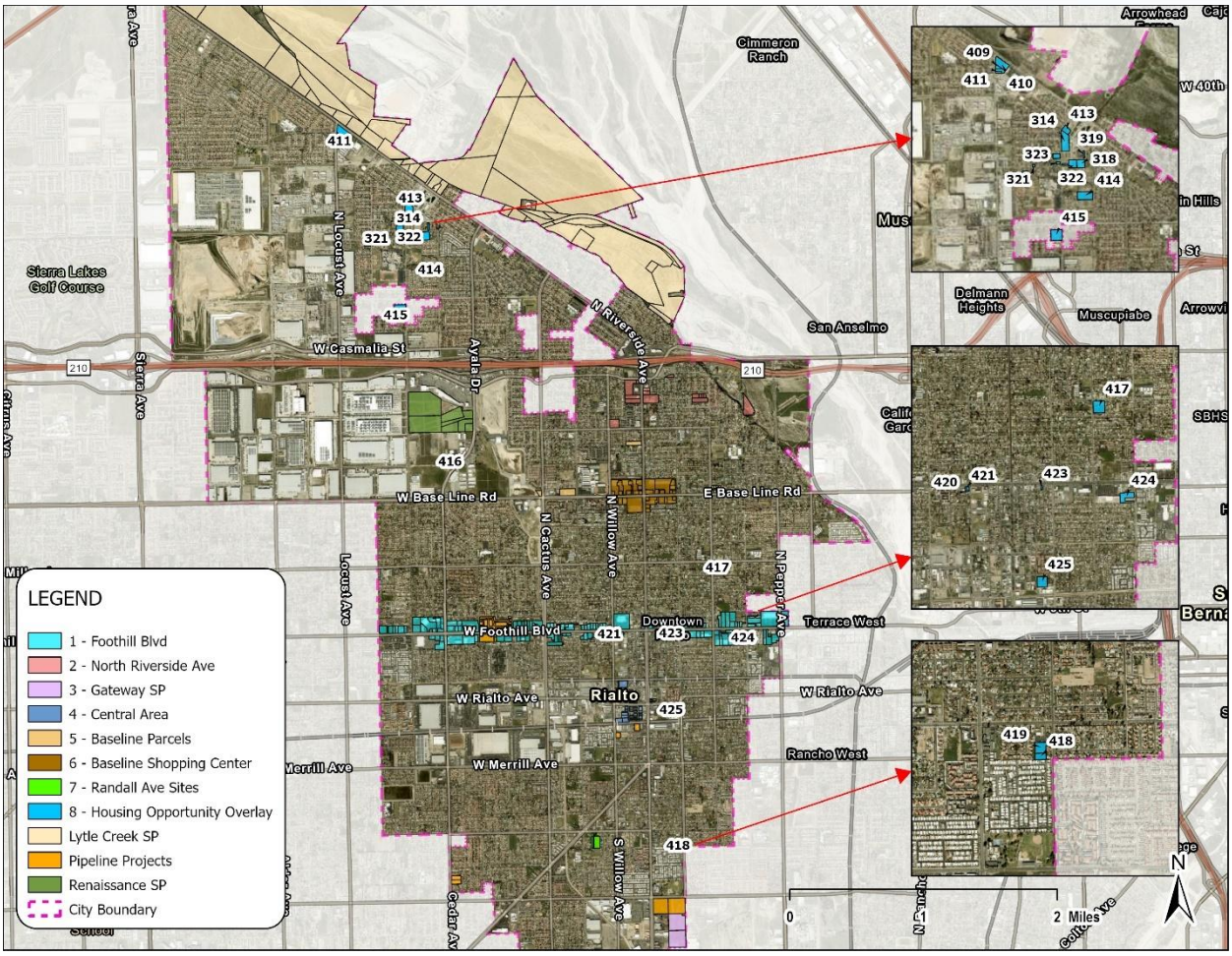
These parcels identified as part of the Sites Inventory were identified due to their vacant conditions, potential for development of housing on underutilized parcels. Additionally, these parcels were identified to be in close proximity to existing services and resources which include other existing residential developments, commercial businesses, and main traffic routes.

Table B-17 below displays the capacity and opportunity in the Housing Opportunity Area to help accommodate the City's RHNA allocation. **Figure B-31** below maps the sites identified within this Opportunity Area 8 which can help accommodate a portion of the City's RHNA allocation.

Table B-17: Opportunity Area 8 – Housing Opportunity Overlay Sites Analysis

Feasible Acreage	Assumed Density	Net Units			
		Low/Very Low	Moderate	Above Moderate	Total
46.7 acres	30 du/acre	583	50	420	1,053

Figure B-31: Opportunity Area 8 – Housing Opportunity Overlay Sites



10. Water, Sewer, and Dry Utility Availability

The City of Rialto has water, sewer, and dry utilities (gas and electric) that exist or are planned to accommodate residential development in the community. The City has the infrastructure in place which is designed and located to accommodate potential for additional housing identified for the 6th Cycle Housing Element.

11. Water and Sewer

The City of Rialto participated in the San Bernardino Valley Regional Urban Water Management Plan (2015), and it identifies the water services and sewer system distribution throughout the community. The City of Rialto relies upon local water sources. The majority of the City's water supply comes from local surface water and groundwater supplies. Three water agencies are responsible for water in the City of Rialto: The City of Rialto Department of Public Works Water Division, the West Valley Water District (WVWD), and the Fontana Water Company (FWC). The FWC is the only private investor-owned company, while the other two providers are public agencies.

The City is the sole provider of sewer system distribution for all residents in the City. All the identified sites are within areas that the City services. Wastewater in Rialto is maintained and operated by the City. The City also provides storm drains, sewer system lines, and other wastewater infrastructure to all areas within the City. The wastewater generated in Rialto flows into local pipes operated by the City of Rialto's Wastewater Treatment Plant. New development has the potential to result in increased demand for water and wastewater flows.

There are a number of unsewered, older residential properties south of Santa Ana Avenue and on the eastern and western edges of the City. The City of Rialto's sewer system is expected to continue meeting the needs of current developments in the City through the next 50 to 100 years. The City has expansion plans set within the City limits and in the Sphere of Influence to meet the needs of the community as development and population increases. The City's Urban Water Management Plan (UWMP[1]) outlines plans to accommodate for future use and plans for the maintenance and expansion of existing utility infrastructure. The City of Rialto does not have a Sewage System Management Plan.

Each site has been evaluated to ensure there is adequate access to water and sewer connections as well as dry utilities such as electric, gas, and telecommunication lines. Most sites are situated with a direct connection to a public street that has the appropriate water and sewer mains and other infrastructure to service the candidate sites.

12. Utilities

The Southern California Gas Company (SoCal Gas)[2] provides natural gas services to the City. SoCal Gas is a gas-only utility and, in addition to serving the residential, commercial, and industrial markets, provides gas for enhanced oil recovery (EOR) and EG customers in Southern California. Southern California Edison (SCE) provides electricity to the City. According to the California Energy Commission, SCE consumed approximately 80,912 million kilowatts per hour (kWh) of electricity in 2019. SCE continues to provide energy to the state of California through a series of methods including oil and natural gas, renewable energy resources, and alternative diverse supplies. SCE will continue to provide adequate services to Rialto, including increased household growth as projected by the City's RHNA allocation.

In accordance with the California Public Utilities Commission all electric and gas service will be provided for future development in Rialto as requested. SoCal Gas and SCE regularly partner with the City to provide services and obtain authorization to construct any required facilities. The City has a mature energy distribution system that will be able to add additional service connections for future residential land uses.

[1] San Bernardino Valley Regional. (2015). Urban Water Management Plan. Available at: https://www.yourrialto.com/DocumentCenter/View/893/2015-Urban-Water-Management-Plan-PDF?bidId=
[2] Southern California Gas Company. (2011). List of Cities and Communities Served. Available at: https://www2.socalgas.com/regulatory/tariffs/tm2/pdf/CITIES.pdf.

B. Calculations of Unit Capacity

This section contains a description of the candidate sites' identification to meet Rialto's RHNA need at all income levels. The full list of these sites is presented in **Table B-20** through **B-22**.

1. Total Unit Calculations

Realistic Capacity Under Existing Zoning

As outlined in **Table B-1**, total unit capacity for the City was calculated on a per-parcel basis. This included capacity of existing zoned land, pipeline projects, 5th Cycle sites, accessory dwelling units and rezoning sites. Each parcel was evaluated based on its individual propensity to redevelop and site characteristics. Generally, example sites in the City and locally have met or exceeded maximum density permitted. Limiting factors may include setbacks, heights, or other development standards. The parcels that will accommodate growth have assumed full utilization of density opportunity on the Candidate Sites.

The City has assumed 80% utilization of sites to accommodate for the following factors:

- Not all development is required to build out at maximum densities, therefore, a factor was utilized to accommodate this likelihood. Since historic development has either met or exceeded permitted densities, as demonstrated by recent approved projects, a general factor or 20% was considered sufficient to accommodate individual instances where max density is not achieved. In addition, provisions in the Policy program support the maximization of residential capacity and the targeting of standards, incentives, and other methods to accommodate residential uses, especially for lower income residents.

- Application of Site Requirements (setbacks, parking, etc.) – Generally, the City has seen the maximization of density on most development projects approved. Therefore, to be conservative in estimation of site yield the City has utilized 80% assumption as a "worst case" estimate of gross versus net yield.

- Assumption that not all sites will accommodate 100% residential uses – The City's existing zoning provisions and proposed zoning code amendments will further the opportunity for housing, especially lower income housing. To that end, the City has determined that the 80% estimate of site utilization can also be applied to factor in the likelihood that not all sites that permit residential and non-residential uses will develop as residential uses. To support this assumption, the City states that the following rezones, to be completed concurrently with the adoption of the Housing Element:

    - Opportunity Area 1: Foothill Boulevard Specific Plan·159 acres and 4,437 units of capacity
    - Opportunity Area 2: North Riverside Avenue 17 acres and 673 units of capacity
    - Opportunity Area 3: Gateway Specific Plan· 20 acres and 558 units of capacity
    - Opportunity Area 4: Central Area Specific Plan· 14 acres and 350 units of capacity
    - Opportunity Area 5: Baseline Parcels· 9 acres and 163 units of capacity

- Opportunity Area 6: Baseline Shopping Center· 57 acres and 1,353 units of capacity
- Opportunity Area 7: Housing Opportunity Overlay· 46.7 acres and 1,053 units of capacity

A total of 8,272 units is needed to accommodate growth need in the Planning Period. The City has identified sites to accommodate a capacity of 16,197 units including existing zoning, pipeline projects and future rezoning. These sites provide more than a sufficient level of buffer to accommodate the likelihood that some parcels may not develop for residential uses.

Additionally, the City has also included a 96% surplus of sites above its RHNA obligation to accommodate. Should sites not be available in the future, it should be noted that the City is obligated by law to demonstrate adequate sites at all times throughout the planning period, so if there are any issues with the availability of sites resulting from use of sites for non-residential uses, the City is obligated to identify additional sites if deemed necessary. The City's annual monitoring program and APR will ensure the inventory of available sites is maintained throughout the planning period.

The 96% buffer in excess of the RHNA need was included to account for individual variations in built out densities on a per parcel basis. The lower percent assumptions are due to the likelihood that lower density product is typically single-family development and not multifamily development and therefore higher density will typically yield close to intended densities. Additionally, policies and programs have been included to further enhance the likelihood of reaching zoning capacities. Reaching the maximum densities will be supplemented with minimum density requirements. Generally, the City believes based on existing zoning standards that assumed unit yields will be equal or close to assumed permitted densities.

Rialto does not have traditional zoning density standard expressed in dwelling units/acre. Rather other standards, as expressed below, provide for the basis on assumptions for density. There is not a defined "minimum" versus "maximum" density. Therefore, it is more likely for Rialto to experience maximization of density on residential sites.

Table B-18: Rialto Development Standards - Dimensions

Zone	Minimum Dimensions		Minimum Yard Setbacks			Construction Standards		
	Lot Size	Lot Width	Front	Side	Rear	Max. Height	Max. Lot Coverage	Max. Density
A-1	1 acre	120 ft.	25 ft.	3-5 ft.	20 ft.	35 ft.	N/A	N/A
R-1	8,400 sq. ft.	80 ft.	25 ft.	3-5 ft.	20 ft.	35 ft.	30%	N/A
R-1 A-10,000	10,000 sq. ft.	100 ft.	25 ft.	3-5 ft.	20 ft.	35 ft.	30%	N/A
R-1 B	8,400 sq. ft.	80 ft.	25 ft.	3-5 ft.	20 ft.	35 ft.	30%	N/A
R-1 C	7,700 sq. ft.	70 ft.	25 ft.	3-5 ft.	20 ft.	35 ft.	30%	N/A
R-1 D	10 acres	60/65 ft.	20 ft.	10 ft.	20 ft.	35 ft.	50%	6 DU/acre
R-3	1 acre	150 ft.	15 ft.	5 ft.	15 ft.	35 ft.	35%	1 DU/2,000 sq. ft.
R-4	7,200 sq. ft.	60 ft.	15 ft.	3-5 ft.	15 ft.	75 ft.	60%	1 DU/900 sq. ft.

Note: Table only reflects requirements for Zoning Districts which permit residential development.
Source: City of Rialto Zoning Code

Net unit capacity per parcel under existing zoning when evaluating 5th Cycle sites was calculated by evaluating buildable acreage, multiplying by an assumed buildout density based on zoning, and subtracting any existing units. This percentage was established by accounting for development standards such as setbacks and lot coverage. The conservative density estimate is applied to the nine 5th Cycle sites provided in **Table B-20** – this is not reflected as a decrease in the buildable acreage but is included in the potential unit calculations. As such, the gross acreage and buildable acreage may remain the same, but potential unit calculations incorporate the lower, 80% density estimate. Potential constraints to the full redevelopment of the parcel, to the extent they are known, such as environmentally sensitive areas, were considered and deductions were made where those factors decreased the net buildable area of a parcel. For example, if a parcel contained a large slope on one side, the buildable acreage was assumed at 50% of the gross parcel acreage. These constraints are reflected in the buildable acreage column in **Tables B-20**.

To account for potential development of non-residential uses in residential zones, specifically for lower income uses, all future capacity except for ADU's is to be accommodated on rezoned sites. Provisions in the rezone program will address residential requirements on sites to accommodate RHNA and are assumed to provide the sufficient level of surety that mixed use sites identified for the purposes of RHNA will maximize their potential for residential use. Therefore, residential capacity was assumed as maximum assumption based on the minimum density standards to be assigned to each rezone site. To accommodate any individual discrepancies on a site-by-site basis, a 97% buffer above RHNA was added, with 39% of that buffer for lower income has been added ensure a sufficient level of sites.

Realistic Capacity Under Rezoning Strategies

Each of the seven identified Opportunity Areas has been allocated an assumed density based on its rezone strategy. Six of the seven Opportunity Areas include a redevelopment percentage of 50-80%. As part of **Section 4: Housing Plan**, the City has included programs to establish minimum and maximum densities and development standards associated with each redevelopment strategy. These will be developed in accordance with the assumed density and redevelopment assumptions established in this 2021-2029 Housing Element.

Table B-19 shows projects in and around the City of Rialto that have developed at, above, or near the assumed density with affordability components. These examples show a local history of developing under these conditions. While only one project listed is located within the City of Rialto, the remaining projects in the City of Fontana are closely located to Rialto and can be considered part of the same local market.

In addition, programs are included in **Section 4** to incentivize residential development, including:

- Program 2B requires at least 50 percent residential use of the total floor area of mixed-use projects.
- Program 2R provides incentives for the development of residential uses on candidate sites which may also permit nonresidential uses.
- Program 4B to remove constraints from development standards.

Table B-19: Example Projects for Density Assumptions				
Zone	Maximum Density	Example Project	Project Description	Project Density
City of Rialto				
Rialto Central Area Specific Plan – Commercial Support	N/A	Rialto Metrolink South	Rialto Metrolink South includes 100% development of 55 deed-restricted units affordable to very low-income households.	Approx. 44 DU/AC
R-X	112 DU/AC	TELACU II	70-unit senior development.	70 DU/AC
R-3	74 DU/AC	TELACU III	100% affordable senior development with 75 units.	75 DU/AC
City of Fontana				
R-5	50 DU/AC	18-063 Downtown Mixed Use	29-unit multifamily project.	54 DU/AC
FBC	31.2 DU/AC	Sierra Fountains Apartments	100% affordable development of 60 units.	25.5 DU/AC
FBC	31.2 DU/AC	Fountains at Sierra	100% affordable development of 93 units.	34.4 DU/AC
FBC	31.2 DU/AC	Rosena Fountains	100% affordable development of 69 units.	15.8 DU/AC
FBC	31.2 DU/AC	John Piazza Senior Apartments	100% affordable development of 60 units.	36 DU/AC
FBC	31.2 DU/AC	Minerva Manor	100% affordable development of 87 units.	29.8 DU/AC
FBC	31.2 DU/AC	0240-031-17 & -19	91-unit senior apartment complex.	38.9 DU/AC
FBC	31.2 DU/AC	Paseo Verde (I, II, III)	100% affordable development of 184 units.	13 DU/AC
FBC	31.2 DU/AC	9233 Cypress Ave	14-unit apartment complex.	32.18 DU/AC
FBC	31.2 DU/AC	Gardens at Sierra	100% affordable development of 93 units.	28.18 DU/AC
FBC	31.2 DU/AC	Plaza at Sierra Senior Apartments	100% affordable development of 90 units.	23.56 DU/AC
FBC	31.2 DU/AC	Village at Sierra Senior Apartments	100% affordable development of 108 units.	38.03 DU/AC

The Baseline Shopping Center (Opportunity Area 6) includes a 50% redevelopment percentage. The Opportunity Area is established to facilitate mixed-use development of commercial and retail uses in conjunction with residential uses. As part of the **Section 4: Housing Plan**, the City has also included

programs to establish minimum and maximum densities and development standards associated with the Baseline Shopping Center rezoning strategy.

2. Affordability Calculation

All the sites within the inventory with a capacity to accommodate very low-/low-income units meet the criteria set forth by AB 1397 (or have specific justification for their inclusion). As an additional strategy to create adequate capacity for the development of lower income units, the City assumes only a portion of (approximately half) of the full capacity of each of these sites will develop affordably.

Finally, Rialto recognizes that not all sites within the inventory will develop such that they meet the exact affordability assumptions identified within this appendix. For example, some sites may develop at higher density or affordability levels through the use of density bonus incentives, and some may develop with majority market rate units (units affordable to the moderate and above moderate-income households). For this reason, the City has included a buffer of 39% (1,339 units) on the total number of very low and low-income units to assist in accommodating potential differences in future housing development. There is also an overall buffer of 96% (7,925 units), averaged over all income categories, of capacity built into the inventory.

The City has established goals, policies, and programs within the Housing Element (**Section 4: Housing Plan**) aimed at identifying funding opportunities and partnering with the development community to increase the amount of affordable housing built in future developments. The City recognizes that should a "No Net Loss" situation occur, they will be required to identify additional sites.

C. Demonstrated Adequacy of the Sites Inventory to Meet RHNA

Rialto's sites inventory demonstrates adequate, realistic capacity to accommodate the City's 6th-Cycle RHNA through a blend of vacant parcels, underutilized strip-commercial centers, oversized parking fields, and corridor lots that readily convert to housing. The Housing Plan documents a broad strategy to address housing needs paired with targeted rezones to meet lower- and moderate-income needs; together these strategies address the City's 8,272-unit RHNA with headroom and monitoring to maintain capacity over the planning period. Programs 2A (Adequate Sites) and 2B (Rezone) are the backbone of this approach, supported by annual tracking and incentives so mixed-use and dual-use parcels deliver their assumed residential yields.

Appendix B's narrative and case studies show why these parcels are feasible: they consistently exhibit the same attributes that have already produced housing locally and regionally—excess parking, low coverage, aging improvements, corridor adjacency, and strong access to services—and the City layers on enabling programs to remove friction. Small lots are addressed explicitly under Programs 2O/2P (Lot & Small-Lot Consolidation); large sites are paired with subdivision tools; and corridor parcels benefit from Program 4B (Remove Development Constraints) and Program 3H (AB 2097 Parking Near Transit) to right-size standards and parking where eligible. Comparable outcomes such as Howard & Irene Levine Senior Community (Los Angeles), Whittier Park Place/Catalina (Whittier), and The Mark and Mission Heritage Plaza (Riverside)

mirror the same transition from surplus asphalt and marginal commercial to context-sensitive multifamily, underscoring that Table B-20's sites are not speculative but grounded in precedent and program support.

D. Sites Inventory

Table B-20: Sites Inventory by Opportunity Area

ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
1 – Foothill Boulevard Specific Plan																			
1	012758240	N/A	PATEL, DAYALJI R TR	Specific Plan	Commercial – Pedestrian	0.52	0.52	0	No	No	Yes	Yes	1 unit	35	14	8	1	5	This parcel is a vacant infill lot situated between an active motel and a beauty salon, with established single-family residential to the rear. Its dual frontage and transitional location provide strong redevelopment feasibility. At 0.52 buildable acres, the site meets HCD sizing criteria and can accommodate an estimated 14 units at 35 du/ac (8 lower-income). Its compact scale favors townhome or stacked-flat formats with podium or surface parking. Redevelopment is supported by Programs 2B (Rezoning) and 2R (Residential Incentives). The parcel's adjacency to services, transit, and established neighborhoods parallels successful infill case studies such as Nuevo Apartments in Pomona, where small vacant pads transitioned to efficient multifamily housing.
2	012836120	N/A	SHENG FAMILY LIVING TRUST (7-5-00)	Specific Plan	Commercial – Pedestrian	1.15	1.15	0	No	No	Yes	Yes	13	35	32	18	2	12	Currently a vacant lot contiguous with multiple other undeveloped parcels, this site has strong assembly potential. Residential neighborhoods directly behind the property improve compatibility for housing. At 1.15 acres, redevelopment at 35 du/ac yields approximately 32 units (18 lower-income), with additional upside if combined with neighboring vacant parcels. The absence of existing structures eliminates demolition costs and enables efficient site planning. At this size, the parcel achieves a delivery scale favored by lenders and builders,

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ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			improving cost efficiency and supporting inclusion of shared amenities. Supported by Programs 2O/2P (Lot Consolidation) and 4B (Remove Constraints), the parcel is positioned for multifamily or small-scale mixed-use. Regional precedents such as The Plaza at Sierra (Fontana) show the viability of clustered vacant pads redeveloped into medium-density housing.
3	012836123	N/A	TUDOR, MARION P & CHERYL G TRS	Specific Plan	Commercial – Pedestrian	1.44	1.44	0	No	No	Yes	Yes	13	35	40	22	2	16	This corner parcel is vacant but prominently located with Foothill Boulevard frontage and visibility from intersecting streets. Surrounded by other vacant lots and adjacent residential, it provides strong conditions for a gateway housing site. With 1.44 buildable acres, the parcel supports 40 units at 35 du/ac (22 lower-income). The corner orientation allows for ground-floor activation or live/work spaces, consistent with the Foothill Boulevard Specific Plan's mixed-use vision. Its acreage is large enough to support a delivery scale lenders and builders view as cost-efficient, ensuring realistic delivery feasibility. Programs 2B (Rezoning) and 2H (SB 35 Streamlining) enhance development prospects, while case studies such as Whittier Park Place (Whittier) show how underutilized corner parcels can be repositioned into vibrant multifamily communities.
4	012806150	1281 W FOOTHILL BLVD	DARVISH INVESTMENT GROUP LLC	Specific Plan	Commercial – Pedestrian	5.26	5.26	0	No	No	No	Yes	30	35	147	81	7	59	The parcel contains a retail strip center with expansive, underutilized surface parking. Declining corridor retail activity underscore its redevelopment potential. At 5.26 acres, this is one of the larger parcels in the Foothill

Table B-20: Sites Inventory by Opportunity Area

ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			Boulevard corridor, capable of supporting 147 units (81 lower-income) at 35 du/ac. Its size is attractive to developers, representing a delivery scale that lenders and builders favor for achieving economies of scale and cost efficiency. This capacity allows for full-block multifamily layouts with internal circulation, shared amenities, and structured or wrapped parking. Redevelopment is reinforced by Programs 2B, 2R, and 4B. Comparable projects such as The Mark Apartments in Riverside demonstrate how strip-commercial formats can be successfully repositioned as higher-density residential.
5	012807129	913 W FOOTHILL BLVD	FVSC LLC	Specific Plan	Commercial – Mixed Use	2.06	2.06	0	No	No	No	Yes	21	35	57	31	3	23	This site is an aging commercial property with a shallow building footprint and significant surplus parking, currently underutilized relative to its corridor location. With 2.06 acres, redevelopment at 35 du/ac yields 57 units (31 lower-income). The lot's manageable size makes it well-suited for podium-style multifamily or small-block mixed-use housing, and it is just large enough to meet a delivery scale that builders consider cost-efficient. Its mid-corridor location allows phasing without displacing stronger-performing retail nodes. Redevelopment is supported by Programs 2B and 2R. Case studies like Sierra Fountains Apartments (Fontana) highlight how modest commercial parcels with excess parking can be converted into housing that contributes to corridor revitalization

Table B-20: Sites Inventory by Opportunity Area

ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			while maintaining walkable neighborhood services.
6	024316104	1536 W FOOTHILL BLVD	PATEL, MUKUND C	Specific Plan	Residential – Mixed Use	0.73	0.73	0	No	No	No	Yes	1 unit	35	20	11	1	8	This parcel is developed with an older hospitality use on a modest footprint, with low site coverage and large portions of paved area. The age and condition of improvements, combined with a corridor location, point toward limited long-term viability for lodging. At 0.73 buildable acres, the site supports 20 units at 35 du/ac (11 lower-income). The compact size favors three-story stacked flats or townhome-style multifamily with shared parking and open space. While modest in scale, the parcel's simplicity of reuse improves delivery feasibility, especially when paired with adjacent sites. Redevelopment is supported by Programs 2B, 2R, and 4B. Comparable transitions, including motel-to-housing projects in San Bernardino County, demonstrate realistic potential for repositioning aging hospitality uses into multifamily housing.
7	013006125	519 E FOOTHILL BLVD	EL KAIROS GROUP LLC	Specific Plan	Commercial – Pedestrian	4.12	4.12	0	No	No	No	Yes	30	35	115	63	6	46	The site contains a low-intensity retail strip with shallow commercial pads and expansive parking fields. More than half the parcel is paved, creating a highly underutilized condition. At 4.12 acres, the property has the scale to support 115 units at 35 du/ac (63 lower-income) in a block layout with internal drives, podium parking, and community amenities. The acreage is at a delivery scale favored by lenders and builders, improving cost efficiency and supporting robust amenity programming. Corridor frontage and adjacency to both residential and services strengthen feasibility.

Table B-20: Sites Inventory by Opportunity Area

ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			Redevelopment is reinforced by Programs 2B and 2R, with Program 4B removing regulatory barriers. Case studies such as Paloma at Main Place Mall (Orange) show how oversized parking fields can be redeveloped into multifamily housing while retaining limited retail.
8	013006118	631 E FOOTHILL BLVD	GUITERREZ, ANGELICA	Specific Plan	Commercial – Mixed Use	0.85	0.85	0	No	No	No	Yes	1 unit	35	23	13	1	9	Currently developed with a small auto-oriented use (likely fueling or light service), this parcel is characterized by very low building coverage and high proportions of paved lot. These conditions create a prime opportunity for reuse. At 0.85 acres, the site can support 23 units at 35 du/ac (13 lower-income). Its location within a corridor of transitioning uses further strengthens redevelopment potential. The lot size sits just at the threshold of what builders consider cost-efficient, supporting compact prototypes such as podium apartments or townhomes with structured parking. The parcel benefits from Programs 2B, 2R, and 4B, as well as state incentives for transitioning auto-oriented parcels. Precedents such as Whittier Park Place (Whittier), built on a former dealership, demonstrate market feasibility.
9	013317123	612 E FOOTHILL BLVD	CHRZANOWSKI TRUST 5-12-10	Specific Plan	Residential – Mixed Use	0.99	0.99	0	No	No	No	Yes	1 unit	35	27	15	1	11	This parcel contains an older auto-service use with minimal structural improvements and a significant portion of lot area dedicated to parking and circulation. The underbuilt condition creates strong redevelopment potential consistent with corridor objectives. At 0.99 acres, the site supports 27 units at 35 du/ac (15 lower-income). Its near one-acre size

Table B-20: Sites Inventory by Opportunity Area

ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			positions it at the threshold of delivery scales lenders and builders view as viable for cost-efficient housing, particularly when paired with corridor frontage and visibility. Its corner placement and adjacency to other commercial pads provide compatibility with phased redevelopment. Programs 2B, 2R, and 4B ensure rezoning support and incentives for intensification. Comparable projects, including former auto-service conversions in Whittier, illustrate the potential to transition into multifamily housing while maintaining corridor activity.
10	024316105	1568 W FOOTHILL BLVD	KIMO INVESTMENT CORP	Specific Plan	Residential – Mixed Use	1.65	1.65	0	No	No	No	Yes	13	35	46	25	2	19	This parcel contains an older auto-service use with minimal structural improvements and a significant portion of lot area dedicated to parking and circulation. The underbuilt condition creates strong redevelopment potential consistent with corridor objectives. At 1.65 acres, the site supports46 units at 35 du/ac (25 lower-income). Its over one-acre size positions it at the delivery scales lenders and builders view as viable for cost-efficient housing, particularly when paired with corridor frontage and visibility. Its corner placement and adjacency to other commercial pads provide compatibility with phased redevelopment. Programs 2B, 2R, and 4B ensure rezoning support and incentives for intensification. Comparable projects, including former auto-service conversions in Whittier, illustrate the potential to transition into multifamily housing while maintaining corridor activity.

Table B-20: Sites Inventory by Opportunity Area

ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
11	013339107	850 E FOOTHILL BLVD	SHL ASSOCIATES LTD	Specific Plan	Commercial – Pedestrian	9.95	9.95	0	No	No	No	Yes	30	35	278	153	14	111	At nearly 10 buildable acres, this County health-services campus functions like a low-coverage office pad with wide-open parking fields—precisely the kind of underutilization that lends itself to a full block-plan residential concept. At 35 du/ac, the site accommodates 278 homes (153 lower-income). Given its scale, a wrapped or podium format with internal drives, courtyards, and amenity clusters is realistic and cost-efficient at delivery. Proximity to neighborhood services and established residential to the rear improves absorption and compatibility. Feasibility is reinforced by Program 2B (Rezone to Provide Adequate Sites) and Program 2R (Residential Incentives) to prioritize full residential yield on mixed-use/dual-use corridors, with Program 4B (Remove Development Constraints) addressing parking and design standards; where applicable, Program 3H (AB 2097 Parking Near Transit) can further right-size parking. Comparable outcomes are documented in Appendix B: auto-oriented and office/parking conversions such as Whittier Park Place/Catalina and Mission Heritage Plaza that leveraged rezoning and incentives to transition surplus lots to multifamily.
12	013001336	523 W FOOTHILL BLVD	OMAN, GILDA L	Specific Plan	Commercial – Mixed Use	0.51	0.51	0	Yes	No	No	Yes	1 unit	35	14	8	1	5	A marginal, small-footprint auto/commercial pad with broad curb cuts and a sea of pavement is classic first-generation corridor fabric—lots of asphalt, not much building. The geometry makes a straightforward pivot to housing: pull a clean street

Table B-20: Sites Inventory by Opportunity Area

ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			edge with stoops or a small shopfront, internalize parking, and add a landscaped forecourt that calms traffic and frames the entry sequence. Adjacent neighborhood retail and nearby single-family homes make the use transition intuitive; by consolidating driveways and creating active frontages, the project would quiet turning movements, add "eyes on the street," and knit a missing piece of the Foothill streetwall. At 35 du/ac, the site accommodates 14 homes (8 lower-income). Programs 2B (Rezone to Provide Adequate Sites) and 2R (Residential Incentives) set the entitlement and financial scaffold for intensification, while 4B (Remove Development Constraints) targets setbacks, coverage, and parking ratios that can choke production on compact pads; where applicable, 3H (AB 2097 Parking Near Transit) further right-sizes stalls to demand. Comparable conversions such as Whittier Park Place (Whittier) and Nuevo Apartments (Pomona) show how shallow auto pads transition to efficient stacked-flat or podium-lite housing while maintaining an active corridor edge.
13	013317125	644 E FOOTHILL BLVD	CHRZANOWSKI TRUST 5/12/10	Specific Plan	Residential – Mixed Use	0.51	0.51	0	No	No	No	Yes	1 unit	35	14	8	1	5	A small corner/mid-block storefront with a disproportionately large apron telegraphs underbuilt conditions and strong "address value" for a neighborhood-scaled apartment house. A compact, 3–4 story elevator-served building can wrap podium or tuck parking behind liner units, with a visible entry plaza to "bookend" the block and improve pedestrian

Table B-20: Sites Inventory by Opportunity Area

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			continuity. Flanked by small-format shops and homes, the site can act as a corner-maker—filling a gap in the streetwall, smoothing drive access conflicts, and extending shade trees/lighting so the walking environment feels continuous between nodes. At 35 du/ac, the site accommodates 14 homes (8 lower-income). Programs 2B and 2R prioritize residential yield; 4B cleans up dimensional friction that suppresses net units on shallow lots; 3H can moderate minimum parking if transit criteria are met. The playbook mirrors Catalina Apartments (Whittier) and the Howard & Irene Levine Senior Community (Los Angeles)—both demonstrate that small pads with strong frontage can deliver durable, well-leased multifamily when the parking field is repurposed as open space and homes.
14	012806143	1325 W FOOTHILL BLVD	ALI OIL LLC	Specific Plan	Commercial – Pedestrian	1.00	1.00	0	No	No	No	Yes	13	35	28	15	1	12	A legacy fueling/car-wash configuration with heavy paving, multiple curb cuts, and modest improvements is a textbook candidate for reinvestment. The site can be re-platted to a single, controlled access point, internalized stall counts, and a U-shaped or bar-and-court massing that orients windows and balconies to a protected interior green. The surrounding mix of small retail pads and nearby residential benefits from closing extra curb cuts (safer crossings), introducing new street trees, and replacing queuing lanes with a calmer frontage—incrementally taming the corridor and improving walkability. At 35 du/ac, the site

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			accommodates 28 homes (15 lower-income). 2B (rezoning) and 2R (incentives) firm up the residential path; 4B addresses bulk, height, and parking to protect feasibility; 3H trims parking near transit where eligible. Regionally, auto-oriented pads have transitioned successfully to housing along similar arterials—see Whittier Park Place (Whittier) and Sierra Fountains Apartments (Fontana)—with upgraded public realm and modern stormwater/EV readiness typical of new multifamily.
15	013317127	660 E FOOTHILL BLVD	GOLDEN STAR HOLDINGS LLC	Specific Plan	Residential – Mixed Use	0.66	0.66	0	No	No	No	Yes	1 unit	35	18	10	1	7	A drive-through car-wash and partially vacant frontage leave more than half the site devoted to circulation—high land value trapped in asphalt. A compact podium or stacked-flat prototype with a single loaded drive aisle, screened parking, and an address court can flip the site to housing while respecting adjacent residential. Replacing queuing and spray bays with housing eliminates conflict-heavy turns, shortens pedestrian crossings, and brings porch/lobby activity to the sidewalk—complementing neighborhood retail and providing a softer edge to homes behind. At 35 du/ac, the site accommodates 18 homes (10 lower-income). Programs 2B/2R underwrite the land-use shift and close feasibility gaps; 4B provides targeted relief (e.g., setbacks/height transitions) common to small-pad infill; 3H may reduce required stalls if within a qualifying transit radius. Comparable outcomes—Whittier Park Place (Whittier) and Nuevo Apartments (Pomona)—validate lender comfort

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ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			and market absorption for compact corridor apartments at this intensity.
16	012808144	851 W FOOTHILL BLVD	ARTEAGA-HERNANDEZ TRUST 07/18/15	Specific Plan	Commercial – Mixed Use	1.26	1.26	0	No	No	No	Yes	13	35	35	19	2	14	A medical office with broad parking aprons and a single-purpose building suggests low long-term productivity for the parcel relative to its frontage. Housing can reclaim depth via a double-loaded bar over podium with two courtyards—one active (pool/fitness) and one quiet (shade grove), plus a mid-block paseo to stitch the site into the corridor. Proximity to clinics, services, and daily needs creates a natural "live-near-work/errands" pattern; adding residents along this segment will support small businesses, bolster off-peak activity, and improve passive surveillance on Foothill. At 35 du/ac, the site accommodates 35 homes (19 lower-income). Feasibility is strengthened by 2B (locking in multifamily capacity) and 2R (incentives), while 4B removes code friction and 3H can right-size parking near transit. The transition from low-coverage medical/office to multifamily parallels The Mark Apartments (Riverside) and Mission Heritage Plaza (Riverside)—both demonstrate that structured or pooled parking and internalized open space make corridor living competitive.
17	024316106	1590 W FOOTHILL BLVD	VILLEGAS, ROBERTO	Specific Plan	Residential – Mixed Use	0.72	0.72	0	No	No	No	Yes	1 unit	35	20	11	1	8	Older vacant structure with near constant turnover, generous paving, and residential behind the corridor create friendly edges for a housing pivot with minimal demolition complexity. A three-story stacked-flat or podium-lite building with a protected interior court provides

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			acoustical relief from Foothill and a gracious neighborhood transition at the rear. The adjacency to existing homes means the project can add a landscaped buffer and a mid-block connection, while along Foothill it completes the streetwall and broadens the mix of customers for nearby shops—incremental but meaningful corridor repair. At 35 du/ac, the site accommodates 20 homes (11 lower-income). 2B and 2R deliver entitlement certainty and incentives; 4B simplifies dimensional standards that burden small infill; 3H reduces minimum parking where transit access applies. This is the same redevelopment logic used at Paloma at MainPlace Mall (Orange) and The Plaza at Sierra (Fontana)—reclaim surplus stalls, internalize drives, and return the street edge to people.
18	013001346	661 W FOOTHILL BLVD	MATT C INVESTMENTS LLC	Specific Plan	Commercial – Mixed Use	1.38	1.38	0	No	No	No	Yes	13	35	38	21	2	15	A self-service car-wash and circulation-heavy layout occupy a larger-than-typical pad for the corridor, making re-planning efficient. Convert multiple drive aisles into a connected internal loop, place a podium/garage at the center of mass, and wrap homes around courtyards so the street reads residential rather than auto-oriented. Adjacent commercial and residential uses both benefit: removing redundant curb cuts reduces conflict points, new sidewalks/lighting and bio-retention planters upgrade the public realm, and on-site stormwater capture improves corridor drainage performance. At 35 du/ac, the site accommodates 38 homes (21 lower-income). 2B/2R formalize the residential transition; 4B

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			addresses bulk/parking limits that can erode yield; 3H can remove minimums near transit. The site condition and delivery mechanics echo Sierra Fountains Apartments (Fontana) and Whittier Park Place (Whittier)—auto-legacy parcels rebalanced into mid-density apartments with strong leasing performance.
19	013046101	805 E FOOTHILL	ST PAUL FAMILY MINISTRIES	Specific Plan	Commercial – Pedestrian	1.38	1.38	0	No	No	No	Yes	13	35	38	21	2	15	A faith-based/institutional parcel with a modest building and large surplus parking lot offers a low-conflict path to add housing while retaining community-serving space. A courtyard or double-bar building can integrate shared rooms (youth/classroom, multipurpose) at the ground level while elevating homes above, with discrete, shared or structured parking. Located near single-family neighborhoods and civic uses, the program can co-locate community services and housing, add lighting/landscaping to currently dark lots, and create safe, direct pedestrian links—strengthening both the congregation and the corridor. At 35 du/ac, the site accommodates 38 homes (21 lower-income). Programs 2B and 2R support a dual-use evolution; 4B ensures standards (setbacks/height/parking) match the mixed mission; and state policies for faith-based housing complement local tools. Mission Heritage Plaza (Riverside) is the apt precedent—integrating civic/community functions with affordable and workforce apartments on a downtown-adjacent parcel.

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
20	013006113	681 E FOOTHILL BLVD	JANESS ASSOCIATES	Specific Plan	Commercial – Mixed Use	0.83	0.83	0	No	No	No	Yes	1 unit	35	23	13	1	9	A mid-corridor retail pad with an outsized surface lot presents an uncomplicated re-striping and re-massing opportunity: hold a strong streetwall with liner units or small shopfronts, tuck parking behind, and connect to the block with a mid-block paseo. The proportions support an efficient, elevator-served stacked-flat building with a central amenity court and limited structured parking—right-sized to the market while protecting yield. Surrounded by daily-needs retail and close to established homes, the infill would extend a walkable edge, shorten trips for residents, add lighting and trees to currently exposed asphalt, and provide more "eyes on the street" for corridor safety. At 35 du/ac, the site accommodates 23 homes (13 lower-income). Programs 2B (Rezoning) and 2R (Residential Incentives) provide the capacity and concessions to pivot from single-use retail; 4B (Remove Development Constraints) reduces code frictions that add soft costs; 3H (AB 2097 Parking Near Transit) allows calibrated stall counts where eligible. The redevelopment template aligns with The Mark Apartments (Riverside) and Nuevo Apartments (Pomona)—both are instructive examples of turning surplus parking into well-amenitized multifamily while preserving a walkable corridor edge.
21	012857120	1280 W FOOTHILL BLVD	ELECO LLC	Specific Plan	Commercial – Pedestrian	1.86	1.86	0	No	No	No	Yes	13	35	52	29	3	20	A low-coverage commercial pad with oversized surface parking, this 1.86-acre parcel operates far below its land potential, creating a clean path to a residential block plan with internal

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			circulation and shared open space. At 35 du/ac, the site accommodates 52 homes (29 lower-income). Given its near-two-acre scale, a three-to-four-story podium or wrap with tuck-under parking can be right-sized to corridor demand while meeting lenders' efficiency thresholds. Programs 2B (Rezoning), 2R (Residential Incentives), and 4B (Remove Constraints) directly improve feasibility, and AB 2097 implementation via Program 3H helps right-size parking near transit, further unlocking build area. Patterns match Paloma at Main Place Mall (parking-field infill) and Mark Apartments in Riverside (strip-commercial conversion), where underutilized lots were successfully transitioned into multifamily while compatible commercial uses persisted.
22	012801145	1332 W FOOTHILL BLVD	SEBANC, ALLAN & BEVERLY FAMILY TRUST	Specific Plan	Commercial – Pedestrian	1.88	1.88	0	No	No	No	Yes	13	35	52	29	3	20	Similar to nearby corridor pads, this 1.88-acre site is dominated by asphalt, not buildings, indicating strong residual land value and a clear redevelopment path. At 35 du/ac, the site accommodates 52 homes (29 lower-income). A compact courtyard or U-shaped podium with an internal drive can buffer the corridor while orienting homes to landscaped common space; delivery scale is large enough to support amenities without overcapitalizing. Programs 2B and 2R align entitlements and incentives; Program 4B addresses dimensional and parking constraints that often suppress net yield on mid-sized pads. The site's condition mirrors Paloma's parking-lot infill model—converting surplus stalls into housing—and Mark Apartments'

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			transition from strip-commercial to residential.
23	013006120	505 E FOOTHILL BLVD	CHIANG, GRACE TRUST 5-3-90	Specific Plan	Commercial – Pedestrian	2.00	2.00	0	No	No	No	Yes	13	35	55	30	3	22	Two gross acres with shallow commercial improvements and heavy paving provide the bones for a neighborhood-scaled residential infill concept that can phase with any interim retail operations. At 35 du/ac, the site accommodates 55 homes (30 lower-income). A center-amenity scheme (pool, tot lot, clubhouse) fits comfortably here, with podium or podium-lite parking improving site efficiency along the boulevard. Programs 2B/2R reduce entitlement friction and improve economics; Program 4B ensures development standards won't cap density below the assumed yield. This playbook has worked for parking-field sites like Paloma and for Rialto-area cases where older retail has yielded to housing without harming corridor vitality.
24	012806144	1321 W FOOTHILL BLVD	99 CENTS ONLY STORES LLC	Specific Plan	Commercial – Pedestrian	2.43	2.43	0	No	No	No	Yes	21	35	68	37	3	28	An aging single-tenant discount retailer sits within an expansive parking field on 2.43 acres, creating a classic surplus-facilities condition for housing. At 35 du/ac, the site accommodates 68 homes (37 lower-income). The acreage supports a wrapped building with internalized parking and perimeter stoops for an improved street edge; alternating courtyard and paseo connections strengthen walkability to adjacent services. Programs 2B and 2R enable the residential pivot; Program 4B and Program 3H (AB 2097 parking near transit) help right-size parking and heighten feasibility. The site's configuration closely tracks Paloma's

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			parking-lot redevelopment logic and the Mark Apartments' repositioning of strip-commercial land into efficient multifamily.
25	013006123	571 E FOOTHILL BLVD	JOHN & SONS LLC	Specific Plan	Commercial – Pedestrian	2.53	2.53	0	No	No	No	Yes	21	35	70	39	4	27	With 2.53 acres and a single low-intensity commercial user, more than half the site is functionally idle. At 35 du/ac, the site accommodates 70 homes (39 lower-income). The footprint is ideal for a podium with two courtyards—one active, one quiet—plus a linear paseo to stitch into the block network. Programs 2B/2R provide the regulatory path and incentives to move from single-use retail to housing; Program 4B ensures dimensional standards won't erode capacity. Comparable transitions—from Paloma's repurposed parking to Fontana's Sierra Fountains—show how modest commercial parcels convert to efficient, amenitized multifamily.
26	012806129	1175 W FOOTHILL BLVD	FOOTHILL BLVD PROPERTY LLC	Specific Plan	Residential – Mixed Use	4.05	4.05	0	No	No	No	Yes	30	35	113	62	6	45	A County social-services building with a large, underutilized parking field occupies this 4.05-acre parcel, presenting multiple pathways: phased joint development, structured parking with wrap, or full repositioning. At 35 du/ac, the site accommodates 113 homes (62 lower-income). Scale is advantageous—two building bars with internal drives can deliver lender-friendly efficiency and a robust amenity stack. Programs 2B and 2R support a public-to-residential pivot; Program 4B addresses bulk/parking standards; Program 3H (AB 2097) enables reduced parking ratios near transit. The feasibility mirrors the Mark Apartments' conversion of strip-commercial asphalt into housing and

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			Mission Heritage Plaza's repositioning of a service/institutional site into workforce housing.
27	012801137	1410 W FOOTHILL BLVD	GBG PROPERTIES TWO LLC	Specific Plan	Commercial – Pedestrian	4.77	4.77	0	No	No	No	Yes	30	35	133	73	7	53	This 4.77-acre center with a single commercial use and extensive paving is primed for a full block-plan: wrapped or podium buildings, internalized parking, and paseo links to Foothill frontage. At 35 du/ac, the site accommodates 133 homes (73 lower-income). Delivery at this scale reaches economies of construction and supports on-site services (leasing, co-work, youth/fitness). Programs 2B and 2R streamline entitlement and improve project economics; Program 4B removes code friction that can suppress buildout on deep parcels. Analogues include Paloma's former parking fields and the Mark Apartments' retail-to-residential shift.
28	012759139	250 W FOOTHILL BLVD	BARON PACIFIC LP	Specific Plan	Commercial – Pedestrian	8.04	8.04	0	No	No	No	Yes	30	35	225	124	11	90	One of the corridor's largest underbuilt sites (8.04 acres) with a single commercial use and vast surplus parking—an optimal canvas for a multi-phase neighborhood that can include wrapped buildings, liner townhomes, and a central green. At 35 du/ac, the site accommodates 225 homes (124 lower-income). The acreage comfortably hits the builder scale lenders favor, supporting structured parking, robust amenities, and phased delivery that preserves street activation during buildout. Programs 2B and 2R, paired with Program 4B, align entitlements and remove barriers; Program 3H (AB 2097) allows right-sized parking, boosting the housing yield. This mirrors Paloma's phased reuse of mall

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			parking and the Mark Apartments' conversion of big-parking retail sites into apartments.
29	013002136	425 W FOOTHILL BLVD	V.A.B. INC	Specific Plan	Commercial – Pedestrian	1.10	1.10	0	No	No	No	Yes	13	35	30	17	2	11	An aging motel with a pool and oversized parking on 1.10 acres signals limited long-term viability and strong repositioning potential. At 35 du/ac, the site accommodates 30 homes (17 lower-income). The depth supports a stacked-flat prototype with podium-lite parking; a frontage plaza or retail kiosk can keep a sliver of corridor activation while the bulk of the site flips to housing. Programs 2B and 2R assist the hospitality-to-housing transition; Program 4B reduces standards that might otherwise constrain yield. While not a one-to-one motel case, the feasibility logic aligns with Mission Heritage Plaza's conversion of a marginal service use, and with regional examples where surplus parking and obsolete single-use sites were redeveloped into housing.
30	013003115	227 W FOOTHILL BLVD	SHEMOR REAL ESTATE HOLING LLC	Specific Plan	Commercial – Pedestrian	1.16	1.16	0	No	No	No	Yes	13	35	32	18	2	12	A 1.16-acre commercial pad with a high improvement ratio but little built intensity (most of the land is paved) offers a straightforward infill opportunity. At 35 du/ac, the site accommodates 32 homes (18 lower-income). A compact podium or liner-wrapped configuration can internalize parking and orient homes to landscaped courtyards; the mid-one-acre size keeps costs in check while achieving net density. Programs 2B and 2R provide the regulatory and financial toolkit to flip the land to residential, with Program 4B addressing standards that commonly limit buildout on shallow pads. Comparable patterns—

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			Paloma's parking-lot reuse and the Mark Apartments' strip-commercial conversion—demonstrate realistic delivery under similar conditions.
31	012758239	410 W FOOTHILL BLVD	PATEL, DAYALJI R TR	Specific Plan	Commercial – Pedestrian	0.61	0.61	0	No	No	No	Yes	1 unit	35	17	9	1	7	This parcel is developed with an older hospitality use on a modest footprint, with low site coverage and large portions of paved area. The age and condition of improvements, combined with a corridor location, point toward limited long-term viability for lodging. At 0.61 buildable acres, the site supports 17 units at 35 du/ac (9 lower-income). The compact size favors three-story stacked flats or townhome-style multifamily with shared parking and open space. While modest in scale, the parcel's simplicity of reuse improves delivery feasibility, especially when paired with adjacent sites. Redevelopment is supported by Programs 2B, 2R, and 4B. Comparable transitions, including motel-to-housing projects in San Bernardino County, demonstrate realistic potential for repositioning aging hospitality uses into multifamily housing.
32	012758229	426 W FOOTHILL BLVD	TANG, CANG TAN JR	Specific Plan	Commercial – Pedestrian	0.66	0.66	0	No	No	No	Yes	1 unit	35	18	10	1	7	A narrow frontage with oversized forecourt paving presents a clean re-plat opportunity: consolidate driveways, move building mass to the sidewalk with a small address court, and internalize stalls. Flanked by convenience retail and residential blocks, the site can function as a "stitch," introducing stoops/porches and shade trees that make the walk to daily-needs shops safer and more comfortable—particularly at evening hours. At 35 du/ac, the site accommodates 18 homes (10 lower-

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			income). Feasibility is reinforced by 2B/2R, while 4B addresses dimensional/parking standards that can suppress yield on small pads; 2O/2P (Lot Consolidation) leaves optional upside with adjacent underutilized parcels; 3H can further calibrate parking near transit. Similar small-pad conversions like Catalina Apartments (Whittier) and Sierra Fountains Apartments (Fontana) validate the typology and delivery scale.
33	012757237	578 W FOOTHILL BLVD	JULIA & DAVID PROPERTIES INC	Specific Plan	Commercial – Pedestrian	0.93	0.93	0	No	No	No	Yes	1 unit	35	26	14	1	11	This legacy retail/service pad carries a high ratio of paving to structure. A bar-and-court or L-shaped building can frame Foothill with active residential frontage while protecting a quiet interior garden for residents. With residential immediately behind and neighborhood-serving shops within a short walk, new homes here would add "eyes on the street," reduce driveway conflicts by removing redundant curb cuts, and extend a greener, continuous streetwall between nodes. At 35 du/ac, the site accommodates 26 homes (14 lower-income). Programs 2B and 2R underpin the use transition; 4B trims friction (setbacks, height transitions, parking ratios) that can erode feasibility. Regionally relevant precedents—The Plaza at Sierra (Fontana) and Howard & Irene Levine Senior Community (Los Angeles)—show how asphalt-heavy pads reposition to multifamily with improved public realm.
34	012857119	1270 W FOOTHILL BLVD	ELECO LLC	Specific Plan	Commercial – Pedestrian	1.81	1.81	0	No	No	No	Yes	13	35	50	28	3	19	An older commercial strip with a broad parking field sets up a "wrap the parking and internalize the drive"

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			multifamily diagram. Given its mid-block frontage and depth, a four-story wrap or podium with internal courts and amenity bands (fitness, co-work, pool) is feasible, with liner retail optional along Foothill. At 35 du/ac, the site accommodates 50 homes (28 lower-income). Programs 2B and 2R set the capacity and incentives, while Program 4B provides targeted relief (e.g., height, parking calibrations) and Program 3H can eliminate minimum parking where criteria are met. Outcomes would echo Paloma at MainPlace Mall (Orange) and Mission Heritage Plaza (Riverside), where strip-commercial formats repositioned into housing anchored by modern amenities.
35	012760240	118 E FOOTHILL BLVD	CHONG, HYONG KWON	Specific Plan	Commercial – Pedestrian	0.86	0.86	0	No	No	No	Yes	1 unit	35	24	13	1	10	A small, underbuilt pad with excess stalls relative to the single-story structure lends itself to a compact elevator-served building with liner units on Foothill and a tucked court. Adjacent neighborhood uses—residential to the rear and convenience retail within a block—make the transition intuitive: the project would add passive surveillance, shade, and a more walkable frontage where long curb cuts currently dominate. At 35 du/ac, the site accommodates 24 homes (13 lower-income). Programs 2B and 2R support the move to residential; 4B addresses height/parking/coverage details common to small sites; 3H offers additional parking flexibility near transit. Comparable reuses—Nuevo Apartments (Pomona) and Sierra

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			Fountains (Fontana)—demonstrate viable delivery at this scale.
36	012757238	564 FOOTHILL BLVD	JULIA & DAVID PROPERTIES INC	Specific Plan	Commercial – Pedestrian	0.54	0.54	0	No	No	No	Yes	1 unit	35	15	8	1	6	A small office with broad side and rear lots presents a low-lift redevelopment: minimal structures to remove, clean site geometry, and immediate tie-in to corridor utilities. Best-fit formats include a compact podium or garden-style walk-up with a central green and tuck-under/pooled parking. At 35 du/ac, the site accommodates 15 homes (8 lower-income). Programs 2B, 2R, and 4B form the entitlement "stack," while Program 3H can reduce parking requirements if criteria are met—useful on small pads where land efficiency is critical. This is the same playbook used on modest pads that became Whittier Park Place (Whittier) and The Mark Apartments (Riverside).
37	012757239	552 W FOOTHILL BLVD	D&Z PROPERTIES LLC	Specific Plan	Commercial – Pedestrian	1.80	1.80	0	No	No	No	Yes	13	35	50	28	3	19	A single-story retail building with extensive behind-the-store parking gives the site "two fronts": a public face on Foothill and a quiet, residential-compatible edge at the rear. That enables a wrapped podium with internal drives and amenity courtyards, while liner units "civilize" the street. At 35 du/ac, the site accommodates 50 homes (28 lower-income). Rezoning capacity and incentives (Programs 2B, 2R) combine with Program 4B's standards relief; AB 2097 under Program 3H can trim parking obligations where eligible. Analogous retail-to-housing reinvestments include Paloma at MainPlace Mall (Orange) and The Mark Apartments (Riverside).

Table B-20: Sites Inventory by Opportunity Area

ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
38	012857123	1230 W FOOTHILL BLVD	FOOTHILL PLAZA INCORPORATED	Specific Plan	Commercial – Pedestrian	0.91	0.91	0	No	No	No	Yes	1 unit	35	25	14	1	10	A small retail cluster (three buildings) floats in a large parking field, creating near-term phasing options: start at the back lot while limited street-facing retail remains, or full conversion to a residential main street with active corners. A four-story podium or U-shaped wrap around interior open space is plausible. At 35 du/ac, the site accommodates 25 homes (14 lower-income). Programs 2B/2R enhance feasibility and Program 4B removes friction in the standards; AB 2097 (Program 3H) can reduce minimum parking where qualifying. Similar retail field conversions include Paloma at MainPlace Mall (Orange) and the Howard & Irene Levine Senior Community (Los Angeles).
39	013046107	885 E FOOTHILL BLVD	ANDREA 885 LLC	Specific Plan	Commercial – Pedestrian	0.53	0.53	0	No	No	No	Yes	1 unit	35	14	8	1	5	A single-tenant retail structure with more asphalt than activity, this near-one-acre parcel sits at a delivery scale lenders view as efficient for a 3–4 story stacked-flat or podium hybrid. Visibility and shared-access possibilities with neighbors support circulation re-mapping and a “housing-first” layout. At 35 du/ac, the site accommodates 14 homes (8 lower-income). Feasibility is advanced by Programs 2B and 2R; Program 4B can streamline standards, and Program 3H may reduce parking where applicable. Comparable pad conversions include Whittier Park Place/Catalina Apartments (Whittier) and The Mark Apartments (Riverside).
40	012801146	1304 W FOOTHILL BLVD	MALKI LIVING TRUST 11/01/97 AMENDED	Specific Plan	Commercial – Pedestrian	2.95	2.95	0	No	No	No	Yes	21	35	82	45	4	33	A larger-format commercial parcel with multiple pads and expansive parking provides the land area developers favor for economies of scale and robust amenities. Its depth supports a

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			full wrap with internal drives, podium parking, and a network of courtyards that buffer adjacent residential. With corridor exposure and straightforward utility connections, it's a strong anchor site for housing on Foothill. At 35 du/ac, the site accommodates 82 homes (45 lower-income). Programs 2B and 2R secure capacity and incentives; Program 4B reduces regulatory drag; and Program 3H can right-size parking where eligible—key for maximizing residential yield on deep pads. This larger site aligns with regional precedents like The Mark Apartments (Riverside) and Paloma at MainPlace Mall (Orange), where big parking fields were successfully reprogrammed into multifamily housing.
41	012836116	746 W FOOTHILL BLVD	MENDOZA, HILDA O	Specific Plan	Commercial – Pedestrian	0.60	0.60	0	No	No	No	Yes	1 unit	35	16	9	1	6	A compact commercial pad with outsized forecourt paving and a shallow single-story structure reads as classic underbuild for an arterial of this scale. A 3–4 story stacked-flat over podium or podium-lite concept can reclaim the frontage with stoops and a small address court, while screening parking behind a landscaped edge. Flanked by small-format retail and near established neighborhoods, the site can consolidate curb cuts, shorten crossings, and add lighting/trees—quieting turning movements and stitching a missing segment of the Foothill streetwall. At 35 du/ac, the site accommodates 16 homes (9 lower-income). Programs 2B (Rezoning) and 2R (Residential Incentives) set the entitlement and economic basis; 4B (Remove Development Constraints)

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			addresses setbacks, height transitions, and parking; 3H (AB 2097 Parking Near Transit) can further right-size stall counts where eligible. Comparable shallow-pad conversions—Whittier Park Place (Whittier) and Sierra Fountains Apartments (Fontana)—demonstrate delivery feasibility and absorption at this scale.
42	013003102	285 W FOOTHILL BLVD	J & L PROPERTIES	Specific Plan	Commercial – Pedestrian	0.58	0.58	0	No	No	No	Yes	1 unit	35	16	9	1	6	Shallow storefront depth and a broad forecourt lot create a void in the streetwall and long pedestrian exposures across asphalt. A compact podium with a corner entry plaza and a mid-block paseo can re-establish a continuous edge while internalizing stalls. Adjacent daily-needs shops and nearby homes benefit from fewer curb cuts, calmer frontage speeds, and added "eyes on the street," extending a walkable link between nodes. At 35 du/ac, the site accommodates 16 homes (9 lower-income). Feasibility is reinforced by 2B/2R and 4B to trim code frictions; 3H can calibrate parking near transit. Comparable reinvestments—Nuevo Apartments (Pomona) and The Plaza at Sierra (Fontana)—show the same pivot from forecourt parking to housing with active edges.
43	013339108	780 E FOOTHILL BLVD	RIALTO MANAGEMENT GROUP LLC	Specific Plan	Commercial – Pedestrian	0.62	0.62	0	No	No	No	Yes	1 unit	35	17	9	1	7	An older corridor parcel with significant surplus paving and limited building massing is well-suited to a podium-lite or wrapped scheme with a courtyard and Foothill-facing entries. With small retailers on the corridor and residential blocks to the rear, the project can rationalize access, add shade and lighting, and deliver a safer, clearer walking route—converting

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			dead asphalt into address and activity. At 35 du/ac, the site accommodates 17 homes (9 lower-income). Programs 2B and 2R drive the use transition; 4B removes dimensional and frontage constraints common to legacy pads; 3H can reduce parking minimums where transit-proximate. Analog outcomes—Howard & Irene Levine Senior Community (Los Angeles) and Mission Heritage Plaza (Riverside)—illustrate successful conversions on similarly constrained sites.
44	012758220	350 W FOOTHILL BLVD	HA, ROBERT	Specific Plan	Commercial – Pedestrian	0.76	0.76	0	No	No	Yes	Yes	1 unit	35	21	12	1	8	A vacant pad within a cluster of underutilized parcels offers strong potential for phased or consolidated infill. A 3–4 story stacked-flat with a Foothill address court and shared access easements to neighbors can maximize yield while calming the corridor edge. Adjacent low-intensity pads and nearby homes mean new housing would close frontage gaps, create safer crossings by removing redundant driveways, and extend tree canopy to reduce heat-island effects. At 35 du/ac, the site accommodates 21 homes (12 lower-income). 2O/2P (Lot Consolidation) and 2B/2R (rezoning + incentives) bolster assembly and economics; 3H tailors parking if transit-proximate; 4B trims standards that depress net units. Clustered infill precedents—The Plaza at Sierra (Fontana)—show how adjoining pads deliver cohesive multifamily with better public-realm outcomes.
45	012758231	456 W FOOTHILL BLVD	KENNEDY, LYNNE M	Specific Plan	Commercial – Pedestrian	0.55	0.55	0	No	No	No	Yes	1 unit	35	15	8	1	6	Legacy single-story commercial with a large surface lot and minimal FAR is a straightforward repositioning candidate. A compact podium with a

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			single loaded drive aisle and a small forecourt can repair the frontage and buffer the neighborhood interface. Surrounding small shops and nearby housing benefit from fewer conflict points and a greener, better-lit sidewalk—incremental but real corridor repair. At 35 du/ac, the site accommodates 15 homes (8 lower-income). Programs 2B/2R and 4B streamline intensity and standards, while 3H may reduce stall counts near transit. Comparable outcomes—Whittier Park Place (Whittier) and Sierra Fountains (Fontana)—track closely to this parcel's dimensions and delivery mechanics.
46	012760241	110 E FOOTHILL BLVD	TESORO SOUTH COAST COMPANY LLC	Specific Plan	Commercial – Pedestrian	0.78	0.78	0	No	No	No	Yes	1 unit	35	21	12	1	8	An aging gas/car-wash complex dominated by paving and queuing lanes presents high friction for pedestrians and low land productivity. Re-planning to a small apartment house with controlled access, internalized parking, and a landscaped frontage would calm operations and restore a walkable edge. Adjacent retail and proximate homes gain safer crossings and reduced turning conflicts; new lighting, trees, and stormwater planters upgrade corridor comfort and performance. At 35 du/ac, the site accommodates 21 homes (12 lower-income). 2B/2R provide the entitlement path and incentives; 4B simplifies standards typical for auto-to-housing conversions; 3H can further right-size parking. Similar auto-reuse transitions—Whittier Park Place (Whittier) and Mission Heritage Plaza (Riverside)—illustrate the pattern.

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
47	012801142	1424 W FOOTHILL BLVD	MALKI LIVING TRUST 11/01/97 AMENDED	Specific Plan	Commercial – Pedestrian	1.71	1.71	0	No	No	No	Yes	13	35	47	26	2	19	A shopping-center configuration with expansive shared parking and an internalized drive court is ripe for a housing-forward re-plan. A wrapped or podium scheme with multiple courtyards and a pedestrian spine can add a meaningful resident base while retaining limited neighborhood-serving space. For surrounding retailers, this brings walk-in customers and steadier evening activity; for adjacent homes, the project replaces a heat-island lot with a shaded, lit frontage and fewer driveways. At 35 du/ac, the site accommodates 47 homes (26 lower-income). 2B/2R and 4B supply capacity, incentives, and code cleanup; 2O/2P can facilitate pad splits or shared access; 3H can calibrate parking in transit areas. Conversions of strip formats—The Mark (Riverside) and Paloma at MainPlace Mall (Orange)—are strong analogs.
48	013041105	735 E FOOTHILL BLVD	CHAU CENTER LLC	Specific Plan	Commercial – Pedestrian	0.77	0.77	0	No	No	No	Yes	1 unit	35	21	12	1	8	Multi-tenant commercial with a broad, underused lot and visible vacancy signals suggests limited status-quo viability. A podium with a corner plaza or small live/work frontage can keep corridor activity while delivering a deeper housing program set behind a landscaped edge. Near daily-needs retail and homes, the project consolidates driveways, adds lighting/trees, and completes a missing block-face—improving the walk and perceptions of safety. At 35 du/ac, the site accommodates 21 homes (12 lower-income). Programs 2B/2R/4B advance intensity and shorten approvals; 2O/2P allows optional adjacency consolidation; 3H can

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			temper parking near transit. Comparable reuses—Nuevo Apartments (Pomona) and The Plaza at Sierra (Fontana)—demonstrate execution on similar corner pads.
49	013046116	304 N PEPPER AVE	AZAR TR 11/28/06	Specific Plan	Commercial – Pedestrian	2.11	2.11	0	No	No	No	Yes	21	35	59	32	3	24	A low-intensity educational/civic parcel with extensive paving and lawn underperforms a site of this size and frontage. A mid-block multifamily plan with shared open space, internalized circulation, and structured/tuck-under parking can add housing while preserving optional civic or community space at the edge. Adjacent civic and residential uses benefit from better lighting, safer mid-block connections, and a consistent sidewalk experience—tempering speeds and improving corridor coherence. At 35 du/ac, the site accommodates 59 homes (32 lower-income). Programs 2B/2R and 4B are applicable; 2H (SB 35 Streamlining) may apply if affordability targets are met; 3H can reduce parking where transit eligibility exists. Precedents—Mission Heritage Plaza (Riverside) and Howard & Irene Levine Senior Community (Los Angeles)—show institutional/civic land successfully incorporating housing.
50	013005128	333 E FOOTHILL BLVD	333 CAPITAL LLC	Specific Plan	Commercial – Pedestrian	2.17	2.17	0	No	No	No	Yes	21	35	60	33	3	24	Corridor retail with deep surplus parking and modest building massing is an archetypal infill opportunity. A podium with a Foothill-facing lobby and an internal courtyard can buffer the street while lifting livability. For neighboring shops, new residents expand the customer base; for adjacent neighborhoods, curb-cut consolidation and a treed frontage improve safety and comfort along

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			Foothill. At 35 du/ac, the site accommodates 60 homes (33 lower-income). 2B/2R/4B reinforce intensity and trim entitlement friction; 3H can right-size stall counts. Conversions of similar pads—The Mark (Riverside) and Sierra Fountains (Fontana)—underscore feasibility.
51	013005151	467 E FOOTHILL BLVD	COACHWOOD PROPERTIES L P	Specific Plan	Commercial – Pedestrian	2.07	2.07	0	No	No	No	Yes	21	35	57	31	3	23	A multi-tenant site with heavy asphalt coverage and low FAR can be reorganized as a full block plan. A wrapped scheme with internal drives and a clubhouse/amenity spine delivers efficient modules and a consistent streetwall. Surrounding commercial uses gain foot traffic and evening activity; adjacent homes gain a greener edge and fewer conflict-heavy driveways. At 35 du/ac, the site accommodates 57 homes (31 lower-income). Programs 2B & 2R enhance feasibility; 4B trims standards that impede infill; 2O/2P can coordinate access with neighbors. Analog projects—Paloma at MainPlace Mall (Orange) and The Plaza at Sierra (Fontana)—map closely to this transformation.
52	013315504	312 E FOOTHILL BLVD	BOWMAN, MARLENE D TR 1999	Specific Plan	Commercial – Pedestrian	0.64	0.64	0	No	No	No	Yes	1 unit	35	17	9	1	7	A narrow frontage with a large back-of-house parking field no longer aligns with contemporary retail demand. A three-story stacked-flat with screened parking and a pocket plaza can re-activate the corridor edge while protecting neighborhood interface. Adjacent shops and nearby homes benefit from shorter crossings, improved lighting, and a continuous sidewalk—turning a gap in the block face into active frontage. At 35 du/ac, the site accommodates 17 homes (9

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			lower-income). 2B/2R/4B are determinative, with 3H improving parking feasibility near transit. Comparable shallow-pad redevelopments—Whittier Park Place (Whittier) and Nuevo Apartments (Pomona)—demonstrate uptake at similar scales.
53	013315505	306 E FOOTHILL BLVD	PATEL, HARIVADAN & HANSA LIV TR 06/2	Specific Plan	Commercial – Pedestrian	0.51	0.51	0	No	No	No	Yes	1 unit	35	14	8	1	5	Older shop buildings and sizable paved areas present a clean opportunity for modest-scale multifamily. A podium-lite plan with a rear court and Foothill stoops can provide identity while fitting neighborhood transitions. The adjacent fabric benefits from a calmer frontage, fewer driveways, and a greener edge that links to nearby retail nodes. At 35 du/ac, the site accommodates 14 homes (8 lower-income). Programs 2B/2R support intensity; 4B eases dimensional/parking standards; 3H can reduce stall counts in eligible transit areas. Similar conversions—Sierra Fountains (Fontana) and Whittier Park Place (Whittier)—are instructive.
54	012759123	104 W FOOTHILL BLVD	CHOI, DOO SOON	Specific Plan	Commercial – Pedestrian	0.52	0.52	0	No	No	No	Yes	1 unit	35	14	8	1	5	A legacy retail pad with a high ratio of asphalt to active frontage is underperforming relative to location. A compact stacked-flat prototype with a corner plaza and limited podium can anchor the intersection and internalize parking. Neighboring commercial and residential uses benefit from a safer, more legible corner, improved lighting, and reduced turning conflicts. At 35 du/ac, the site accommodates 14 homes (8 lower-income). 2B/2R/3H (where applicable)/4B collectively de-risk delivery. Precedents—Nuevo Apartments (Pomona) and The Mark

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			(Riverside)—show similar geometry redeveloped to productive housing.
55	012801144	1360 W FOOTHILL BLVD	HARRIMAN, ANNE S FAMILY TRUST 5/31/2	Specific Plan	Commercial – Pedestrian	0.55	0.55	0	No	No	No	Yes	1 unit	35	15	8	1	6	A County preschool pad within a larger center context is characterized by low building coverage and expansive shared parking. A modest stand-alone apartment house or phased pad split can capture underutilized paved area while maintaining institutional function. Surrounding retail and neighborhoods benefit from a greener, better-lit frontage and fewer high-speed turning movements across the apron. At 35 du/ac, the site accommodates 15 homes (8 lower-income). Programs 2B/2R/4B enable re-striping, shared-parking solutions, and residential intensity; 2O/2P supports pad subdivision; 3H may reduce parking near transit. Institutional-to-housing examples—Mission Heritage Plaza (Riverside)—are relevant.
56	012758237	316 W FOOTHILL BLVD	JACK IN THE BOX PROPERTIES LLC	Specific Plan	Commercial – Pedestrian	0.56	0.56	0	No	No	No	Yes	1 unit	35	15	8	1	6	A quick-service restaurant pad with drive aisles and an outsized lot relative to the small building footprint is an ideal candidate for a mid-block apartment building with a landscaped setback. Replacing multiple curb cuts with a single controlled access, adding shade trees, and introducing a lobby/stoop rhythm creates a calmer, safer frontage for nearby residents and corridor users. At 35 du/ac, the site accommodates 15 homes (8 lower-income). 2B/2R/4B advance feasibility; 3H can lower parking ratios if transit-eligible. Similar fast-food pad conversions to multifamily appear in the Appendix B analogs—Whittier Park

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			Place (Whittier)—with comparable scale and outcomes.
57	013315502	364 E FOOTHILL BLVD	HUNTER, JACQUES T L TR 4/8/1994	Specific Plan	Commercial – Pedestrian	0.59	0.59	0	No	No	No	Yes	1 unit	35	16	9	1	6	A mixed auto-shop/restaurant parcel where most of the land area is pavement indicates strong redevelopment economics. A compact podium with a Foothill-facing lobby and screened parking can deliver a clean edge and better land productivity. Adjacent shops and residential streets benefit from fewer driveways, calmer operations, and a consistent sidewalk with lighting and street trees. At 35 du/ac, the site accommodates 16 homes (9 lower-income). Programs 2B/2R/4B and 3H (if applicable) collectively right-size standards and stalls. Comparable transitions—The Plaza at Sierra (Fontana) and Nuevo Apartments (Pomona)—fit the pattern.
58	013006124	601 E FOOTHILL BLVD	HUANG FAMILY TRUST (12/30/99)	Specific Plan	Commercial – Pedestrian	0.61	0.61	0	No	No	No	Yes	1 unit	35	17	9	1	7	A single-tenant restaurant on a large pad with high parking-to-building ratio is primed for a small apartment building with a central court and limited podium. Proximity to retail and neighborhoods means new homes will support local merchants while converting an empty lot to an active, shaded frontage with fewer conflict points. At 35 du/ac, the site accommodates 17 homes (9 lower-income). 2B/2R/4B remove intensity and dimensional barriers; 2O/2P allows optional consolidation with neighbors; 3H may reduce parking near transit. Analog outcomes include Sierra Fountains (Fontana) and The Mark (Riverside).

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
59	013315501	380 E FOOTHILL BLVD	MR T'S INC	Specific Plan	Commercial – Pedestrian	0.63	0.63	0	No	No	No	Yes	1 unit	35	17	9	1	7	Another restaurant-format parcel with excess paving and modest structure depth, ideal for a compact podium-lite plan with a corner entry and a small forecourt. Surrounding shops gain nearby customers; residents gain shorter, safer walks to services as curb cuts are consolidated and sidewalks are shaded and lit. At 35 du/ac, the site accommodates 17 homes (9 lower-income). Programs 2B/2R and 4B support entitlement and feasibility; 3H can calibrate parking supply. Comparable redevelopments—Whittier Park Place (Whittier) and Nuevo Apartments (Pomona)—align well.
60	013316407	392 E FOOTHILL BLVD	LEDESMA, MARIO	Specific Plan	Commercial – Pedestrian	0.65	0.65	0	No	No	No	Yes	1 unit	35	18	10	1	7	Multi-tenant commercial with a broad rear lot and limited intensification potential under status quo is a strong candidate for housing. A small podium with internalized parking and a Foothill-oriented entry can deliver a clean frontage transition to neighboring homes. The project fills a streetwall gap, adds trees/lighting to a currently exposed lot, and reduces the number of driveways—incrementally improving comfort and safety along the corridor. At 35 du/ac, the site accommodates 18 homes (10 lower-income). 2B/2R lift intensity; 4B resolves legacy standards; 3H can reduce parking where eligible. Case studies—Mission Heritage Plaza (Riverside) and The Plaza at Sierra (Fontana)—support the same reprogramming logic and delivery scale.
61	012758241	416 W FOOTHILL BLVD	416 WEST FOOTHILL LLC	Specific Plan	Commercial – Pedestrian	0.66	0.66	0	No	No	No	Yes	1 unit	35	18	10	1	7	A shallow, auto-oriented medical office pad with oversized surface parking—

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			classic corridor underutilization that favors compact infill. At 35 du/ac, the site accommodates 18 homes (10 lower-income). A 3–4-story stacked-flat or podium scheme with internalized parking and a modest frontage forecourt can calm driveways, knit into adjacent commercial, and step down toward nearby residential. Programs 2B (Rezone to Provide Adequate Sites) and 2R (Residential Incentives) lift intensity and economics; 3H (AB 2097 Transit-Area Parking) helps right-size stalls where eligible; 4B (Remove Development Constraints) streamlines standards. Similar reprogramming of shallow lots—Howard & Irene Levine Senior Community (Los Angeles) and The Plaza at Sierra (Fontana)—shows how paved pads convert cleanly to housing while improving corridor legibility.
62	012836117	800 W FOOTHILL BLVD	ELJO LLC	Specific Plan	Commercial – Pedestrian	0.69	0.69	0	No	No	No	Yes	1 unit	35	19	10	1	8	Corner commercial with surplus paving and fragmented curb cuts that interrupt the pedestrian edge. At 35 du/ac, the site accommodates 19 homes (10 lower-income). A courtyard or liner-podium building can consolidate access, introduce street trees/lighting, and buffer loading away from the sidewalk. Adjacent vacancies favor phasing or lot assembly. 2B/2R bolster yield; 2O/2P (Lot Consolidation) support assembly potential; 4B addresses height/setback and open-space standards. Comparable edge fixes on corner pads—Mission Heritage Plaza (Riverside) and Whittier Park Place (Whittier)—demonstrate how controlled access and ground-floor

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			activation lift both feasibility and corridor continuity.
63	012801147	1318 W FOOTHILL BLVD	MASUDA, HELEN F LIVING TRUST 9-30-86	Specific Plan	Commercial – Pedestrian	0.77	0.77	0	No	No	No	Yes	1 unit	35	21	12	1	8	Single-tenant restaurant with an outsized lot and wrap-around drive aisles—low coverage in a visible mid-block location. At 35 du/ac, the site accommodates 21 homes (12 lower-income). A compact podium with a forecourt along Foothill can replace redundant drive aisles, bring doors and stoops to the street, and deliver quiet open space behind. 2B/2R incentivize intensity; 3H can trim parking ratios; 4B resolves design/parking constraints. Conversions of food-pad parcels to multifamily—Sierra Fountains Apartments (Fontana) and Nuevo Apartments (Pomona)—illustrate similar lot re-use with good leasing velocity and neighborhood fit.
64	012857121	1260 W FOOTHILL BLVD	ELECO LLC	Specific Plan	Commercial – Pedestrian	0.79	0.79	0	No	No	No	Yes	1 unit	35	22	12	1	9	Older restaurant pad with perimeter parking and wide curb cuts. At 35 du/ac, the site accommodates 22 homes (12 lower-income). A U-shaped podium massing can hold the corner, internalize parking, and stage a small plaza at the primary intersection, smoothing transitions to homes behind. 2B/2R and 4B support the yield and clean up standards; 3H helps right-size parking where in transit influence areas. Similar pads have been re-positioned as efficient walk-up apartments—Whittier Park Place (Whittier) and The Plaza at Sierra (Fontana)—with strong corridor repair benefits.
65	012857122	1220 W FOOTHILL BLVD	ELECO LLC	Specific Plan	Commercial – Pedestrian	0.84	0.84	0	No	No	No	Yes	1 unit	35	23	13	1	9	Another legacy restaurant with heavy paving and minimal building massing—good candidate for a liner-building that

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ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			restores a continuous streetwall. At 35 du/ac, the site accommodates 23 homes (13 lower-income). A wrapped or stacked-flat scheme can concentrate parking mid-block, add shade trees along the frontage, and calm traffic via fewer driveways. 2B/2R improve feasibility; 2O/2P enable pairing with the flanking pad for shared access; 4B curbs legacy standards. Case studies like Mission Heritage Plaza (Riverside) and Nuevo Apartments (Pomona) mirror this transition from single-purpose pads to productive housing.
66	013041106	745 E FOOTHILL BLVD	NCI HOLDINGS LLC	Specific Plan	Commercial – Pedestrian	0.86	0.86	0	No	No	No	Yes	1 unit	35	24	13	1	10	Multi-tenant strip segment with deep forecourt parking and little street engagement. At 35 du/ac, the site accommodates 24 homes (13 lower-income). A 4-story podium with a corner lobby and through-block paseo can re-stitch the block, with privacy edges toward nearby residential. 2B assures residential entitlement; 2R provides density/fee tools; 4B removes design constraints; 3H can moderate parking. Similar retail-to-residential conversions—The Mark (Riverside) and Paloma at MainPlace (Orange)—show market acceptance and corridor uplift at this scale.
67	013006121	503 E FOOTHILL BLVD	BAROCOHANA, REVOCABLE 1989 TRUST	Specific Plan	Commercial – Pedestrian	0.87	0.87	0	No	No	No	Yes	1 unit	35	24	13	1	10	Restaurant/service pad on ~0.87 acres with redundant drive aisles—excess paving relative to building area. At 35 du/ac, the site accommodates 24 homes (13 lower-income). A courtyard apartment over podium can bring stoops to Foothill, move parking behind gates, and buffer the interface to adjacent commercial. 2B/2R + 4B streamline entitlement and standards; 3H right-sizes stalls where transit

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ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			proximity applies. Precedents like Sierra Fountains (Fontana) and Whittier Park Place (Whittier) demonstrate similar repositioning outcomes.
68	012806146	1377 W FOOTHILL BLVD	KEY HOLDERS LLC	Specific Plan	Commercial – Pedestrian	0.87	0.87	0	No	No	No	Yes	1 unit	35	24	13	1	10	Low-intensity restaurant with perimeter parking and a corner emphasis; sidewalks lack shade and enclosure. At 35 du/ac, the site accommodates 24 homes (13 lower-income). A C-shaped podium can anchor the corner with active entries, add a pocket plaza, and rationalize access for safer circulation. 2B/2R underpin feasibility; 4B trims setbacks/open-space quirks; 3H reduces parking load. Analogous corner infills—Mission Heritage Plaza (Riverside) and Howard & Irene Levine Senior (Los Angeles)—show absorption strength near services.
69	013005149	425 E FOOTHILL BLVD	ANDY & CINDY REAL ESTATE HOLDINGS LL	Specific Plan	Commercial – Pedestrian	0.92	0.92	0	No	No	No	Yes	1 unit	35	25	14	1	10	Medical office pad with high parking ratios and low FAR—ripe for mixed-use or residential conversion as care uses consolidate elsewhere. At 35 du/ac, the site accommodates 25 homes (14 lower-income). A 3–4-story podium with internalized parking allows a calmer frontage and links into surrounding commercial while stepping down to neighborhoods behind. 2B/2R support the up-zoning economics; 4B addresses parking and design standards. Comparable health-oriented redevelopments—Mission Heritage Plaza (Riverside) and The Mark (Riverside)—demonstrate pathway from office/parking to housing.

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ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
70	012806142	1361 W FOOTHILL BLVD	MARTIAL SHARE TWO 05/04/11	Specific Plan	Commercial – Pedestrian	0.94	0.94	0	No	No	No	Yes	1 unit	35	26	14	1	11	Restaurant pad with deep forecourt parking and multiple curb cuts—visual and operational fragmentation. At 35 du/ac, the site accommodates 26 homes (14 lower-income). A courtyard massing with a small retail-ready corner room (if desired) can maintain corridor activity while delivering housing and consolidating driveways. 2B/2R and 4B ease standards; 3H trims required stalls. Similar pad re-uses—Whittier Park Place (Whittier) and Sierra Fountains (Fontana)—show viable delivery at this acreage.
71	013002120	445 W FOOTHILL BLVD	NASSEREDDINE, JAMAL & FADIA FAM TR 1	Specific Plan	Commercial – Pedestrian	0.94	0.94	0	No	No	No	Yes	1 unit	35	26	14	1	11	Drive-through car wash with sprawling queuing lanes and little productive coverage. At 35 du/ac, the site accommodates 26 homes (14 lower-income). Replacing queuing lanes with a slender podium and active frontage repairs the streetwall and reduces turning conflicts. 2B/2R assist feasibility; 4B fixes leftover standards; 3H mitigates parking where transit proximity applies. Conversions of auto-oriented pads—Whittier Park Place (Whittier); Howard & Irene Levine Senior (Los Angeles)—provide a clear analog.
72	012757228	630 W FOOTHILL BLVD	KING, ALBERT & RHODA DECEDENTS TRUST	Specific Plan	Commercial – Pedestrian	0.96	0.96	0	No	No	No	Yes	1 unit	35	26	14	1	11	Under-built commercial with expansive asphalt; adjacency to complementary commercial and residential supports a housing program that strengthens the corridor. At 35 du/ac, the site accommodates 26 homes (14 lower-income). A podium with a mid-block paseo and street trees can calm the frontage, reduce heat-island, and knit to neighbors. 2B/2R and 4B streamline entitlement and site standards; 2O/2P allow pairing with the contiguous lot

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ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			for shared access. Parallels include The Plaza at Sierra (Fontana) and Nuevo Apartments (Pomona).
73	012757229	630 W FOOTHILL BLVD	KING, ALBERT & RHODA DECEDENTS TRUST	Specific Plan	Commercial – Pedestrian	0.82	0.82	0	No	No	No	Yes	1 unit	35	23	13	1	9	Companion parcel to ID-72 with similar low coverage and excessive paving—ideal for coordinated planning. At 35 du/ac, the site accommodates 23 homes (13 lower-income). A sibling courtyard building can share a consolidated driveway, expand pedestrian realm, and deliver consistent architectural rhythm. 2B/2R, 2O/2P, and 4B support assembly and unified access. Case pairs like adjacent pads at Mission Heritage Plaza (Riverside) and Sierra Fountains (Fontana) show synergy from coordinated redevelopment.
74	012757231	620 W FOOTHILL BLVD	LUZZI, JERRY Q TR	Specific Plan	Commercial – Pedestrian	0.81	0.81	0	No	No	No	Yes	1 unit	35	22	12	1	9	Restaurant pad with tight building and large apron parking—exact pattern that transitions well to housing. At 35 du/ac, the site accommodates 22 homes (12 lower-income). A compact podium with ground-floor stoops can simplify circulation, add shade canopy, and respect nearby residential with step-backs. 2B/2R and 4B facilitate entitlement; 3H helps calibrate stalls. Comparable pad transformations—Whittier Park Place (Whittier); Sierra Fountains (Fontana)—validate feasibility.
75	012758230	444 W FOOTHILL BLVD	PISCES PROPERTIES	Specific Plan	Commercial – Pedestrian	0.55	0.55	0	No	No	No	Yes	1 unit	35	15	8	1	6	Small commercial pad with high paving ratio; frontage improvements (trees, lighting) and access consolidation will materially improve the block. At 35 du/ac, the site accommodates 15 homes (8 lower-income). A 3-story walk-up over podium or at-grade tuck-under can fit gracefully while buffering

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			the rear. Programs 2B/2R and 4B address yield and standards. Similar modest pads have delivered durable infill—Howard & Irene Levine Senior (Los Angeles) and Nuevo Apartments (Pomona).
76	013005148	409 E FOOTHILL BLVD	BANK OF AMERICA NA	Specific Plan	Commercial – Pedestrian	0.92	0.92	0	No	No	No	Yes	1 unit	35	25	14	1	10	Bank pad with a drive-through loop and oversupplied parking—a textbook candidate for a mid-rise swap-out. At 35 du/ac, the site accommodates 25 homes (14 lower-income). A wrapped or liner podium can hold the corner, bury parking, and create an active lobby edge. 2B/2R and 4B streamline intensity/design; 3H moderates parking. Banking-pad replacements—The Mark (Riverside), Paloma at MainPlace (Orange)—show cost-efficient delivery and corridor repair.
77	013046208	918 E FOOTHILL BLVD	HOSPITALITY GROUP LLC	Specific Plan	Commercial – Pedestrian	1.74	1.74	0	No	No	No	Yes	13	35	48	26	2	20	Larger multi-tenant commercial with extensive asphalt—enough acreage for a true block plan with internal drives, amenity courtyards, and phased development. At 35 du/ac, the site accommodates 48 homes (26 lower-income). A 4-story podium or wrap can consolidate access points, add a green mid-block, and provide a gentler interface to adjacent residential. 2B/2R enable yield; 4B clears legacy ratios; 3H trims stalls if transit-eligible. Strip-to-housing precedents—Mission Heritage Plaza (Riverside) and The Plaza at Sierra (Fontana)—are directly analogous at this scale.
78	013316405	402 E FOOTHILL BLVD	MONTCLAIR INDUSTRIAL PARK LP	Specific Plan	Commercial – Pedestrian	0.65	0.65	0	No	No	No	Yes	1 unit	35	18	10	1	7	Small commercial building with high paving share and limited activation—strong infill candidate. At 35 du/ac, the site accommodates 18 homes (10 lower-income). A stacked-flat over

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			podium with a landscaped setback can soften the edge and close a streetwall gap, improving walkability to nearby services. 2B/2R and 4B support feasibility; 3H can reduce stalls. Similar micro-pads have transitioned successfully—Sierra Fountains (Fontana); Whittier Park Place (Whittier).
79	013339119	702 E FOOTHILL BLVD	AUTOZONE INC	Specific Plan	Commercial – Pedestrian	0.82	0.82	0	No	No	No	Yes	1 unit	35	22	12	1	9	Auto-parts retailer with peripheral parking and low FAR on a visible frontage. At 35 du/ac, the site accommodates 22 homes (12 lower-income). A compact podium introduces active residential entries, replaces excess curb cuts, and enhances the pedestrian realm while buffering service areas to the rear. 2B/2R and 4B remove barriers; 3H supports right-sizing parking. Comparable single-tenant conversions—The Mark (Riverside) and Nuevo Apartments (Pomona)—confirm market appetite.
80	013339118	750 E FOOTHILL BLVD	RIALTO MANAGEMENT GROUP LLC	Specific Plan	Commercial – Pedestrian	2.74	2.74	0	No	No	No	Yes	21	35	76	42	4	30	A nearly 3-acre commercial parcel with expansive surface parking—exactly the delivery scale at which a wrap or podium community with internalized circulation, amenity clusters, and green courtyards pencils efficiently. At 35 du/ac, the site accommodates 76 homes (42 lower-income). Consolidating driveways and adding a double-row of street trees would materially upgrade corridor comfort and safety, while stepping down massing near residential edges. 2B (Rezone) and 2R (Incentives) reinforce intensity; 4B modernizes site/parking standards; 3H can reduce stalls where eligible. Similar strip-center transformations—Mission Heritage

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ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			Plaza (Riverside) and The Plaza at Sierra (Fontana)—underscore feasibility and placemaking payoff.
81	012758221	364 W FOOTHILL BLVD	VO, KIM	Specific Plan	Commercial – Pedestrian	0.62	0.62	0	No	No	Yes	Yes	1 unit	35	17	9	1	7	Shallow, corner-visible infill pad with no structures and direct corridor exposure—an easy lift for compact multifamily that stitches a gap in the Foothill frontage. At 35 du/ac, the site accommodates 17 homes (9 lower-income). A 3–4 story stacked-flat over podium with a forecourt facing Foothill and internalized parking can calm the driveway count and add street trees/lighting, improving pedestrian comfort along the block. Adjacencies (small-format retail, another vacant lot, and established residential behind) support compatible massing and smooth lease-up. Programs 2B (Rezone to Provide Adequate Sites) and 2R (Residential Incentives) enhance yield; 3H (AB 2097 Parking Near Transit) can right-size stalls where eligible; 4B (Remove Development Constraints) clears lingering design/parking barriers. Similar reuses of vacant pads to housing—The Plaza at Sierra (Fontana) and Whittier Park Place (Whittier)—illustrate the same corridor infill logic and delivery scale.
82	012836115	N/A	TUDOR, MARION P & CHERYL G TRS	Specific Plan	Commercial – Pedestrian	2.37	2.37	0	No	No	Yes	Yes	21	35	66	36	3	27	Large vacant interior of a commercial block with broad frontages and simple utilities—ideal for assembling a clean, mid-block neighborhood with paseos and green courts. At 35 du/ac, the site accommodates 66 homes (36 lower-income). The 2.37-acre footprint supports an efficient podium or wrap with internal drives and amenity clusters; adjacency to an auto dealership and residential provides a

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			natural transition from higher-activity retail to quieter homes. Programs 2O/2P (Lot Consolidation) and 2B/2R help realize full-block efficiency; 4B resolves standards; 2H (SB 35 Streamlining) may apply if affordability thresholds are met. Comparable "vacant block to multifamily" deliveries—Mission Heritage Plaza (Riverside) and Nuevo Apartments (Pomona)—show market acceptance and phasing paths.
83	012836118	N/A	ELJO LLC	Specific Plan	Commercial – Pedestrian	0.92	0.92	0	No	No	No	Yes	1 unit	35	25	14	1	10	Underbuilt commercial pad with heavy paving and minimal structures suggests a straightforward scrape-and-build or phased rear-lot infill. At 35 du/ac, the site accommodates 25 homes (14 lower-income). A three-story walk-up or small podium with a pocket plaza at the street can reframe the frontage and bridge to nearby homes. Programs 2B, 2R, and 4B support intensity and reduce soft costs; 3H can trim parking near transit. Case studies like Howard & Irene Levine Senior Community (Los Angeles) and Sierra Fountains (Fontana) demonstrate feasible conversions from paved pads to efficient multifamily.
84	012836119	N/A	HERNANDEZ, RAUL	Specific Plan	Commercial – Pedestrian	0.92	0.92	0	No	No	Yes	Yes	1 unit	35	25	14	1	10	Vacant pad with clear access, flanked by retail and neighborhoods—an easy site plan with minimal demolition and quick utilities. At 35 du/ac, the site accommodates 25 homes (14 lower-income). A courtyard apartment with limited liner retail (if desired by market) can soften the edge to adjacent homes while adding eyes-on-the-street. Programs 2B/2R strengthen feasibility; 4B streamlines frontage and open-space standards; 3H can reduce

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			parking ratios. Analogous small-site infill—Whittier Park Place (Whittier)—shows how modest footprints still yield meaningful affordable units.
85	012836121	N/A	TUDOR, MARION P & CHERYL G TRS	Specific Plan	Commercial – Pedestrian	0.92	0.92	0	No	No	Yes	Yes	1 unit	35	25	14	1	10	Another vacant, mid-corridor pad where land value—not structure value—drives the pro forma. At 35 du/ac, the site accommodates 25 homes (14 lower-income). A compact podium with a shared courtyard and Foothill-addressed lobby can rationalize drive aisles and deliver a calmer residential edge behind. Programs 2O/2P (if assembled), 2B/2R, and 4B reduce risk; 3H supports mobility choice. Comparable transitions from empty lots to multifamily—The Plaza at Sierra (Fontana)—illustrate quick path-to-permit under streamlined standards.
86	012836122	N/A	TUDOR, VLADIMER & MANDINA BY-PASS TR	Specific Plan	Commercial – Pedestrian	1.61	1.61	0	No	No	Yes	Yes	13	35	44	24	2	18	Larger vacant acreage with residential to the rear offers a natural step-down massing strategy and generous internal open space. At 35 du/ac, the site accommodates 44 homes (24 lower-income). A U-shaped podium with mid-block paseo connections can knit the corridor frontage to the neighborhood, replacing blank fencing with a shaded pedestrian route. Programs 2O/2P (if coordinated with neighbors), 2B/2R, 4B, and 2H (if applicable) elevate certainty. Similar outcomes—Mission Heritage Plaza (Riverside)—show how multi-acre blocks can flip from idle land to anchored residential.
87	012857125	N/A	PROPERTY PLUS MOBIL LLC	Specific Plan	Commercial – Pedestrian	1.61	1.61	0	No	No	Yes	Yes	13	35	45	25	2	18	Actively transitioning vacant lot within a retail node; construction momentum nearby reduces perceived risk and supports absorption. At 35 du/ac, the

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			site accommodates 45 homes (25 lower-income). A perimeter-building concept with a corner plaza can tame turning movements and improve bus stop access. Programs 2B/2R, 4B, and 3H (where eligible) support yield; 2H fast-tracks if affordability is met. Precedents like Nuevo Apartments (Pomona) and The Mark (Riverside) validate market appetite for new units at transitioning corners.
88	013046207	918 E FOOTHILL BLVD	HOSPITALITY GROUP LLC	Specific Plan	Commercial – Pedestrian	1.63	1.63	0	No	No	Yes	Yes	13	35	45	25	2	18	Large, clean-slate corner adjacent to a regional drugstore—excellent visibility, simple access control, and shared-trip potential. At 35 du/ac, the site accommodates 45 homes (25 lower-income). A four-story stacked-flat over podium with a pocket green and pedestrian cut-through can shorten walking distances to services and reduce driveway clutter. Programs 2B/2R, 4B, and 3H (if transit-qualified) bolster feasibility. Comparable corner conversions—Mission Heritage Plaza (Riverside)—illustrate successful integration beside active retail anchors.
89	013046102	825 E FOOTHILL BLVD	WANG, TAI YUAN IRREVOCABLE TR 12/12	Specific Plan	Commercial – Pedestrian	2.03	2.03	0	No	No	Yes	Yes	21	35	56	31	3	22	Deep, vacant corridor parcel between institutional and specialty retail uses—ideal for a quiet residential court behind a refined streetwall. At 35 du/ac, the site accommodates 56 homes (31 lower-income). A pair of courtyard buildings with a central green can organize circulation and buffer the church edge. Programs 2B/2R, 4B, and 2H (if applicable) reduce friction; 3H enables parking right-sizing. Similar infill next to faith-based and specialty uses—Howard & Irene Levine Senior (Los Angeles)—

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			demonstrates compatibility and community benefits.
91	013001313	N/A	DIPONIO, JOHN	Specific Plan	Commercial – Mixed Use	0.57	0.57	0	Yes	No	Yes	Yes	1 unit	35	15	8	1	6	Small vacant lot within a cluster of empty pads—prime for coordinated site planning that shares access and utilities. At 35 du/ac, the site accommodates 15 homes (8 lower-income). A three-story walk-up with a compact motor court and a shaded frontage patio can elevate the block's look and knit to adjacent residential. Programs 2O/2P, 2B/2R, and 4B support a bundled approach; 3H trims parking if eligible. Comparable micro-infill—Whittier Park Place (Whittier)—shows lenders will back well-designed small sites when paired with corridor amenities.
92	013001312	N/A	DIPONIO, JOHN	Specific Plan	Commercial – Mixed Use	0.57	0.57	0	Yes	No	Yes	Yes	1 unit	35	15	8	1	6	Another vacant pad in the same cluster—opportunity to phase delivery or share improvements with ID-91 to boost efficiency. At 35 du/ac, the site accommodates 15 homes (8 lower-income). A tight U-court or L-shaped building with landscape buffer to neighbors can deliver privacy and a refined edge. Programs 2O/2P, 2B/2R, 4B underpin feasibility; 3H can further right-size parking. Case studies in Appendix B (e.g., The Plaza at Sierra, Fontana) underscore the value of paired, small-site production.
93	013006105	N/A	CHIU, DAVID	Specific Plan	Commercial – Mixed Use	0.69	0.69	0	Yes	No	Yes	Yes	1 unit	35	19	10	1	8	Vacant frontage between other empties and housing—low conflict, high clarity for residential reuse. At 35 du/ac, the site accommodates 19 homes (10 lower-income). A three-story liner building with a mid-block paseo can soften the corridor and improve walk access to nearby

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			services. Programs 2B/2R, 4B, and 2O/2P (if coordinated) support economics; 3H optimizes stalls. Comparable modest-scale infill—Sierra Fountains (Fontana)—illustrates straightforward delivery on formerly vacant lots.
94	024316113	1610 W FOOTHILL BLVD	VILLEGAS, ROBERTO	Specific Plan	Residential – Mixed Use	0.67	0.67	0	No	No	Yes	Yes	1 unit	35	18	10	1	7	Clean, vacant corner near civic/religious uses and residential—an intuitive transitional housing site with strong sightlines. At 35 du/ac, the site accommodates 18 homes (10 lower-income). A small podium or stacked-flat with a corner plaza can dignify the intersection and shorten walks to nearby community destinations. Programs 2B/2R and 4B expedite approvals; 2H may apply for affordability; 3H helps tune parking. Comparable corners such as Mission Heritage Plaza (Riverside) show demand for well-located, service-adjacent units.
95	012806124	N/A	FOOTHILL BLVD PROPERTY LLC	Specific Plan	Residential – Mixed Use	0.86	0.86	0	Yes	No	No	Yes	1 unit	35	24	13	1	10	County parking area proximate to offices and neighborhoods—ripe for public-private infill that preserves essential stalls via structure while adding homes. At 35 du/ac, the site accommodates 24 homes (13 lower-income). A liner-over-podium concept can maintain weekday capacity while delivering after-hours community space. Programs 2B/2R, 4B, and potential public-site partnerships within the Housing Element framework improve feasibility; 3H reduces the stall load where applicable. Analogous civic-edge projects—Mission Heritage Plaza (Riverside)—illustrate how institutional land transitions to mixed public/housing use.

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ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
96	012808143	N/A	KAPITAL PARTNERS OZ LLC	Specific Plan	Commercial – Mixed Use	1.12	1.12	0	Yes	No	Yes	Yes	13	35	31	17	2	12	Vacant 1.12-acre MU site bracketed by medical and residential—ideal for a health-adjacent community with on-site services. At 35 du/ac, the site accommodates 31 homes (17 lower-income). A courtyard plan with small wellness/telehealth room at ground can leverage proximity to clinics and reduce vehicle trips. Programs 2B/2R, 4B, 2H (if applicable), and 3H (parking) directly support the pro forma. Comparable medical-edge infill—Howard & Irene Levine Senior (Los Angeles)—shows high acceptance and stable absorption.
97	012808145	N/A	KAPITAL PARTNERS OZ LLC	Specific Plan	Commercial – Mixed Use	1.13	1.13	0	Yes	No	Yes	Yes	13	35	31	17	2	12	Vacant MU parcel with minor shared parking today—simple to re-stripe and phase construction without disrupting neighboring offices. At 35 du/ac, the site accommodates 31 homes (17 lower-income). A modest podium with paseo linkage to the clinic next door creates a micro-campus feel and improves daytime activation. Programs 2B/2R, 4B, 3H, and 2O/2P (if small easements are rationalized) improve certainty. Appendix B examples—The Mark (Riverside) and Sierra Fountains (Fontana)—demonstrate similar pads transitioning to multifamily.
98	013001311	625 W FOOTHILL BLVD	DIPONIO, JOHN	Specific Plan	Commercial – Mixed Use	1.13	1.13	0	Yes	No	Yes	Yes	13	35	31	17	2	12	Vacant frontage near commercial and other empty lots provides a low-friction entitlement path and a chance to consolidate driveway cuts. At 35 du/ac, the site accommodates 31 homes (17 lower-income). A forecourt entry with internalized parking and robust street trees can calm traffic and upgrade corridor aesthetics for adjacent parcels. Programs 2B/2R, 4B, and 2O/2P (if paired with neighbors)

Table B-20: Sites Inventory by Opportunity Area

ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			strengthen feasibility; 3H right-sizes stalls. Analogous corridor infill—Whittier Park Place (Whittier)—illustrates quick delivery on small-to-mid sites.
99	024316151	1630 W FOOTHILL BLVD	NASRE, NABIL & SUZAN REVOCABLE TR 12	Specific Plan	Residential – Mixed Use	1.17	1.17	0	Yes	No	Yes	Yes	13	35	32	18	2	12	Corner-oriented MU lot with residential nearby—great bones for a gateway building that "finishes" the intersection. At 35 du/ac, the site accommodates 32 homes (18 lower-income). A C-shaped podium with a pocket plaza at the corner strengthens pedestrian priority and gives neighbors a shaded waiting spot. Programs 2B/2R, 4B, and 3H (if transit-eligible) enhance yield. Comparable corner reinvestments—Mission Heritage Plaza (Riverside)—show solid leasing velocity and community benefits.
100	013317109	520 E FOOTHILL BLVD	YASMEH, BEHZAD	Specific Plan	Residential – Mixed Use	1.25	1.25	0	No	No	Yes	Yes	13	35	34	19	2	13	Larger vacant MU parcel surrounded by other empties, residential, and light auto service—textbook for a phased two-building plan with shared amenities. At 35 du/ac, the site accommodates 34 homes (19 lower-income). A pair of three-over-podium buildings with a central green can shorten walking distances to daily goods and soften the transition to adjacent homes. Programs 2O/2P (if coordinated), 2B/2R, 4B, and 2H (where applicable) reduce timeline risk; 3H helps curb structured parking costs. Comparable two-building deliveries—The Plaza at Sierra (Fontana) and Nuevo Apartments (Pomona)—affirm feasibility and absorption at this scale.
101	013001302	345 CACTUS AVE	HAHN, BRIAN	Specific Plan	Commercial – Mixed Use	1.67	1.67	0	Yes	No	Yes	Yes	13	35	46	25	2	19	A vacant Commercial–Mixed Use parcel with no demolition cost and

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ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			strong adjacency to other vacant lots and nearby neighborhoods—ideal conditions for a compact multifamily community that stitches the block back together. At 35 du/ac, the site accommodates 46 homes (25 lower-income). A 3–4 story stacked-flat or light podium prototype with a forecourt on Cactus and a green mews to the interior can internalize parking, calm drive aisles, and frame usable open space. The added resident population would support nearby corridor retail and improve passive surveillance on side streets, while a single access point reduces conflict with pedestrians and bikes. Program 2B (Rezone to Provide Adequate Sites) and Program 2R (Residential Incentives) lift residual land value; Program 4B (Remove Development Constraints) helps right-size standards; and, where applicable, Program 3H (AB 2097 Parking Near Transit) can moderate stall counts to match demand. Similar vacant-pad conversions—Mission Heritage Plaza (Riverside) and Sierra Fountains (Fontana)—show how small blocks can deliver meaningful affordable yield while upgrading corridor edges.
102	013317131	N/A	YASMEH, BEHZAD	Specific Plan	Residential – Mixed Use	2.08	2.08	0	No	No	No	Yes	21	35	58	32	3	23	Underbuilt land within a Residential–Mixed Use setting where much of the lot is open or paved positions this as a straightforward infill play. At 35 du/ac, the site accommodates 58 homes (32 lower-income). A wrap or efficient podium with liner units along the street can convert surplus asphalt into housing, shade trees, and a safer sidewalk edge. The project would

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			buffer adjoining homes with step-downs at the rear and consolidate driveways to simplify circulation. Programs 2B and 2R support intensity and gap-closing incentives; Program 4B streamlines design/parking standards; where within a transit influence area, Program 3H can further right-size parking. Corridor analogs—The Plaza at Sierra (Fontana) and Whittier Park Place/Catalina (Whittier)—demonstrate the same "asphalt-to-apartments" repositioning at this scale.
103	012807130	N/A	KIM, HONGGIE	Specific Plan	Residential	2.09	2.09	0	Yes	No	Yes	Yes	21	35	58	32	3	23	A clean, vacant Residential parcel adjacent to a mix of residential and commercial uses—low friction for site work and approvals. At 35 du/ac, the site accommodates 58 homes (32 lower-income). A courtyard or double-loaded stacked-flat footprint can create a quiet interior open space while presenting an active, well-landscaped frontage to the corridor. Shared amenity rooms placed toward the street add "eyes on" the public realm and reinforce pedestrian comfort. Programs 2B/2R elevate feasibility; Program 4B resolves legacy bulk/height/parking constraints; Program 2H (SB 35 Streamlining) may apply where eligibility is met. Comparable infill on cleared pads—Depot at Santiago (Santa Ana) and Mission Heritage Plaza (Riverside)—illustrate how vacant land can deliver high-amenity housing that knits to surrounding blocks.
104	024316110	1690 W FOOTHILL BLVD	NASRE, NABIL & SUZAN REV TR 12/22/05	Specific Plan	Residential – Mixed Use	2.10	2.10	0	Yes	No	Yes	Yes	21	35	58	32	3	23	A corner, underutilized Residential–Mixed Use lot with substantial non-building area—prime for a gateway statement at the intersection. At 35

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			du/ac, the site accommodates 58 homes (32 lower-income). A podium with ground-floor lobby and small retail-supportive flex space at the corner can anchor the intersection, while step-backs above level 3 reduce bulk facing adjacent homes. Consolidated access and structured parking replace multiple drive cuts, improving safety and walkability along Foothill. Programs 2B and 2R support the mixed-use intensity; Program 4B clarifies frontage and open-space standards; Program 3H may right-size parking if transit-proximate. Precedents like Paloma at MainPlace (Orange) and The Mark (Riverside) show how corner pads can flip from circulation/parking to housing with activated edges.
105	012801132	1364 FOOTHILL BLVD	LPJ INVESTMENT LLC	Specific Plan	Residential – Mixed Use	2.15	2.15	0	Yes	No	Yes	Yes	21	35	60	33	3	24	A vacant corner parcel to a neighborhood retail strip—an easy intensification opportunity that reinforces the corridor node. At 35 du/ac, the site accommodates 60 homes (33 lower-income). A compact wrap or “Texas donut” with a landscaped corner plaza can frame Foothill, hide parking, and still provide quiet terraces at the rear for compatibility with nearby homes. The new residents bolster local businesses and support off-peak activity, addressing current gaps in evening foot traffic. Programs 2B/2R lift FAR and yield via incentives; Program 4B resolves objective design/parking items; Program 3H can bring stalls in line with actual demand. Comparable node-strengtheners—Mission Heritage Plaza (Riverside) and Sierra Fountains

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			(Fontana)—demonstrate the value of adding households at retail crossroads.
106	012801133	475 N LINDEN AVE	HOVAV, ZECHARIA	Specific Plan	Residential – Mixed Use	2.23	2.23	0	No	No	Yes	Yes	21	35	62	34	3	25	A larger vacant Residential–Mixed Use site fronting a collector street—enough land to deliver a lender-friendly, amenity-rich program. At 35 du/ac, the site accommodates 62 homes (34 lower-income). Two mid-blocks with a central green or paseo can organize circulation, shorten utility runs, and step down toward the neighborhood edge. A small corner café/amenity room at Linden can add activity without sacrificing residential yield. Programs 2B and 2R unlock intensity and fee deferrals; Program 4B cleans up bulk/open-space ratios; Program 2O/2P (Lot Consolidation) can capture any shared access with cooperating neighbors. This pattern matches successful mid-block apartments such as The Mark (Riverside) and Whittier Park Place (Whittier).
107	013317108	534 E FOOTHILL BLVD	YASMEH, BEHZAD	Specific Plan	Residential – Mixed Use	2.24	2.24	0	No	No	Yes	Yes	21	35	62	34	3	25	A cleared Residential–Mixed Use pad amid several other vacant holdings—ideal to sequence construction while maintaining corridor operations. At 35 du/ac, the site accommodates 62 homes (34 lower-income). A podium with liner town-flats along Foothill can humanize the frontage, with internalized parking and service off a single drive. Street-tree and lighting upgrades replace today's open pavement, calming speeds and stitching to adjacent blocks. Programs 2B/2R support feasibility; Program 4B standardizes setbacks and glazing along the corridor; Program 3H, if eligible, trims parking ratios to align

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ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			with market. Similar corridor redevelopments—The Plaza at Sierra (Fontana) and Depot at Santiago (Santa Ana)—show market appetite for this scale and format.
108	013317107	565 E FOOTHILL BLVD	YASMEH, BEHZAD	Specific Plan	Residential – Mixed Use	2.43	2.43	0	No	No	Yes	Yes	21	35	67	37	3	27	One of the larger vacant Residential–Mixed Use pads on the corridor with adjacency to an auto dealer—ample depth for a full block plan and clear phasing. At 35 du/ac, the site accommodates 67 homes (37 lower-income). A two-building strategy—a primary podium facing Foothill with a secondary courtyard building behind—can stage delivery, manage frontage massing, and create an interior amenity spine. Consolidated access and new sidewalks reduce drive conflicts and improve the pedestrian realm near the dealership. Programs 2B/2R and 4B reinforce intensity and streamline approvals; Program 2H (SB 35) may provide ministerial processing where criteria are met; Program 3H can right-size parking near transit. Comparable big-pad redevelopments—Paloma at MainPlace (Orange) and Mission Heritage Plaza (Riverside)—validate this scale and mix.
111	012857126	N/A	PROPERTY PLUS MOBIL LLC	Specific Plan	Commercial – Pedestrian	5.15	5.15	0	No	No	Yes	Yes	30	35	144	79	7	58	A 5-acre vacant Commercial–Pedestrian site with multiple frontages and broad adjacency to both residential and commercial—textbook canvas for a complete neighborhood block. At 35 du/ac, the site accommodates 144 homes (79 lower-income). A gridded internal street/paseo network with 3–4 story buildings can distribute massing, deliver addressable stoops, and phase utilities efficiently. Edges along the

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			corridor can carry active lobbies and small resident-serving flex spaces, while rear edges step down to meet adjacent homes. Programs 2B (Rezoning) and 2R (Incentives) supply the economics for deeper affordability; Program 4B (Remove Constraints) resolves frontage/parking standards; Program 3H (AB 2097) can further calibrate stalls if within a transit area. Comparable large-parcel repositioning—The Mark (Riverside) and Paloma at MainPlace (Orange)—illustrates how expansive asphalt/voids become complete, walkable residential blocks with strong absorption.
400	013001316	N/A	WILLIAMSON FAMILY REVOCABLE LIVING T	Specific Plan	Residential – Mixed Use	0.46	0.46	0	Yes	No	Yes	No	21	35	12	7	1	4	A vacant infill pad (~0.46 buildable acres) with corridor exposure and shallow existing improvements—precisely the geometry that supports a 3–4 story stacked-flat or micro-podium with an addressable forecourt and internalized parking. Consolidating curb cuts, adding trees/lighting, and pulling a clean streetwall to the frontage would materially improve walk comfort while stepping massing and landscape at the rear to respect adjacent residential. At the assumed density, the site accommodates 12 homes (7 lower-income). Programs 2B (Rezone) and 2R (Residential Incentives) lift yield and economics; 4B (Remove Constraints) tunes setbacks/parking for compact prototypes; where eligible, 3H (AB 2097) lets stalls match demand. Comparable small-pad conversions—Howard & Irene Levine Senior Community (Los Angeles) and Whittier

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			Park Place (Whittier)—show market-tested feasibility at this scale.
401	013002145	N/A	GOLDEN STAR HOLDINGS LLC	Specific Plan	Commercial – Pedestrian	0.51	0.51	0	No	No	Yes	Yes	30	35	14	8	1	5	Another vacant corridor parcel (~0.51 acres). A three-story walk-up or slim podium can place doors to the street and hide stalls to the interior, closing a visible gap and calming turning movements with a single shared access. At the assumed density, the site accommodates 14 homes (8 lower-income). Programs 2B/2R and 4B support a clean entitlement path; 3H can right-size parking near transit. Precedents such as Whittier Park Place (Whittier) and Nuevo Apartments (Pomona) demonstrate small, visible pads transitioning to efficient multifamily while strengthening corridor edges.
2 – North Riverside Avenue																			
112	012703201	N/A	BLESSED JOHN XXIII CATHOLIC COMMUNIT	Residential 6	R-1A	0.76	0.76	0	Yes	No	Yes	Yes	2.96	39	23	13	1	9	A church-owned vacant parcel embedded in a residential fabric—strong adjacency to homes, and an uncluttered site condition make this a low-friction infill candidate. At 39 du/ac, the site accommodates 23 homes (13 lower-income). A three-story walk-up or compact podium with a neighborhood-facing forecourt and rear step-downs can respect the block's scale while internalizing parking. Residential entrances and a porch/stoop rhythm would knit seamlessly to the single-family edge, improving passive surveillance and sidewalk activity. Programs 2B (Rezone to Provide Adequate Sites) and 2R (Residential Incentives) bolster feasibility; 4B (Remove Development Constraints) can right-size legacy

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			standards; and SB 4 (faith-based streamlining) further enhances entitlement certainty when affordability thresholds are met. Transitions from institutional land or empty pads to housing—Mission Heritage Plaza (Riverside) and Whittier Park Place/Catalina (Whittier)—mirror the same reuse logic at neighborhood edges.
113	012709101	1773 N RIVERSIDE AVE	BETHANY PRESBYTERIAN CHURCH	Office	A-P	4.63	1.16	0	No	No	No	Yes	0	39	36	20	2	14	An active church campus with large surface parking and unbuilt corners—classic underutilization along a commercial corridor with homes behind. At 39 du/ac, the site accommodates 36 homes (20 lower-income). A wrapped or podium building with a thin, active edge on Riverside and step-backs toward rear yards can convert excess asphalt into housing, trees, and lighting while consolidating driveways for safer pedestrian crossings. This adds a resident base to support nearby services and calms an auto-forward frontage. Programs 2B/2R lift yield and gap closing; 4B reduces friction on height/open space/parking; SB 4 provides a ministerial path for qualifying faith-based affordable projects. Institutional-to-housing precedents—Mission Heritage Plaza (Riverside) and Depot at Santiago (Santa Ana)—show comparable delivery at this scale.
114	012708104	1786 N RIVERSIDE AVE	SUMMER MELODY LLC	Office	A-P	2.23	1.12	0	No	No	No	Yes	0	39	34	19	2	13	An older office parcel with a shallow building and expansive parking fields on a commercial corridor. At 39 du/ac, the site accommodates 34 homes (19 lower-income). A compact 3–4 story stacked-flat or light podium prototype

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			that pulls a strong corner, internalizes parking, and screens service can transform an exposed lot into an addressable residential edge. Adjacent homes benefit from rear step-downs and landscape buffers; nearby commercial gains a reliable customer base. Programs 2B/2R support intensity and incentives; 4B cleans up dimensional/parking standards; 3H (AB 2097) can right-size stalls if transit-proximate. Corridor flips from low-coverage commercial to housing—The Plaza at Sierra (Fontana) and The Mark (Riverside)—demonstrate cost-efficient delivery using similar footprints.
115	012708103	1766 N RIVERSIDE AVE	DAVMAC PROPERTIES	Office	A-P	2.25	1.12	0	No	No	No	Yes	0	39	35	19	2	14	Another aging office/low-intensity commercial site with surplus asphalt and limited reinvestment signals, positioned between corridor retail and nearby neighborhoods. At 39 du/ac, the site accommodates 35 homes (19 lower-income). A liner-unit podium or courtyard building can repair the streetwall, consolidate access, and introduce shade, seating, and lighting. Rear step-downs and a planted setback temper massing toward single-family. Programs 2B and 2R improve economics; 4B streamlines objective design and parking; 3H may reduce stall ratios, lowering podium cost. Comparable corridor infill—Sierra Fountains (Fontana) and Paloma at MainPlace (Orange)—illustrates the feasibility of repositioning shallow office pads into multifamily with strong absorption.
116	012705308	1876 N RIVERSIDE AVE	JAA DEVELOPMENT LP	Community Commercial	C-1	0.51	0.51	0	No	No	No	Yes	0	39	16	9	1	6	A small restaurant pad with outsized parking and little building coverage—

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			highly convertible to compact housing while preserving a calm edge to adjacent uses. At 39 du/ac, the site accommodates 16 homes (9 lower-income). A three-story walk-up with tuck-under or podium parking and a planted forecourt would trade drive aisles for front doors and trees, adding "eyes on the street" and evening activity. Programs 2B/2R elevate yield and help with fees or on-site affordability; 4B resolves bulk/open-space ratios; 3H supports demand-based parking where eligible. Similar small-pad conversions—Howard & Irene Levine Senior (Los Angeles) and Whittier Park Place/Catalina (Whittier)—illustrate proven pathways from paved lots to attainable homes.
117	012704102	1833 N RIVERSIDE AVE	FRANKOVICH, PETER & JUDITH TR 06/23/	Community Commercial	C-1	0.77	0.39	0	No	No	No	Yes	0	39	12	7	1	4	A marginal commercial parcel with a modest structure and large, underutilized parking area on Riverside Avenue. At 39 du/ac, the site accommodates 12 homes (7 lower-income). A three-story stacked-flat or town-flat hybrid can infill the street edge, create a small plaza node, and consolidate curb cuts—improving pedestrian comfort and tying into nearby residential blocks. Internalized parking and landscape buffers keep operations compatible with neighbors. Programs 2B/2R lift the land's residential value; 4B addresses parking/objective standards; 3H can further right-size stalls if within a transit influence area. Comparable bite-sized conversions—Sierra Fountains (Fontana) and Mission Heritage Plaza (Riverside)—validate delivery at this scale.

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
118	012704143	1817 N RIVERSIDE AVE	TANG, JULIE C	Community Commercial	C-1	0.97	0.48	0	No	No	No	Yes	0	39	15	8	1	6	A slightly larger commercial lot with documented turnover and persistent underbuilding—strong indicators of redevelopment readiness. At 39 du/ac, the site accommodates 15 homes (8 lower-income). A small podium or efficient courtyard plan with a Riverside-facing lobby activates the frontage, while step-backs and trees soften edges toward adjacent residences. Consolidated access and upgraded lighting improve safety and circulation. Programs 2B/2R bolster feasibility; 4B streamlines massing/open-space compliance; 3H can moderate stalls if transit-eligible. Similar mid-block reinventions—Depot at Santiago (Santa Ana) and The Mark (Riverside)—show consistent financing and absorption at this unit count.
119	012705310	N/A	DIGNITY HEALTH	Community Commercial	C-1	4.90	4.90	0	No	No	Yes	Yes	0	39	152	84	8	60	A large vacant holding proximate to medical offices and residential—ample depth for a lender-friendly, amenity-rich program that supports the employment base. At 39 du/ac, the site accommodates 152 homes (84 lower-income). A two-building strategy with an internal paseo—primary frontage building to define the corridor; secondary courtyard building behind—enables phased utilities and mitigates massing at neighborhood edges. New residents strengthen nearby medical and retail, while a single consolidated driveway reduces conflicts. Programs 2B/2R and 4B are pivotal for yield and streamlined standards; 2H (SB 35 Streamlining) may apply if affordable thresholds are met; 3H supports parking calibration if within transit criteria. Large-pad redevelopments—

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			Paloma at MainPlace (Orange) and Mission Heritage Plaza (Riverside)—demonstrate the viability of delivering scale with strong placemaking.
402	026417135	N/A	15594 S & M LLC	Residential 6	R-1A	1.02	1.02	0	Yes	No	Yes	Yes	2.96	39	31	17	2	12	A larger vacant lot (~1.02 acres) surrounded by single-family neighborhoods—ideal for a courtyard or L-shaped podium that faces the corridor with an active edge and steps down at the rear with setbacks, trees, and privacy guards. At the assumed density, the site accommodates 31 homes (17 lower-income). Programs 2B and 2R underwrite intensity and pro-forma; 4B resolves dimensional standards; 3H can reduce stall counts where eligible. Comparable neighborhood-edge transitions—Sierra Fountains Apartments (Fontana) and Whittier Park Place (Whittier)—illustrate a gentle scale shift that knits new housing into established blocks.
403	026417137	N/A	Resendez Margaret L	Residential 6	R-1A	2.40	2.40	0	Yes	No	Yes	Yes	2.96	39	74	40	5	29	A 2.40-acre vacant tract with long frontage and deep interior area—right in the delivery sweet spot for a podium or wrap with internal drives, mews courts, and a planted perimeter to buffer adjacent homes. A corner plaza or mid-block paseo can stitch pedestrian circulation and consolidate multiple driveways into one controlled access. At the assumed density, the site accommodates 74 homes (40 lower-income). 2B/2R provide the entitlement/economics framework; 4B modernizes parking/open-space ratios; 2O/2P (Lot Consolidation) offers optional assembly with neighbors for phasing. Similar big-apron conversions—The Mark (Riverside) and Paloma at Main Place (Orange)—show

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			the same repositioning from asphalt to multifamily with strong public-realm gains.
404	026417144	N/A	15594 S & M LLC	Residential 6	R-1A	0.33	0.33	0	Yes	No	Yes	No	2.96	39	10	5	1	4	A compact vacant parcel (~0.33 acres) framed by single-family—ideal for a small, elevator-served walk-up with a landscaped forecourt and a single shared driveway to minimize conflicts. At the assumed density, the site accommodates 10 homes (5 lower-income). 2B/2R and 4B enable yield and streamline small-lot standards; 3H may allow reduced parking near transit. Case studies—Howard & Irene Levine (Los Angeles) and Whittier Park Place (Whittier)—confirm a workable prototype on sites of this size.
405	026417145	N/A	15594 S & M LLC	Residential 6	R-1A	0.33	0.33	0	Yes	No	Yes	No	2.96	39	10	5	1	4	Adjacent to ID-404, this ~0.33-acre vacant pad can mirror a compact stacked-flat plan, sharing access, trash, and stormwater to increase net buildable area and deliver a continuous street tree canopy. At the assumed density, the site accommodates 10 homes (5 lower-income). Programs 2O/2P (assembly) alongside 2B/2R and 4B are the key enablers; 3H can further right-size parking if criteria are met. Comparable paired-pad infill—Whittier Park Place (Whittier)—demonstrates economies of repetition without sacrificing frontage quality.
406	026417146	N/A	15594 S & M LLC	Residential 6	R-1A	0.39	0.39	0	Yes	No	Yes	No	2.96	39	12	6	1	5	A slightly deeper companion (~0.39 acres) that supports the same small-lot playbook: three stories over parking with a forecourt and consolidated access shared with IDs 404–405 to calm turning movements and unify the sidewalk edge. At the assumed density,

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			the site accommodates 12 homes (6 lower-income). 2B/2R, 4B, and 2O/2P keep the envelope efficient; 3H trims stalls where transit proximity applies. Parallels with Nuevo Apartments (Pomona) and Whittier Park Place (Whittier) reinforce feasibility.
407	012711387	1649 N WILLOW AVE RIALTO	Christian Church (Disciples of Christ)	Residential 6	R-1A	1.50	1.50	0	No	No	No	Yes	2.96	39	47	26	3	18	A sizeable church-owned parcel (~1.50 buildable acres) on Willow that can credibly carry a podium with two internal drives, a green forecourt, and a stepped rear massing to transition to nearby homes. At the assumed density, the site accommodates 47 homes (26 lower-income). The block-scale program supports lender-favored efficiency and on-site amenities. 2B/2R provide the density/incentive framework; 4B modernizes standards; 3H can right-size parking. Similar neighborhood-edge multifamily—Sierra Fountains (Fontana) and Mission Heritage Plaza (Riverside)—show successful delivery at this acreage with strong streetscape upgrades.
408	026420124	1685 N EUCALYPTUS AVE RIALTO	More Cash for Homes LLC	Residential 6	R-1A	5.36	5.36	1	No	No	No	Yes	2.96	39	166	91	9	66	A large, mostly vacant tract (~5.36 buildable acres) with an aging single-family home and long Eucalyptus frontage—ideal for a full block-plan: wrapped or podium buildings, internal courtyards, and a network of shaded pedestrian mews. A single consolidated access with corner framing would replace multiple aprons, improving safety and legibility. At the assumed density, the site accommodates 166 homes (91 lower-income). Programs 2B/2R and 4B unlock intensity and efficient standards; 2O/2P can phase sub-districts if needed. Corridor-scale

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			precedents—The Mark (Riverside) and Paloma at Main Place (Orange)—mirror the repositioning of large, underutilized tracts to housing with robust amenity and public-realm packages.
3 – Gateway Specific Plan																			
120	025404113	N/A	RIVERS & LANDS CONSERVANCY	Business Park	R-1A	9.86	9.86	0	No	No	Yes	Yes	0	35	276	152	14	110	Nearly 10 buildable acres of vacant Business Park land present a clean canvas for a master-planned, residential neighborhood concept with internal blocks, greenways, and a legible primary drive. At 35 du/ac, the site accommodates 276 homes (152 lower-income). The adjacency to assisted living and light service uses reduces conflicts and can anchor a mixed-tenure program, while new housing and streets/lighting would convert a blank edge into an active, walkable frontage. Programs 2B (Rezone to Provide Adequate Sites) and 2R (Residential Incentives) lift yield and economics; 4B (Remove Development Constraints) helps calibrate open space/parking; and 2O/2P (Lot Consolidation) supports optional assembly with neighboring underutilized parcels. Corridor conversions of large commercial/parking tracts—such as Mission Heritage Plaza (Riverside) and The Plaza at Sierra (Fontana)—illustrate how underbuilt non-residential land can reposition into efficient multifamily while improving the public realm.
121	025404111	N/A	2245 VALLEY LLC	General Commercial	C-M	10.08	10.08	0	No	No	No	No	0	35	282	155	14	113	A 10-acre C-M parcel dominated by parking and open ground is primed for a phased residential buildout framing a

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			new internal street grid and neighborhood park nodes. At 35 du/ac, the site accommodates 282 homes (155 lower-income). Housing here would stitch together currently disjointed pads, adding sidewalks, trees, and safer crossings along Valley-serving approaches. 2B/2R underpin the intensity and feasibility; 4B tackles design/parking standards; 2O/2P keeps assembly optional. Peer precedents—Nuevo (Pomona) and Paloma at Main Place (Orange)—show how large, auto-oriented lots transform into complete residential communities with strong absorption.
4 – Central Area Specific Plan																			
124	013022226	N/A	CITY OF RIALTO	Downtown Mixed-Use	Support Facilities	1.22	1.22	0	No	Yes	No	Yes	0	38	37	20	2	15	City-owned Downtown Mixed-Use land with meaningful buildable area invites a context-sensitive mid-rise infill that completes the streetwall and activates the block with ground-floor lobby/amenity frontage. At 38 du/ac, the site accommodates 37 homes (20 lower-income). Public ownership streamlines disposition and can target deeper affordability; infill improves Downtown walkability and supports small businesses. Programs 2B/2R and 4B expedite delivery; 2H (SB 35 Streamlining) can apply for eligible affordable projects. Comparables like Mission Heritage Plaza (Riverside) and Whittier Park Place (Whittier) demonstrate catalytic downtown residential over former civic/underutilized parcels.
125	013022216	260 S PALM AVE	RIALTO MASONIC TEMPLE ASSN	Downtown Mixed-Use	Urban Services	0.68	0.68	0	No	No	No	Yes	0	38	20	11	1	8	A small parcel with outsized parking presents a classic tear-down opportunity for compact podium

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			housing that strengthens the Palm Avenue frontage. At 38 du/ac, the site accommodates 20 homes (11 lower-income). New housing would calm driveways, add eyes-on-the-street, and better connect to Downtown services. 2B/2R bolster intensity; 4B right-sizes standards; 2H can streamline if an affordability threshold is met. Similar parking-field reclamations—The Plaza at Sierra (Fontana) and Howard & Irene Levine Senior Community (Los Angeles)—show how modest parcels can deliver impactful infill.
126	013022219	280 S PALM AVE	LANDEXCORP LLC	Downtown Mixed-Use	Urban Services	0.62	0.62	0	No	No	No	Yes	0	38	18	10	1	7	Underutilized commercial with a large lot can transition to a 3–4 story stacked-flat building that completes the block edge and moderates scale toward nearby neighborhoods. At 38 du/ac, the site accommodates 18 homes (10 lower-income). Replacing surplus parking with entries, stoops, and street trees elevates pedestrian comfort and complements adjacent civic/commercial uses. Programs 2B, 2R, and 4B support entitlement efficiency and feasibility. Infill case studies including Whittier Park Place (Whittier) and Mission Heritage Plaza (Riverside) validate the same downtown-edge repositioning.
128	013014116	106 N PALM AVE	RIALTO ASSEMBLY OF GOD	Residential 21	Support Facilities	2.01	0.50	0	No	No	No	Yes	0	38	15	8	1	6	An institutional parcel (church) with limited improvement coverage can host faith-friendly housing or a mission-aligned partnership delivering mixed-income apartments with shared open space. At 38 du/ac, the site accommodates 15 homes (8 lower-income). Edges can step down to adjacent residential, while ground-floor community space invites

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			neighborhood use. Programs 2B, 2R, and 4B improve feasibility; state streamlining for faith-based housing can further de-risk. Analog projects—Mission Heritage Plaza (Riverside) and small-scale church-lot redevelopments in Los Angeles—show workable templates.
129	013022227	N/A	CITY OF RIALTO	Downtown Mixed-Use	Urban Services	1.03	1.03	0	No	Yes	No	Yes	0	38	31	17	2	12	City-controlled Downtown parcel with large open area and minimal encumbrances is well-suited to a courtyard or C-shaped podium plan with active frontage and an internal amenity yard. At 38 du/ac, the site accommodates 31 homes (17 lower-income). Public control enables an RFP with affordability targets; infill reduces curb cuts and strengthens Downtown's walking shed. 2B/2R provide zoning and incentive support; 4B smooths standards; 2H offers potential ministerial processing. Downtown conversions like Mission Heritage Plaza (Riverside) demonstrate similar public-partnered delivery.
130	013022223	N/A	EAGLE HAWK LLC	Downtown Mixed-Use	Core Commercial	0.12	0.12	0	Yes	No	No	No	0	38	3	2	0	1	A very small core-commercial lot functions as a gap site—ideal for a micro-infill or SRO-style building with efficient unit plans and shared amenities. At 38 du/ac, the site accommodates 3 homes (2 lower-income). Even at micro-scale, replacing parking with active frontage mends the streetwall and aids Downtown vitality. Programs 2R (fee/processing relief) and 4B (flexible standards) are pivotal; pairing with adjacent parcels via 2O/2P (Lot Consolidation) can unlock a larger program. Micro-infill precedents in Whittier and Los Angeles show feasibility at this scale.

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
131	013022220	N/A	EAGLE HAWK LLC	Downtown Mixed-Use	Core Commercial	0.30	0.30	0	No	No	Yes	No	0	38	9	5	0	4	Corner parking at a prominent Downtown node is a strong candidate for a slender podium or mass-timbered walk-up with a chamfered corner entry and ground-level active use. At 38 du/ac, the site accommodates 9 homes (5 lower-income). Housing here calms turning movements, adds lighting, and links the Post Office block to surrounding retail. Programs 2B, 2R, and 4B guide intensity and workable standards; 2H can expedite approvals if affordability is prioritized. Comparable small-corner infill—Whittier Park Place (Whittier)—demonstrates the street-repair value of building on former parking nooks.
132	013022207	224 S PALM AVE	CARR, BRENDA L	Downtown Mixed-Use	Core Commercial	0.17	0.17	0	No	No	No	No	0	38	5	3	0	2	A shallow Downtown lot with legacy commercial and excess paving can pivot to a compact stack-flat building that keeps a fine-grained rhythm along Palm. At 38 du/ac, the site accommodates 5 homes (3 lower-income). New stoops and a greener setback would buffer neighbors and stitch the block together. 2B/2R enable intensity; 4B addresses setbacks/parking ratios to fit the context. Recent small-parcel multifamily in Whittier and Riverside provide relevant analogs.
133	013022206	N/A	EAGLE HAWK LLC	Downtown Mixed-Use	Core Commercial	0.17	0.17	0	Yes	No	Yes	No	0	38	5	3	0	2	Part of a larger parking field serving civic/retail uses, this slice can support a narrow-frontage apartment house with shared bike/storage space and a rear mews. At 38 du/ac, the site accommodates 5 homes (3 lower-income). Replacing stalls with residents increases passive surveillance and vitality while preserving essential access. Programs 2R and 4B are key to

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			calibrate parking reductions and design flexibility; 2O/2P allows optional coordination with adjoining slivers. Case studies like Mission Heritage Plaza (Riverside) show how civic-adjacent infill can succeed.
134	013014110	236 W 1ST ST	WU, KRISTOPHER JAMES	Residential 21	Office Services	0.32	0.32	0	Yes	No	Yes	No	0	38	9	5	0	4	A small R-21 parcel near church parking is suited to a quiet, neighborhood-scale walk-up with a shared courtyard and stoops facing 1st Street. At 38 du/ac, the site accommodates 9 homes (5 lower-income). The project would knit the residential fabric and add lighting/landscaping where paving dominates. Programs 2B, 2R, and 4B streamline entitlement and tailor standards to context. Analog low-scale infill in Whittier and Riverside confirm market deliverability at this size.
136	013028148	135 W RIALTO AVE	WALES, STEVE F	Downtown Mixed-Use	Support Facilities	0.59	0.59	0	No	No	No	Yes	0	38	18	10	1	7	A shallow, older commercial pad with a generous apron of asphalt and low site coverage—classic Downtown corridor underutilization that lends itself to compact urban infill. At 38 du/ac, the site accommodates 18 homes (10 lower-income). The 0.59-acre footprint comfortably fits a 3–4 story stacked-flat or small podium scheme with internalized parking and a street-facing stoop/forecourt addressing Rialto Ave. Adjacent offices and small commercial storefronts mean new housing can reinforce foot traffic and extend the Downtown fabric; residential behind the block eases the transition in height and scale. Programs 2B (rezone to provide adequate sites) and 2R (residential incentives) unlock intensity and economics; 4B (remove constraints) smooths setbacks/open

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			space/parking; 3H (AB 2097) right-sizes stalls if within a transit area; 2O/2P (lot consolidation) add upside with adjacent small pads. Comparable repositionings of aging pads to mid-block apartments—Mission Heritage Plaza (Riverside) and Whittier Park Place (Whittier)—show the same delivery logic in urban main-street settings.
137	013028135	239 S ORANGE AVE	SILVA, JOHN O TR	Downtown Mixed-Use	Urban Services	0.29	0.29	0	No	No	Yes	No	0	38	8	4	0	4	Presently a vacant parcel adjacent to other vacant parcels—conditions that typically precede infill redevelopment as Downtown rents rise. At 38 du/ac, the site accommodates 8 homes (4 lower-income). The 0.29 acres can support a walk-up court or compact podium, with alley or internalized parking and new street trees/lighting along S Orange. Proximity to existing residential improves compatibility/absorption, while cleaning up a heavy auto use lifts the block's pedestrian comfort. 2B/2R enable the housing yield; 4B addresses design/parking standards; 2H (SB 35 streamlining) can apply where eligibility is met; 2O/2P allow assembly with neighbors. Precedents such as The Plaza at Sierra (Fontana) and Howard & Irene Levine Senior Community (Los Angeles) demonstrate transitions from low-productivity lots to efficient multifamily near services.
138	013027104	241 S PALM AVE	SILVA, JOHN O TR	Downtown Mixed-Use	Urban Services	0.08	0.08	0	No	No	No	No	0	38	2	1	0	1	Tiny, underbuilt commercial pad amidst several small and vacant lots—ideal for micro-infill or consolidation. At 38 du/ac, the site accommodates 2 homes (1 lower-income). On 0.08 acres, a duplex or 3-story stacked-flat with tuck-under parking is realistic;

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			pairing with adjacent parcels via Programs 2O/2P (Lot Consolidation) could unlock a 0.24–0.32-acre footprint for a more efficient, elevator-less podium or townhome court. New front doors and canopy trees along S Palm would stitch a more continuous downtown edge, supporting nearby storefronts. 2B/2R (yield/incentives), 4B (standards), and 3H (AB 2097) further improve feasibility. Similar small-lot uptakes are seen at Whittier Park Place (Whittier) and Nuevo (Pomona).
139	013027125	N/A	SILVA, JOHN O TR	Downtown Mixed-Use	Urban Services	0.08	0.08	0	No	No	Yes	No	0	38	2	1	0	1	Vacant corner with informal vehicle parking and a shed—highly underutilized and visually prominent. At 38 du/ac, the site accommodates 2 homes (1 lower-income). On an 0.08-acre corner, a duplex or stacked micro-flat with a chamfered entry can anchor the intersection and calm turning movements; pairing this corner with one or two adjacent lots through 2O/2P materially improves yield and financing scale. New units would close a gap in the block face, add eyes on the street, and soften a hard-edged auto corner. 2B/2R/4B/3H supply zoning, incentives, standards relief, and right-sized parking. Comparable small-corner conversions include Mission Heritage Plaza (Riverside) and Howard & Irene Levine Senior Community (Los Angeles).
140	013027103	N/A	SILVA, JOHN O TR	Downtown Mixed-Use	Urban Services	0.08	0.08	0	No	No	No	No	0	38	2	1	0	1	Small commercial pad with surplus asphalt—maintenance and utilization patterns that rarely justify long-term hold in a strengthening center. At 38 du/ac, the site accommodates 2 homes (1 lower-income). A two-to-three-story

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			walk-up with a forecourt addressing the sidewalk is feasible; using 2O/2P to merge with a neighbor yields a more efficient parking/layout ratio. New planting, lighting, and a consolidated driveway reduce conflict points and improve walkability on the block. 2B/2R/4B and 3H provide the entitlement and parking framework; 2H can offer ministerial certainty if qualifying. Parallel makeovers from shallow pads to housing include The Plaza at Sierra (Fontana) and Whittier Park Place (Whittier).
141	013027126	N/A	SILVA, JOHN O TR	Downtown Mixed-Use	Urban Services	0.08	0.08	0	No	No	Yes	No	0	38	2	1	0	1	Another small, vacant corner lot—excellent visibility and the ability to "hold" the intersection with a modest, high-quality infill building. At 38 du/ac, the site accommodates 2 homes (1 lower-income). A duplex or stacked flat with a corner entry brings front doors and eyes to the block, replacing chain-link/blank edges. Adjacency to other small parcels invites 2O/2P consolidation into a more financeable quarter-block. 2B/2R deliver the base yield; 4B allows tailored standards; 3H trims parking near transit. The corner-anchoring feel mirrors Mission Heritage Plaza (Riverside) and small-lot prototypes near Nuevo (Pomona).
142	013027102	N/A	SILVA, JOHN O TR	Downtown Mixed-Use	Urban Services	0.08	0.08	0	No	No	No	No	0	38	2	1	0	1	Underbuilt, auto-oriented sliver that reads as leftover asphalt—a prime "capillaries not arteries" infill move in Downtown. At 38 du/ac, the site accommodates 2 homes (1 lower-income). A narrow stacked-flat or mews-house typology can thread the lot, while 2O/2P—coordinated with neighbors—yields a more conventional mid-block scheme. This fills in a visual

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			gap, reduces driveway clutter, and adds consistent lighting/landscaping. 2B/2R/4B set the table; 3H aligns parking with transit. Small-format analogs include Whittier Park Place (Whittier) and Howard & Irene Levine Senior Community (Los Angeles).
143	013027127	N/A	SILVA, JOHN O TR	Downtown Mixed-Use	Urban Services	0.08	0.08	0	No	No	No	No	0	38	2	1	0	1	A micro infill parcel (~0.08 buildable acres) functioning today as a shallow, auto-oriented sliver—exactly the geometry that rewards a tiny, high-efficiency prototype. A duplex-over-flat or tri-plex/stacked-flat can replace exposed paving with doors, stoops, and shade trees while using a single consolidated driveway to calm turning movements. At the assumed density, the site accommodates 2 homes (1 lower-income). The surrounding block mix—neighborhood housing with scattered service uses—supports a gentle massing step-down and steady absorption; curb consolidation and a small forecourt would materially improve walk comfort and perceived safety. Feasibility is reinforced by Program 2B (Rezone to Provide Adequate Sites) and Program 2R (Residential Incentives), with Program 4B (Remove Development Constraints) tailoring setbacks, frontage, and open-space standards to microlot realities; where eligible, Program 3H (AB 2097 Parking Near Transit) right-sizes stalls. Comparable small-pad conversions—Howard & Irene Levine Senior Community (Los Angeles) and Whittier Park Place (Whittier)—show how tiny remnants can deliver missing-middle housing while upgrading block edges.

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
144	013027101	N/A	SILVA, JOHN O TR	Downtown Mixed-Use	Urban Services	0.08	0.08	0	No	No	No	No	0	38	2	1	0	1	Another ~0.08-acre corridor remnant with shallow frontage and outsized apron, ideal for a compact 2–3 unit plan that pulls a clean street edge and screens parking at the rear. At the assumed density, the site accommodates 2 homes (1 lower-income). The adjacency pattern (residential behind; light commercial nearby) favors a low-impact transition with stoops, trees, and lighting that stitch a gap in the sidewalk network. Programs 2B/2R establish feasible yield and incentives; 4B cures small-lot friction points; 3H can reduce parking where transit-proximate. The playbook mirrors Whittier Park Place (Whittier) and Nuevo Apartments (Pomona), where small, visible pads were recast into efficient multifamily that strengthens corridor continuity.
145	013028136	249 S ORANGE AVE	SILVA FAMILY TRUST 6/23/94	Downtown Mixed-Use	Urban Services	0.19	0.19	0	No	No	No	No	0	38	5	3	0	2	A narrow Orange Avenue frontage (~0.19 buildable acres) with high pavement ratios and minimal structural value—well-suited to a forecourt-style walk-up with stoops to Orange and a quiet rear mews. A single shared access point replaces scattered aprons, adds canopy trees/lighting, and yields a more comfortable residential edge. At the assumed density, the site accommodates 5 homes (3 lower-income). Nearby homes and neighborhood services support absorption and a gentle scale transition. Program 2B (rezoning) and 2R (incentives) underwrite feasibility; 4B modernizes setbacks/open space/parking for small prototypes; 3H may right-size stalls. Comparable small-frontage transformations—

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			Howard & Irene Levine (Los Angeles) and Whittier Park Place (Whittier)—illustrate market-tested delivery at this size with tangible streetscape benefits.
146	013027122	230 S ORANGE AVE	SALAZAR, RONNIE	Downtown Mixed-Use	Urban Services	0.24	0.24	0	No	No	No	No	0	38	6	3	0	3	A slightly deeper companion along Orange (~0.24 buildable acres) that can carry a 3-story stacked-flat or micro-podium with an addressable entry, a small corner or mid-block plaza, and parking internalized to reduce conflicts. At the assumed density, the site accommodates 6 homes (3 lower-income). The plan steps massing and layering of landscape toward adjacent homes to soften the interface, while frontage improvements shorten crossing distances and calm speeds. Programs 2B/2R support intensity and pro-forma; 4B trims small-lot design/parking friction; 3H can reduce required stalls where transit criteria apply. Paired pad infill like Whittier Park Place (Whittier) and corridor right-sizing such as Nuevo Apartments (Pomona) show economies of repetition without sacrificing frontage quality.
147	013027123	234 S ORANGE AVE	REDEVELOPMENT AGENCY OF CITY OF RIAL	Downtown Mixed-Use	Urban Services	0.16	0.16	0	No	No	Yes	No	0	38	4	2	0	2	A compact Orange Avenue vacant lot (~0.16 buildable acres)—ideal for a duplex-over-flat or tri-plex with a landscaped forecourt and one consolidated driveway. At the assumed density, the site accommodates 4 homes (2 lower-income). The adjacency of established homes behind and small shops within walking distance supports a quiet residential edge with improved lighting/trees and fewer curb cuts. Program 2B and 2R enable yield and concessions; 4B tailors dimensional standards to small

Table B-20: Sites Inventory by Opportunity Area

ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			infill; 3H can right-size parking. Comparable small-pad transitions—Howard & Irene Levine (Los Angeles) and Whittier Park Place (Whittier)—validate deliverability and corridor repair at this scale.
149	013027105	237 S PALM AVE	REDEVELOPMENT AGENCY CITY OF RIALTO	Downtown Mixed-Use	Urban Services	0.16	0.16	0	No	No	No	No	0	38	4	2	0	2	A shallow parcel on Palm (~0.16 buildable acres) with auto-oriented geometry and limited structural coverage—well-matched to a 3-unit walk-up or duplex-over-flat with a modest forecourt. At the assumed density, the site accommodates 4 homes (2 lower-income). Consolidating driveway access, adding canopy trees, and pulling a finished streetwall would elevate pedestrian comfort and knit the frontage to nearby homes and services. Programs 2B/2R establish the yield and incentives; 4B modernizes small-lot standards; 3H trims stalls near transit. The move parallels Whittier Park Place (Whittier) and Howard & Irene Levine (Los Angeles), where small pads were converted to context-sensitive multifamily with measurable corridor upgrades.
152	013027112	215 S PALM AVE	LAMB, WILLIAM A	Downtown Mixed-Use	Urban Services	0.21	0.21	0	Yes	No	No	No	0	38	6	3	0	3	A slightly larger Palm Avenue lot (~0.21 buildable acres) with low site coverage and wide apron—appropriate for a 3-story stacked-flat with an addressable entry, stoops, and internalized parking. At the assumed density, the site accommodates 6 homes (3 lower-income). The residential fabric to the rear supports a gentle step-down in height and a planted buffer along lot lines, while the new frontage replaces fragmented curb cuts with a continuous sidewalk and shade canopy. Program 2B (rezoning) and 2R

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ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			(incentives) are the core enablers; 4B resolves small-lot dimensional/parking issues; 3H can right-size parking where eligible. Comparable neighborhood-edge infill—Whittier Park Place (Whittier) and Nuevo Apartments (Pomona)—demonstrates the same scale and delivery logic.
153	013027120	220 S ORANGE AVE	JOHANNINGSMEIER, MABEL LV TR	Downtown Mixed-Use	Urban Services	0.16	0.16	0	No	No	Yes	No	0	38	4	2	0	2	Clean, vacant infill along S Orange with direct adjacency to residential—strong land-use compatibility from day one. At 38 du/ac, the site accommodates 4 homes (2 lower-income). On 0.16 acres, a three-story walk-up with shared rear parking and a small stoop rhythm improves the block face and supports neighborhood-serving businesses within a short walk. 2B/2R support intensity; 4B moderates design/parking standards; 2O/2P can pair this lot with the next for delivery scale; 3H may trim parking. Comparable Downtown infill on small lots—Whittier Park Place (Whittier) and Mission Heritage Plaza (Riverside)—validate the approach.
154	013027106	231 S PALM AVE	JIMENEZ, JOSE	Downtown Mixed-Use	Urban Services	0.16	0.16	0	No	No	Yes	No	0	38	4	2	0	2	Vacant property mid-block with straightforward access—minimal demo, maximal site planning flexibility. At 38 du/ac, the site accommodates 4 homes (2 lower-income). A compact U-court or side-loaded walk-up fits on 0.16 acres; adding trees and reducing curb cuts calms S Palm and improves the walking environment to nearby services. 2B/2R/4B deliver yield and standards relief, 2O/2P encourage pairing with adjacent vacancies for better pro formas, and 3H can downshift parking. Analogous micro-block insertions include Nuevo

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ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			(Pomona) and The Plaza at Sierra (Fontana).
155	013028104	225 S ORANGE AVE	FLORES, JOE Z TR	Downtown Mixed-Use	Urban Services	0.16	0.16	0	No	No	Yes	No	0	38	4	2	0	2	Vacant lot with equipment/vehicles—an interim use typical before redevelopment. At 38 du/ac, the site accommodates 4 homes (2 lower-income). A three-story stacked-flat with four-pack parking can resolve the corner-to-mid-block transition; consolidation via 2O/2P improves construction and financing efficiency. Residential to the south frames a gentle edge condition; new units knit a more continuous block, boosting safety/activation. 2B/2R/4B/3H further support feasibility. Compare to Mission Heritage Plaza (Riverside) and Whittier Park Place (Whittier) for similar transitions from low-productivity use to housing.
157	013028139	233 S ORANGE AVE	FELTS REVOCABLE FAMILY TRUST 3/27/18	Downtown Mixed-Use	Urban Services	0.16	0.16	0	No	No	No	No	0	38	4	2	0	2	Older commercial with surplus parking (≈66% improvement rate) indicates value is in the land, not the buildings. At 38 du/ac, the site accommodates 4 homes (2 lower-income). The 0.16-acre pad supports a small podium or walk-up; shifting curb cuts and adding street trees upgrades the pedestrian realm and sets a better adjacency with nearby homes. 2B and 2R enable intensity/incentives; 4B tailors standards; 2H may streamline if eligible; 3H moderates stalls. This is the same repositioning logic that produced The Plaza at Sierra (Fontana) and Mission Heritage Plaza (Riverside).
158	013027118	214 S ORANGE AVE	FELTS REVOCABLE FAMILY TRUST 3/27/18	Downtown Mixed-Use	Urban Services	0.08	0.08	0	No	No	No	No	0	38	1	1	0	0	Small residential lot with excess paved area—an incremental intensification candidate. At 38 du/ac, the site accommodates 1 home (1 lower-

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			income). A duplex ADU-style or stacked-flat addition can be executed with minimal disruption; pairing through 2O/2P with neighbors unlocks a better parking/yield ratio. Added shade, lighting, and frontage improvements elevate the south-Orange micro-district. 2B/2R/4B and 3H keep costs/yield aligned. Precedents for small-lot housing insertions include Whittier Park Place (Whittier) and Nuevo (Pomona).
159	013028103	N/A	FELTS REVOCABLE FAMILY TR 03/27/18	Downtown Mixed-Use	Urban Services	0.08	0.08	0	No	No	No	No	0	38	2	1	0	1	Storage/yard use with wide apron and low improvement value—classic "next user is housing." At 38 du/ac, the site accommodates 2 homes (1 lower-income). On 0.08 acres, a duplex or stacked-flat is viable; 2O/2P can join it with flanking lots to reach a 0.24–0.32-acre footprint for a more efficient scheme. Converting yard fencing to stoops/porches materially betters the walk along the block. 2B/2R/4B + 3H bolster feasibility. Reference Mission Heritage Plaza (Riverside) and Whittier Park Place (Whittier) for analogous lot-type shifts.
160	013028102	N/A	FELTS REVOCABLE FAMILY TR 03/27/18	Downtown Mixed-Use	Urban Services	0.08	0.08	0	No	No	No	No	0	38	1	1	0	0	Small residential lot with significant paved area—immediate infill potential with minimal demo. At 38 du/ac, the site accommodates 1 home (1 lower-income). An additional unit over parking or a compact duplex stabilizes the block edge; 2O/2P with the neighbor can deliver a stronger pro forma and unified site plan. 2B/2R/4B/3H provide the entitlement/parking toolkit. Similar micro-infill fabric appears around Nuevo (Pomona) and Whittier Park Place (Whittier).

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
161	013027124	238 S ORANGE AVE	CITY OF RIALTO REDEVELOPMENT AGENCY	Downtown Mixed-Use	Urban Services	0.16	0.16	0	No	Yes	No	No	0	38	4	2	0	2	Light industrial/junk-yard style use mid-block, adjacent to homes—strong candidate for cleanup and housing. At 38 du/ac, the site accommodates 4 homes (2 lower-income). A three-story walk-up with rear parking replaces fencing and vehicle storage with active front doors, lighting, and trees—raising the whole block's condition. 2B/2R support the program; 4B allows tailored open-space/parking; 2H can expedite if eligible; 2O/2P provide assembly options. Comparable blocks have transitioned similarly at Mission Heritage Plaza (Riverside) and The Plaza at Sierra (Fontana).
162	013025101	N/A	REDEVELOPMENT AGENCY CITY OF RIALTO	Downtown Mixed-Use	Core Commercial	0.07	0.07	0	No	No	Yes	No	0	38	2	1	0	1	Portion of a small Downtown park/open area currently functioning below its long-term potential; edge-of-park pads can sensitively accommodate housing while preserving public space. At 38 du/ac, the site accommodates 2 homes (1 lower-income). A modest duplex with a forecourt and shared green can frame the park edge and add passive surveillance. 2B/2R establish yield; 4B helps right-size frontage/landscape standards; 3H may reduce parking. Park-edge housing is a common urban move, echoed by infill near Mission Heritage Plaza (Riverside).
163	013025102	N/A	REDEVELOPMENT AGENCY CITY OF RIALTO	Downtown Mixed-Use	Core Commercial	0.07	0.07	0	No	No	Yes	No	0	38	2	1	0	1	Another sliver of the Central Area small-park block—small but serviceable for incremental capacity or, preferably, combined via 2O/2P. At 38 du/ac, the site accommodates 2 homes (1 lower-income). A tight, stoop-front duplex aligns with the park and upgrades the pedestrian edge. 2B/2R/4B/3H as above. Analogous

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			small-edge insertions appear in the Whittier Park Place (Whittier) area.
164	013025103	N/A	REDEVELOPMENT AGENCY CITY OF RIALTO	Downtown Mixed-Use	Core Commercial	0.07	0.07	0	No	No	Yes	No	0	38	2	1	0	1	Final piece of the park-edge trio—completing the opportunity to form a cohesive frontage. At 38 du/ac, the site accommodates 2 homes (1 lower-income). Delivery logic mirrors 162/163: a small duplex or stacked-flat with shared green frontage, unified lighting, and consolidated driveway access. 2B/2R/4B and 3H support feasibility; 2O/2P are recommended to implement a single, coordinated edge. Downtown-edge analogs include Mission Heritage Plaza (Riverside).
165	013025104	N/A	REDEVELOPMENT AGENCY CITY OF RIALTO	Downtown Mixed-Use	Core Commercial	0.07	0.07	0	No	No	Yes	No	0	38	2	1	0	1	A sliver infill parcel within the Central Area—currently part of a small park/open-space assemblage—behaves like an edge condition where underused civic frontage can be knit back into the downtown fabric. At 38 du/ac, the site accommodates 2 homes (1 lower-income). Given its micro-scale (≈0.07 ac), a 2–3 story walk-up or micro-court format with stoops to the street and limited on-site stalls (or shared district parking) is the most efficient path to delivery. Programs 2B (Rezone to Provide Adequate Sites) and 2R (Residential Incentives) align by allowing 100% residential in the Downtown Mixed-Use designation and prioritizing yield; 4B (Remove Development Constraints) addresses setbacks/open space and frontage standards typical of tiny lots; 3H (AB 2097 Parking Near Transit) can right-size parking in proximity to Metrolink and bus service. Central Area policies explicitly target ~38 du/ac via an overlay and emphasize by-right

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			entitlement where affordability thresholds are met, improving financing certainty. The site's adjacency to civic uses, green space, and the Metrolink Station supports car-light living and boosts walkability. Comparable small-parcel reinventions—Howard & Irene Levine Senior Community (Los Angeles) and Whittier Park Place (Whittier)—show how thin, formerly auto-or civic-adjacent pads can be reprogrammed into housing with modest parking, relying on public-realm upgrades and incentives.
166	013025105	N/A	REDEVELOPMENT AGENCY CITY OF RIALTO	Downtown Mixed-Use	Core Commercial	0.07	0.07	0	No	No	Yes	No	0	38	2	1	0	1	A companion to ID-165, this 0.07-acre City/RDA parcel sits within a run of shallow civic-frontage tracts used as small park/open space. At 38 du/ac, the site accommodates 2 homes (1 lower-income). As with ID-165, a compact three-pack of flats or a duplex-over-flat prototype can maximize frontage activation while internalizing or sharing parking. Programs 2B/2R secure yield and economics; 4B can tune microlot development standards; 3H reduces stall ratios near transit. The Central Area rezone/overlay strategy (assumed ~38 du/ac) further streamlines delivery and introduces by-right where applicable, mitigating entitlement risk. The parcel ties directly into a walkable network of civic spaces, downtown services, and the Metrolink, supporting low-VMT housing. Comparable outcomes in Whittier Park Place and Catalina Luxury Apartments (Whittier) demonstrate how small auto-adjacent or civic-adjacent remnants can be

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			intensively reused with modest structured or shared parking to deliver missing-middle units.
167	013025106	N/A	REDEVELOPMENT AGENCY CITY OF RIALTO	Downtown Mixed-Use	Core Commercial	0.14	0.14	0	Yes	No	Yes	No	0	38	4	2	0	2	Slightly larger at ~0.14 acres, this Central Area pad provides enough depth for a small courtyard or T-shaped walk-up with a forecourt edge to the street. At 38 du/ac, the site accommodates 4 homes (2 lower-income). Assembly with adjacent civic-frontage slivers (where feasible) can yield a more efficient building footprint and a single consolidated curb cut—improving safety and street tree continuity. Programs 2O/2P (Lot Consolidation), alongside 2B/2R and 4B, are the right toolset to realize a combined concept while maintaining by-right eligibility for lower-income set-asides; 3H enables reduced parking near transit. Central Area policy explicitly anticipates this kind of infill at ~38 du/ac. Its adjacency to the Civic Center, businesses, and Metrolink amplifies feasibility and supports demand for small units. Analogous small-block transitions—Howard & Irene Levine Senior Community (Los Angeles) and Whittier Park Place (Whittier)—illustrate the viability of compact, amenity-light prototypes that lean on public-realm assets.
168	013025135	RIVERSIDE REAR AVE	REDEVELOPMENT AGENCY CITY OF RIALTO	Downtown Mixed-Use	Urban Services	0.11	0.11	0	No	No	Yes	No	0	38	3	2	0	1	A rear-fronting vacant lot tucked off Riverside Avenue functions as a service-lane/parking remnant—prime territory for a mews-style infill building that cleans up back-of-house edges. At 38 du/ac, the site accommodates 3 homes (2 lower-income). A two-to-three-story stacked-flat with an internalized mews and limited tuck-

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ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			under stalls can buffer neighboring uses and convert asphalt into front doors and stoops. Programs 2B/2R support residential primacy in Downtown Mixed-Use; 4B resolves older standards (setbacks, bin/storage placement); 3H can right-size parking given Downtown transit access. The Central Area overlay—with assumed 38 du/ac and by-right pathways—improves lender confidence for small infill. Civic, retail, and rail proximity encourages walk trips and activates an otherwise underused rear corridor. Comparable examples—Whittier Park Place and Catalina (Whittier)—show how rear/auto-oriented pads convert to human-scale multifamily with modest amenity packages.
169	013025136	N/A	REDEVELOPMENT AGENCY CITY OF RIALTO	Downtown Mixed-Use	Core Commercial	0.07	0.07	0	No	No	Yes	No	0	38	2	1	0	1	Another micro-parcel embedded in the Downtown park block; incremental redevelopment can pair civic open space with new eyes-on-the-street housing. At 38 du/ac, the site accommodates 2 homes (1 lower-income). The logical prototype is a duplex-over-flat with a small, defensible forecourt and a single shared driveway; consolidated trash/enclosure can be handled off-alley. Programs 2B/2R and 4B reduce friction on tiny sites; 3H helps minimize parking where transit and shared public lots exist nearby. Central Area policies (overlay to ~38 du/ac; by-right with affordability) reduce entitlement risk. Its adjacency to the Civic Center, commercial services, and station area reinforces the demand for compact units. Analogous front-to-park transitions appear in Howard & Irene

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ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			Levine (Los Angeles) and The Mark Apartments (Riverside), where underutilized areas made way for multifamily.
170	013025142	N/A	REDEVELOPMENT AGENCY CITY OF RIALTO	Downtown Mixed-Use	Urban Services	0.24	0.24	0	Yes	No	Yes	No	0	38	7	4	0	3	The largest of this downtown micro-cluster (~0.24 ac), this parcel can support a more legible corner or mid-block presence with a small internal court, bicycle storage, and a single consolidated access point. At 38 du/ac, the site accommodates 7 homes (4 lower-income). Program 2B (rezone/overlay) and 2R (incentives) combine to make a 3-story stacked-flat or liner building feasible; 4B cleans up microlot standards; 3H supports low parking ratios near transit. Central Area strategy explicitly plans for ~38 du/ac and by-right approvals when affordability thresholds are met. Walkable adjacency to downtown services, civic amenities, and the Metrolink sustains absorption at small unit counts. Similar small-block projects—Whittier Park Place (Whittier) and The Mark (Riverside)—show how modest footprints can deliver quality infill with limited parking and strong frontage design.
173	013023102	141 S PALM AVE	CITY OF RIALTO	Downtown Mixed-Use	Office Services	0.16	0.16	0	Yes	Yes	No	No	0	38	3	2	0	1	A City-owned parcel currently supporting two small commercial structures with excess paving—classic low-coverage downtown land where residential can out-perform marginal retail. At 38 du/ac, the site accommodates 3 homes (2 lower-income). A 2–3 story liner building or stacked flats can replace surface stalls with front doors, while alley-loaded service keeps façades active on Palm. The City's notes flag nearby vacant lots

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ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			and lot-consolidation potential—a natural fit for Programs 2O/2P (Lot Consolidation). Pair with 2B/2R for yield and 4B to right-size standards; 3H enables parking reductions near transit. The Central Area framework supports ~38 du/ac, with by-right entitlement when affordability criteria are met—ideal for City-led partnerships or RFPs. Proximity to the Civic Center, retail, and Metrolink keeps trips local and supports lower-VMT patterns. Comparable repositionings—Howard & Irene Levine (Los Angeles), Whittier Park Place (Whittier)—demonstrate the same "paving to porches" transition on small downtown pads.
174	013023103	137 S PALM AVE	CITY OF RIALTO	Downtown Mixed-Use	Office Services	0.16	0.16	0	Yes	Yes	No	No	0	38	4	2	0	2	Twin to ID-173, this City-owned downtown parcel carries Office-Services history but functions today as underbuilt, auto-oriented frontage. At 38 du/ac, the site accommodates 4 homes (2 lower-income). A small podium or walk-up with a forecourt can stitch Palm Avenue's streetwall, swap driveways for trees/lighting, and share access/enclosures with ID-173 if pursued together under 2O/2P. Programs 2B/2R unlock 100% residential and incentives; 4B streamlines microlot standards; 3H tailors parking to the Central Area's transit-rich context. The City's Central Area strategy (assumed ~38 du/ac, with by-right pathways for affordable projects) improves lender comfort on small, City-controlled infill. Nearness to the Civic Center, shops, and the Metrolink station supports a walkable tenant profile and reinforces

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			downtown reinvestment. Case studies like Catalina (Whittier) and Howard & Irene Levine (Los Angeles) show the same small-parcel playbook—replace surplus asphalt with compact multifamily and front-door activity.
175	013023106	127 S PALM AVE	CITY OF RIALTO	Downtown Mixed-Use	Office Services	0.24	0.24	0	Yes	Yes	No	No	0	38	6	3	0	3	A mid-block parcel with legacy single-structure use and a broad apron of unprogrammed surface area—exactly the kind of underbuilt condition downtown overlays are meant to recalibrate. At 38 du/ac, the site accommodates 6 homes (3 lower-income). The lot's 0.24-acre scale supports a clean three-story stacked-flat or compact podium with a forecourt onto Palm and on-site tuck-under or podium stalls behind an active residential edge. Adjacencies are inherently supportive: City uses and small offices frame a walkable context; nearby vacancies north/south of the block introduce optional assembly paths to optimize massing, drive aisles, and utility runs. The result is a calmer streetwall, fewer curb cuts, and more "eyes on the street," improving the pedestrian experience between civic assets and emerging food/retail on the corridor. Feasibility is reinforced by Program 2B (Rezone to Provide Adequate Sites) and Program 2U (Site Assembly) to enable multi-parcel planning; Program 4A (Density Bonus) can boost yield with affordability, while Program 3H (AB 2097 Parking Near Transit) and Program 4B (Remove Development Constraints) right-size parking and standards for small infill.
176	013023109	115 S PALM AVE	CITY OF RIALTO	Downtown Mixed-Use	Office Services	0.16	0.16	0	Yes	Yes	Yes	No	0	38	4	2	0	2	A vacant pad in a sequence of similarly idle lots gives this block unusual

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			flexibility: multiple loading/parking options and a shot at internalized circulation if paired with a neighbor. At 38 du/ac, the site accommodates 4 homes (2 lower-income). The 0.16 acres pencil for three stories with stoops or small podium, allowing units to face Palm while parking is screened. Adjoining vacancies and low-intensity office uses minimize conflicts during construction and make shared drive or trash/service zones feasible, shrinking curb cuts and stitching the sidewalk. Programs 2B and 2U backstop entitlement and assembly; 3H limits minimums for parking (given proximity to transit), and 4B addresses any residual dimensional frictions typical of tight downtown lots.
177	013023110	109 S PALM AVE	CITY OF RIALTO	Downtown Mixed-Use	Office Services	0.16	0.16	0	Yes	Yes	Yes	No	0	38	4	2	0	2	Another clean, vacant infill rectangle that benefits from being mid-string in a cluster of similar parcels—ideal for a small stacked-flat walk-up with 1:1 or better parking behind a landscaped edge. At 38 du/ac, the site accommodates 4 homes (2 lower-income). Adjacent low-scale office/service and empty pads smooth the path for temporary construction staging and a shared utility strategy; the finished condition closes a visible gap on Palm, calming traffic and improving nighttime lighting and passive surveillance. Programs 2B/2U facilitate assembly and yield; 4A enables bonus incentives; 3H and 4B allow right-sized parking and streamlined, objective-standards processing.
178	013023111	105 N PALM AVE	CITY OF RIALTO	Downtown Mixed-Use	Office Services	0.16	0.16	0	Yes	Yes	Yes	No	0	38	4	2	0	2	North-of-rail Palm frontage with a vacant, regular-shaped lot—excellent

Table B-20: Sites Inventory by Opportunity Area

ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			for a simple three-over-one or walk-up typology with stoops addressing the sidewalk. At 38 du/ac, the site accommodates 4 homes (2 lower-income). With other vacancies nearby, a short shared-drive easement can unify trash/loading and consolidate curb cuts, elevating the corridor's pedestrian comfort while retaining adequate emergency access. Coupled with small offices and civic uses within walking distance, the site's residential intensity supports lunch-hour foot traffic and after-hours safety. Programs 2B and 2U support multi-lot layouts; 4A improves feasibility via concessions; 3H reduces or eliminates minimum parking near transit; 4B sweeps up any remaining design/code frictions.
179	013023112	103 S PALM AVE	CITY OF RIALTO	Downtown Mixed-Use	Office Services	0.16	0.16	0	Yes	Yes	Yes	No	0	38	4	2	0	2	A companion vacant pad that rounds out the Palm string—collectively, these infill sites can operate as one construction program or phased micro-blocks. At 38 du/ac, the site accommodates 4 homes (2 lower-income). The 0.16-acre footprint supports a simple double-loaded bar with screened parking and a small forecourt, further repairing the block edge. The immediate context—vacancies, small offices, and civic destinations—means low displacement risk and high land-use synergy: new residents add customers, foot traffic, and "eyes on the street" that can help stabilize corner retail and improve safety. Programs 2B/2U + 4A + 3H + 4B apply as above.

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
180	013023120	126 S ORANGE AVE	VERA, JOHNNY MANUEL	Downtown Mixed-Use	Increased Density Residential	0.24	0.24	0	No	No	No	No	38.4	38	6	3	0	3	A shallow parcel with an older single-unit improvement and significant unprogrammed yard/parking area—precision-fit for a small-lot replat or a compact stacked-flat prototype that brings doors to Orange Ave and hides stalls behind a green edge. At 38 du/ac, the site accommodates 6 homes (3 lower-income). Adjoining residential and vacant pads allow shared service areas and a continuous sidewalk experience; delivering a clean streetwall here improves pedestrian continuity between Palm and Orange anchors. Development economics are aided by Program 2B (rezone standards) and 2U (assembly), with 4A (Density Bonus) and 3H (AB 2097) pairing to maximize yield on a small envelope; 4B (Remove Constraints) addresses setbacks, height transitions, and parking ratios common to tight downtown lots.
181	013023121	132 S ORANGE AVE	WILLIAMSON FAMILY REVOCABLE LIV TR	Downtown Mixed-Use	Increased Density Residential	0.08	0.08	0	No	No	Yes	No	38.4	38	2	1	0	1	A vacant 0.08-acre infill sliver that excels as part of an assembly but can stand on its own with a crisp two- or three-story walk-up (micro-units or studios over flats). At 38 du/ac, the site accommodates 2 homes (1 lower-income). Residential to one side and vacant pads to the other reduce edge conflicts; a single consolidated driveway shared with a neighbor quiets turning movements and widens the planting strip. Program 2U encourages multi-lot coordination; 2B hard-codes mixed-use residential priority; 3H minimizes parking burdens for small projects near transit; 4A and 4B provide incentives and streamline

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ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			standards to overcome small-parcel economics.
182	013023122	140 S ORANGE AVE	CITY OF RIALTO	Downtown Mixed-Use	Increased Density Residential	0.16	0.16	0	No	Yes	Yes	No	38.4	38	4	2	0	2	Regular-shaped vacant lot with immediate adjacency to other empty pads—prime for a paired entry court or side-loaded parking scheme that keeps the Orange frontage active. At 38 du/ac, the site accommodates 4 homes (2 lower-income). Adjacent uses (vacant/residential) ease construction logistics and long-term compatibility; infill here plugs a visual gap and strengthens lighting and wayfinding between Palm and Orange addresses. 2B + 2U establish the regulatory runway for assembly and yield; 4A and 3H improve feasibility on a small lot; 4B resolves dimensional friction.
183	013023123	144 S ORANGE AVE	REDEVELOPMENT AGENCY CITY OF RIALTO	Downtown Mixed-Use	Increased Density Residential	0.16	0.16	0	Yes	No	Yes	No	38.4	38	4	2	0	2	A corner vacancy that can carry enhanced architectural treatment (wrap a corner, add extra glazing, or a live/work entry) and a small mews or paseo connecting to the side street. At 38 du/ac, the site accommodates 4 homes (2 lower-income). Corner prominence plus neighboring vacancies unlock a flexible circulation diagram (shared drive, screened trash) and a safer, brighter pedestrian corner. Entitlement support is provided by 2B (rezoning to mixed-use residential emphasis) and 2U (assembly); 4A and 3H elevate feasibility on compact pads; 4B moderates objective standards where needed.
184	013023124	146 S ORANGE AVE	REDEVELOPMENT AGENCY CITY OF RIALTO	Downtown Mixed-Use	Increased Density Residential	0.12	0.12	0	No	No	Yes	No	38.4	38	3	2	0	1	Small, vacant infill that's ideal for 2–3 stories of housing with a modest shared court, tying into the block's emerging residential rhythm. At 38

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			du/ac, the site accommodates 3 homes (2 lower-income). The adjacency to other vacancies encourages a combined fire-turning path and consolidated utilities, trimming costs and curb clutter. Programs 2B + 2U establish the assembly/rezoning framework; 4A (bonus) and 3H (AB 2097) help the parking equation pencil; 4B (constraints removal) keeps the review objective and efficient.
185	013023125	123 S PALM AVE	CITY OF RIALTO	Downtown Mixed-Use	Office Services	0.20	0.20	0	Yes	Yes	Yes	No	0	38	6	3	0	3	A larger vacant pad (0.20 acres) mid-corridor that can carry a four-story stacked-flat with a small podium or efficient surface-court, shielding stalls from view and cleaning up an overly porous curb. At 38 du/ac, the site accommodates 6 homes (3 lower-income). Abutting vacancies and compatible office/civic uses allow phased delivery, common service areas, and a consistent sidewalk canopy, which in turn underwrites safer crossings and more stable retail to the north. Programs 2B and 2U set the policy foundation; 4A, 3H, and 4B complete the feasibility stack.
186	013023126	PALM AVE	CITY OF RIALTO	Downtown Mixed-Use	Office Services	0.20	0.20	0	Yes	Yes	Yes	No	0	38	6	3	0	3	A 0.20-acre vacant site on Palm that can team with neighbors for a micro-block plan: shared drive aisle, internal trash, and a pair of small courts stepping the massing to nearby homes. At 38 du/ac, the site accommodates 6 homes (3 lower-income). The result is a tidier frontage with fewer driveways and a thicker street tree canopy—incremental but real public-realm gain. Programs 2U (assembly) alongside 2B enable the plan; 4A and 3H improve yield and parking feasibility; 4B tunes

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			objective standards to small-lot realities.
187	013023127	131 S PALM AVE	CITY OF RIALTO	Downtown Mixed-Use	Office Services	0.16	0.16	0	Yes	Yes	Yes	No	0	38	4	2	0	2	Vacant infill flanked by a community garden and residential—an excellent edge for townhome-style stoops or stacked flats that add "eyes on the green" and reinforce safe activation. At 38 du/ac, the site accommodates 4 homes (2 lower-income). The garden and homes provide immediate neighborhood fabric; a modest, human-scaled frontage plus consolidated service/parking to the rear yields a quieter, safer block. 2B/2U unlock assembly; 4A + 3H bolster feasibility; 4B eases design/code fit.
188	013027113	209 S PALM AVE	CITY OF RIALTO	Downtown Mixed-Use	Core Commercial	0.24	0.24	0	No	Yes	Yes	No	0	38	7	4	0	3	A 0.24-acre vacant parcel at a visible Palm bend—well-suited for a four-story court building with wrapped parking or a compact podium. At 38 du/ac, the site accommodates 7 homes (4 lower-income). The corner-proximate setting and adjacency to other empty pads make shared access and phased construction straightforward; building here stitches a gap between active blocks, boosting foot traffic and perceived safety. Programs 2B and 2U establish the assembly/preferred land use; 4A, 3H, and 4B support yield and streamline standards.
189	013027114	201 S PALM AVE	CITY OF RIALTO	Downtown Mixed-Use	Core Commercial	0.20	0.20	0	Yes	Yes	Yes	No	0	38	5	3	0	2	Another vacant mid-block pad that can carry a tidy bar building with a landscaped forecourt and screened parking, calming a busy segment of Palm. At 38 du/ac, the site accommodates 5 homes (3 lower-income). Coordinated design with 188

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			and 190 yields a cohesive streetscape and fewer curb cuts across three addresses. Program stack: 2B (rezoning priority), 2U (multi-lot plans), 4A (bonus), 3H (AB 2097), 4B (objective, streamlined standards).
190	013027115	200 S ORANGE AVE	REDEVELOPMENT AGENCY CITY OF RIALTO	Downtown Mixed-Use	Core Commercial	0.11	0.11	0	Yes	No	Yes	No	0	38	3	2	0	1	Small corner-adjacent vacancy with strong visibility to anchor a micro-lobby, corner glass, or a live/work unit that enlivens the intersection. At 38 du/ac, the site accommodates 3 homes (2 lower-income). Pairing with 189/191 rationalizes driveways and services; finishing this corner improves lighting, sightlines, and pedestrian comfort on the Orange leg. Programs 2B/2U, plus 4A (bonus), 3H (parking near transit), and 4B (remove constraints) are directly applicable.
191	013027116	206 S ORANGE AVE	REDEVELOPMENT AGENCY CITY OF RIALTO	Downtown Mixed-Use	Core Commercial	0.16	0.16	0	Yes	No	Yes	No	0	38	4	2	0	2	Vacant 0.16-acre lot that completes the Orange frontage—ideal for a 3-story stacked-flat with recessed entries and a small green edge. At 38 du/ac, the site accommodates 4 homes (2 lower-income). Coordinated with 190, this infill closes the last gap on the block, reduces turning conflicts via a single shared access point, and extends a continuous street-tree canopy. Programs 2B and 2U enable assembly and ensure residential priority; 4A and 3H strengthen feasibility; 4B streamlines code fit.
5 – Baseline Parcels																			
192	012715113	RIVERSIDE AVE	CHEN, KWANG YUEN LIVING TRUST 12/22/	Residential 21	R-3	2.36	2.36	0	Yes	No	Yes	Yes	17.424	35	66	36	3	27	A large, clean infill opportunity on Riverside ~2.36 buildable acres with residential directly behind. A wrapped or podium format with internal drives, green courtyards, and a Riverside-facing forecourt can consolidate curb

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			cuts, add street trees/lighting, and step massing down at the rear to respect adjacent single-family. The size is right in the lender comfort zone for efficient delivery and robust amenities. At 35 du/ac, the site accommodates 66 homes (36 lower-income). Feasibility is reinforced by Program 2B (Rezone to Provide Adequate Sites) and Program 2R (Residential Incentives) to capture full residential yield on a corridor site, with Program 4B (Remove Development Constraints) addressing height, setbacks, and open-space ratios; where eligible, Program 3H (AB 2097 Parking Near Transit) can right-size stalls to demand. Comparable corridor conversions—from oversized parking/strip formats to housing—include The Mark (Riverside) and Mission Heritage Plaza (Riverside), as well as Howard & Irene Levine Senior Community (Los Angeles), all demonstrating market acceptance for exactly this repositioning logic.
193	013302329	E MARGARITA RD	YANG, YEA-CHIH	Residential 6	R-1A	0.28	0.28	0	Yes	No	Yes	No	2.96	35	7	4	0	3	One of several small vacant pads (~0.28 buildable acres) along E Margarita that function like a ready-made assembly set—perfect for a compact 3-story walk-up or stacked-flat prototype with shared access and internalized parking to present a quiet residential edge. Delivering this site in tandem with the neighboring E Margarita lots yields economies of scale, a single consolidated driveway, and a continuous sidewalk canopy—incrementally transforming a patchwork of aprons into a coherent residential frontage. At 35 du/ac, the site accommodates 7 homes (4 lower-

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			income). Programs 2O/2P (Lot Consolidation) are the catalyst here, paired with 2B (assumed density), 2R (incentives), and 4B (streamlined standards); 3H can further right-size parking if transit criteria apply. This "small-pad to right-sized multifamily" playbook mirrors Appendix B precedents such as Sierra Fountains / Plaza at Sierra (Fontana) and Whittier Park Place (Whittier), where clusters of sub-½-acre lots were sequenced into stable medium-density housing.
194	013302330	E MARGARITA RD	YANG, YEA-CHIH	Residential 6	R-1A	0.28	0.28	0	Yes	No	Yes	No	2.96	35	7	4	0	3	A 0.28-acre vacant interior lot on E Margarita Rd with other vacant parcels on either side—ideal conditions for phased or consolidated delivery. At 35 du/ac, the site accommodates 7 homes (4 lower-income). The scale lends itself to attached townhomes or a compact walk-up with shared rear parking. Because multiple like-sized lots line this block, frontage cohesion (shared driveways, continuous sidewalks, street trees) can be achieved incrementally yet still read as a unified neighborhood upgrade. Programs 2B and 2R underpin intensity and pro forma viability; 2O/2P (Lot Consolidation) is particularly relevant here to formalize shared access and achieve a lender-friendly unit count, while 4B trims discretionary friction. Case studies such as Sierra Fountains Apartments (Fontana) and Whittier Park Place (Whittier) confirm that clusters of small pads can be sequenced into stable medium-density housing.
195	013302331	E MARGARITA RD	YANG, YEA-CHIH	Residential 6	R-1A	0.23	0.23	0	Yes	No	Yes	No	2.96	35	6	3	0	3	This 0.23-acre vacant corner complements a run of similarly sized

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			lots, creating a natural corner-marker opportunity with a slightly taller mass or a wrapped stoop condition. At 35 du/ac, the site accommodates 6 homes (3 lower-income). Corner orientation supports enhanced visibility and safer geometry via driveway reduction and bulb-outs; pairing with adjacent parcels simplifies trash, loading, and fire access. Programs 2B, 2R, and 4B raise achievable yield and streamline entitlement, while 2O/2P can unify the corner with mid-block parcels for a single construction mobilization. Comparable small-parcel assemblies along corridors—The Plaza at Sierra (Fontana) and Howard & Irene Levine Senior Community (Los Angeles)—demonstrate cost-efficient delivery at this scale.
196	013302328	E MARGARITA RD	YANG, YEA-CHIH	Residential 6	R-1A	0.23	0.23	0	Yes	No	Yes	No	2.96	35	6	3	0	3	A 0.23-acre vacant mid-block site surrounded by other vacant lots and nearby homes—prime for a walk-up apartment format with secure rear courts. At 35 du/ac, the site accommodates 6 homes (3 lower-income). Adjacent residential improves neighborhood fit and reduces change-management concerns; coordinated frontage improvements across this block could transform a patchwork of drive aprons into a shaded sidewalk spine. Programs 2B and 2R support yield and incentives; 2O/2P is the key catalyst for shared access and stormwater, and 4B addresses setbacks/parking to keep prototypes efficient. Analogous small-lot multifamily delivered in corridors—Whittier Park Place (Whittier) and

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ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			Nuevo Apartments (Pomona)—reinforce feasibility.
197	013302327	E MARGARITA RD	YANG, YEA-CHIH	Residential 6	R-1A	0.23	0.23	0	Yes	No	Yes	No	2.96	35	6	3	0	3	Another 0.23-acre vacant lot in the same block pattern, enabling repetition of a proven plan set to reduce soft costs. At 35 du/ac, the site accommodates 6 homes (3 lower-income). In combination with IDs 194–196/198–199, a builder can standardize modules, stagger starts, and coordinate frontage to deliver a coherent streetscape (trees, lighting, and fewer curb cuts). Programs 2B, 2R, and 2O/2P together are pivotal for turning contiguous small sites into one financeable phase; 4B removes lingering dimensional constraints that complicate stacking parking and open space on tight parcels. Corridor precedents—Sierra Fountains Apartments (Fontana) and Whittier Park Place (Whittier)—underscore the approach.
198	013302326	E MARGARITA RD	YANG, YEA-CHIH	Residential 6	R-1A	0.23	0.23	0	Yes	No	Yes	No	2.96	35	6	3	0	3	A 0.23-acre vacant lot mirroring adjacent parcels; repetition supports economies of scale in design and procurement. At 35 du/ac, the site accommodates 6 homes (3 lower-income). Proximity to other vacant lots allows shared bio-retention and a single access aisle, maximizing net buildable area while improving pedestrian comfort. Programs 2B, 2R, and 2O/2P reinforce feasibility and assembly; 4B tailors parking and open-space ratios to small-site realities. Comparable clusters transitioning to compact multifamily—The Plaza at Sierra (Fontana) and Nuevo Apartments (Pomona)—provide a clear delivery analogue.

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
199	013302325	E MARGARITA RD	YANG, YEA-CHIH	Residential 6	R-1A	0.27	0.27	0	Yes	No	Yes	No	2.96	35	7	4	0	3	Slightly larger at 0.27 buildable acres, this vacant interior parcel can anchor mid-block access and utility routing for the E Margarita cluster. At 35 du/ac, the site accommodates 7 homes (4 lower-income). A repeated three-story walk-up with a shared rear mews yields a consistent façade rhythm and improves perceived safety through "eyes on the street." Programs 2B and 2R improve project math; 2O/2P supports formal consolidation (and lender comfort) across multiple APNs; 4B removes residual dimensional barriers. Corridor conversions on small pads—Whittier Park Place (Whittier) and Sierra Fountains Apartments (Fontana)—demonstrate the same block-by-block placemaking effect.
200	012728106	1230 N LILAC AVE	RIALTO METHODIST CHURCH	Community Commercial	R-3	4.00	1.00	0	No	No	No	Yes	17.424	35	28	15	1	12	A faith-based campus with a modest building footprint and extensive surplus parking/yard area, making it a strong candidate for a housing partnership that can retain or reconfigure institutional space. Although 4.00 gross acres are mapped, the buildable acreage is 1.00, and at 35 du/ac the site accommodates 28 homes (15 lower-income). The programmatic sweet spot is a 3–4-story block with internal circulation and a green forecourt addressing Lilac; adjacency to nearby homes enhances compatibility and absorption. Program 2B (Rezone) and 2R (Residential Incentives) position the site for full residential yield; 4B (Remove Development Constraints) can reconcile parking and height; 2H (SB 35 Streamlining) may apply with deeper affordability. State policy for faith-

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			based housing (e.g., SB 4) aligns with this repositioning. Comparable institutional transitions—Mission Heritage Plaza (Riverside) and Howard & Irene Levine Senior Community (Los Angeles)—show how surplus church land can deliver needed housing while improving block edges and pedestrian comfort.
300	026421351	E BASE LINE RD	JIN, HOWARD	Community Commercial	R-3	0.87	0.87	0	No	No	Yes	Yes	0	35	24	13	1	10	A vacant corner parcel (~0.87 buildable acres) with community-commercial surroundings and established neighborhoods behind—classic corridor underutilization ready for a compact podium or 3–4 story stacked-flat building. A corner-addressed entry court and wrapped ground-level parking can consolidate multiple curb cuts into one controlled access, add trees/lighting, and create a stronger streetwall at the intersection; stepping massing and landscaping at the rear respects the residential edge. At the assumed density, the site accommodates 24 homes (13 lower-income). Adjacencies matter here: everyday services on Baseline, a neighborhood network to the south, and a visible corner position that can carry a small public-facing plaza or live/work front to animate the node. Feasibility is reinforced by Program 2B (Rezone to Provide Adequate Sites) and Program 2R (Residential Incentives) to capture full residential yield, with Program 4B (Remove Development Constraints) tuning height, setbacks, and open-space ratios; where criteria are met, Program 3H (AB 2097 Parking Near Transit) can right-size stalls to actual demand. If a

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ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			neighbor is willing, Programs 2O/2P (Lot Consolidation) allow a corner-plus-mid-block assembly for shared access and stormwater, improving pro-forma and streetscape continuity. Comparable corner/auto-pad conversions—Paloma at Main Place (Orange), The Mark (Riverside), and Whittier Park Place (Whittier)—show the same repositioning logic from surplus land to context-sensitive multifamily.
6 – Baseline Shopping Center																			
202	012732122	1169 N RIVERSIDE AVE	VICTORIA GUERNSEY INC	Community Commercial	C-1A	0.73	0.73	0	No	No	No	Yes	0	30	17	9	1	7	A drive-through pad with wide curb cuts and surplus parking—classic auto-oriented geometry that's underbuilt for a primary corridor. At the assumed density, the site accommodates 17 homes (9 lower-income). The near three-quarter-acre footprint comfortably supports a 3–4 story stacked-flat or small podium with internalized stalls and a Riverside-addressed entry court. Adjacent inline commercial provides everyday services, while neighborhoods to the rear ease the transition and bolster absorption. Programs 2B (Rezone to Provide Adequate Sites) and 2R (Residential Incentives) lift feasibility, with 4B (Remove Development Constraints) dialing in height/parking flexibility; 3H (AB 2097 near transit) can right-size stalls if eligible. The repositioning logic mirrors auto-pad conversions cited in Appendix B—e.g., Howard & Irene Levine Senior Community (Los Angeles) and Paloma at Main Place (Orange)—which turned

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			surplus drive aisles and parking fields into efficient multifamily.
203	012732140	115 E BASELINE AVE	VELAZQUEZ, GONZALO	Community Commercial	C-1A	0.53	0.53	0	No	No	No	Yes	0	30	12	7	1	4	A small restaurant parcel with a shallow building and outsized lot circulation. At the assumed density, the site accommodates 12 homes (7 lower-income). Its half-acre scale pencils for a compact podium or three-story walk-up with a forecourt on Baseline and shared parking to the interior. Proximity to corridor services and residential blocks behind creates a gentle land-use step-down and supports walkability upgrades (fewer driveways, better lighting/trees). Programs 2B, 2R, and 4B remove regulatory friction; 2H (SB 35 Streamlining) becomes relevant if deeper affordability is pursued. Comparable retail-pad conversions such as Whittier Park Place (Whittier) and Paloma at Main Place (Orange) validate delivery at this scale.
204	012731124	271 W BASELINE AVE	SHAHBAZIAN FAMILY TRUST 08/12/2008	Community Commercial	C-1	1.01	1.01	0	No	No	No	Yes	0	30	24	13	1	10	Underperforming single-tenant retail with a sea of asphalt and multiple curb cuts. At the assumed density, the site accommodates 24 homes (13 lower-income). One acre allows an L-shaped podium or wrapped format oriented to Baseline, with internal drives and a planted edge to buffer adjacent residential. Corridor reinvestment potential is high—filling a frontage gap, calming turning movements, and adding eyes on the street. Programs 2B/2R improve economics; 4B updates legacy parking/landscape standards; 3H can right-size stalls near transit. Appendix B shows the same pattern in The Mark Apartments (Riverside) and Paloma at Main Place (Orange)—strip-

Table B-20: Sites Inventory by Opportunity Area

ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			commercial parking fields repositioned into multifamily.
205	012726105	298 W BASELINE AVE	SEDLACHEK, ALEXANDER DOUGLAS	Community Commercial	C-1	0.51	0.51	0	No	No	No	Yes	0	30	12	7	1	4	A small commercial building with broad, low-intensity parking aprons. At the assumed density, the site accommodates 12 homes (7 lower-income). Roughly six-tenths of an acre supports a courtyard or liner-podium prototype that addresses Baseline with active frontages while tucking resident parking inside. Adjacency to neighborhood streets improves compatibility and provides multiple access options for construction phasing. Programs 2B, 2R, 4B are the key enablers; if a joint plan with neighbors materializes, 2O/2P (Lot Consolidation) boosts scale. Similar right-sizing of small pads into housing is documented with Howard & Irene Levine (Los Angeles) and Whittier Park Place (Whittier).
206	012732146	173 E BASELINE AVE	MOHAMMAD, IBRAHIM	Community Commercial	C-1A	0.50	0.50	0	No	No	No	Yes	0	30	12	7	1	4	A low-coverage retail building with an oversupply of surface stalls. At the assumed density, the site accommodates 12 homes (7 lower-income). Half an acre is well-suited to a three-story walk-up or micro-podium with a mid-block paseo and internalized parking, improving the pedestrian realm and complementing nearby homes and shops. Programs 2B/2R elevate feasibility, 4B addresses standards, and 3H can reduce parking ratios where transit proximity applies. Appendix B illustrates parallel outcomes on small commercial pads (e.g., Whittier Park Place, Whittier) and senior infill on surplus parking (Howard & Irene Levine, Los Angeles).

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ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
207	012732147	201 E BASELINE RD	LIN, YAO	Community Commercial	C-1A	1.56	1.56	0	No	No	No	Yes	0	30	37	20	2	15	A restaurant pad with drive aisles occupying most of the site. At the assumed density, the site accommodates 37 homes (20 lower-income). At 1.56 acres, delivery scale supports a full podium with internal drives, a residential lobby on Baseline, and on-site amenities—while enhancing the corridor with fewer curb cuts and better lighting/landscaping. Programs 2B and 2R enable intensity; 4B modernizes parking/open-space standards; 2H offers streamlining at deeper affordability. Comparable retail-to-housing transitions—The Mark (Riverside) and Paloma (Orange)—underscore feasibility at this acreage.
208	012732105	291 E BASELINE ST	LEXKIN LLC	Community Commercial	C-1A	0.51	0.51	0	No	No	No	Yes	0	30	12	7	1	4	Older commercial with minimal building coverage and heavy hardscape. At the assumed density, the site accommodates 12 homes (7 lower-income). The half-acre scale favors a stacked-flat prototype with a Baseline-facing forecourt and private open space oriented away from traffic, knitting new residents into adjacent neighborhoods and supporting local shops. Programs 2B/2R/4B are the core levers; 3H can trim parking where applicable. Appendix B analogs—Whittier Park Place (Whittier) and Howard & Irene Levine (Los Angeles)—show nearly identical site physics.
209	012731121	211 W BASELINE RD	LARLAND LLC	Community Commercial	C-1	1.20	1.20	0	No	No	No	Yes	0	30	28	15	1	12	A mid-block commercial parcel with broad paving and underutilized frontage. At the assumed density, the site accommodates 28 homes (15 lower-income). The 1.2-acre lot supports a liner-podium or C-shaped courtyard plan with internal parking

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			and street-facing entries to repair the pedestrian edge and slow turning movements. Programs 2B, 2R, 4B directly address intensity, incentives, and legacy standards, with 3H available where transit criteria are met. Case studies—The Mark (Riverside) and Paloma (Orange)—affirm the jump from excess asphalt to multifamily.
210	012726112	154 W BASELINE RD	KIM FAMILY TRUST 8/30/11	Community Commercial	C-1A	2.14	2.14	0	No	No	No	Yes	0	30	51	28	3	20	Large single-use retail with expansive parking fields. At the assumed density, the site accommodates 51 homes (28 lower-income). The 2.14-acre footprint supports a podium or wrap with internalized circulation, allowing a strong streetwall on Baseline and generous on-site amenities. Adjacent commercial keeps daily needs within walking distance, while nearby residential improves compatibility and absorption. Programs 2B/2R promote intensity; 4B allows right-sizing of parking and open space; 2O/2P can unlock assembly with neighbors if desired. Appendix B's The Mark (Riverside) and Paloma (Orange) exemplify similar repositioning of big paved lots to housing at this scale.
211	012726108	240 W BASELINE RD	HART, CHARLES RICHARD JR FAM TR 1-3-	Community Commercial	C-1A	0.52	0.52	0	No	No	No	Yes	0	30	12	7	1	4	A shallow commercial pad dominated by parking and drive aisles. At the assumed density, the site accommodates 12 homes (7 lower-income). The near half-acre area supports a 3-story walk-up or micro-podium with a Baseline-facing entry plaza, trimming curb cuts and improving the pedestrian realm. Residential behind provides a gentle transition and a ready customer base for ground-level activation if pursued. Programs 2B, 2R, and 4B remove the

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			main barriers; 3H can reduce stall counts near transit. Comparable small-pad conversions—Whittier Park Place (Whittier) and Howard & Irene Levine (Los Angeles)—demonstrate viability.
212	012731119	111 W BASELINE RD	EMS FAMILY LP	Community Commercial	C-1A	8.64	8.64	0	No	No	No	Yes	0	30	207	114	10	83	A large, underbuilt commercial tract (~8.64 buildable acres) with deep interior fields and multiple drive aisles—precisely the scale where a full block-plan multifamily concept becomes both feasible and transformative. A podium or slim wrap with internal circulation, multiple courtyards, and a planted perimeter can step massing down toward adjacent single-family while presenting a continuous, walkable edge to Baseline. Consolidating scattered curb cuts into two controlled entries, adding street trees and pedestrian lighting, and introducing a corner plaza or mid-block paseo would convert a car-dominant frontage into a legible neighborhood address. At the assumed density, the site accommodates 207 homes (114 lower-income). Programs 2B (Rezone to Provide Adequate Sites) and 2R (Residential Incentives) supply the entitlement and economic runway for full residential yield; 4B (Remove Development Constraints) tunes height, setbacks, and open-space ratios to match podium/wrap prototypes; 3H (AB 2097 Parking Near Transit) can right-size stalls where eligible; and 2O/2P (Lot Consolidation) allow coordinated phasing if adjoining pads participate. Adjacent corridor retail means daily needs remain walkable while the new residential edge calms turning movements and

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			strengthens safety for nearby neighborhoods. Comparable repositionings—The Mark Apartments (Riverside), Mission Heritage Plaza (Riverside), and Paloma at Main Place (Orange)—show how large, over-paved parcels transition successfully to housing with robust public-realm upgrades and lender-favored delivery scales.
213	012732145	155 E BASELINE AVE	COTTONWOOD MEADOW PROPERTIES L P	Community Commercial	C-1A	2.37	2.37	0	No	No	No	Yes	0	30	56	31	3	22	A prominent, corner-influenced site (~2.37 buildable acres) with shallow structures and outsized parking fields—a natural candidate for a podium or C-shaped courtyard plan that wraps the intersection with active frontages and internalizes parking/service. A single consolidated driveway, a corner forecourt, and a short paseo to the mid-block would repair the pedestrian edge, reduce conflict points, and set up a graceful massing step-down to adjacent residential. At the assumed density, the site accommodates 56 homes (31 lower-income). Feasibility is reinforced by 2B and 2R to capture intensity and incentives, with 4B modernizing dimensional/open-space and parking standards; 3H can right-size stalls where transit criteria apply. The adjacency mix—corridor services on Baseline, established homes to the rear—supports steady absorption and a gentle interface. Parallel conversions of high-visibility corners and large pads—Paloma at Main Place (Orange), Whittier Park Place (Whittier), and The Mark Apartments (Riverside)—demonstrate market acceptance for this format and the corridor-repair

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			benefits (fewer curb cuts, continuous canopy, safer crossings).
214	012726110	190 W BASELINE AVE	CLEAR MOUNTAIN PROPERTIES LP	Community Commercial	C-1A	0.73	0.73	0	No	No	No	Yes	0	30	17	9	1	7	A compact pad (~0.73 buildable acres) with a shallow building and surplus paving—classic auto-oriented geometry that can be right-sized into a 3–4 story stacked-flat or micro-podium with an addressable forecourt to Baseline and parking tucked inside. The program replaces multiple curb cuts with one controlled access, adds shade/lighting, and fills a streetwall gap, improving walking comfort and perceived safety. The adjacent residential fabric behind the corridor further eases compatibility, with massing able to step down at the rear and landscape buffering along lot lines. At the assumed density, the site accommodates 17 homes (9 lower-income). Programs 2B and 2R support yield and financing; 4B removes small-lot frictions (setbacks, coverage, open-space ratios); 3H can calibrate parking to demand where eligibility is met. Comparable small-pad transitions—Howard & Irene Levine Senior Community (Los Angeles) and Whittier Park Place (Whittier)—show how shallow, over-paved parcels can deliver efficient, context-sensitive housing that upgrades the corridor edge.
215	012732123	1149 N RIVERSIDE AVE	CHHANN, YOUNG	Community Commercial	C-1	0.73	0.73	0	No	No	No	Yes	0	30	17	9	1	7	An auto-oriented commercial pad with modest improvements and a high land-to-pavement ratio. At the assumed density, the site accommodates 17 homes (9 lower-income). About 0.73 acres enables a compact podium or 3–4 story stacked flats with internal parking and a Riverside-addressed forecourt, supporting corridor

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			reinvestment (fewer driveways, lighting, street trees) and complementing adjacent uses. Programs 2B/2R/4B are enabling; 3H can right-size parking. Appendix B's retail/parking conversions—Howard & Irene Levine (Los Angeles) and Paloma (Orange)—illustrate the same scale and geometry.
216	012732104	241 E BASELINE AVE	BUENA VISTA DEV LLC	Community Commercial	C-1A	1.74	1.74	0	No	No	No	Yes	0	30	41	23	2	16	A larger corner-influenced parcel with low site coverage and generous drive aisles. At the assumed density, the site accommodates 41 homes (23 lower-income). At 1.74 acres, a podium with internal circulation and a corner plaza can anchor the intersection, easing the transition to nearby neighborhoods and adding a walkable node of activity. Programs 2B, 2R, and 4B support intensity and modernized standards; 2H and 2O/2P can streamline and support assembly with adjacent pads if pursued. Appendix B flags Sites 213/216 as analogous to Whittier Park Place/Catalina (Whittier)—corners and auto pads successfully repositioned to housing.
217	012732103	241 E BASELINE AVE	BUENA VISTA DEV LLC	Community Commercial	C-1A	0.63	0.63	0	No	No	No	Yes	0	30	15	8	1	6	Companion parcel to the 216 corner, similarly over-paved with minimal structures—strong assembly potential but viable as a stand-alone infill. At the assumed density, the site accommodates 15 homes (8 lower-income). A three-story walk-up or micro-podium can address Baseline while sharing a mid-block drive; adjacency to corridor services and residential to the rear fosters compatibility and supports corridor streetscape gains. Programs 2B/2R/4B are primary tools; 2O/2P enhances

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			feasibility if combined with 216. Comparable small-pad infill includes Whittier Park Place (Whittier) and Howard & Irene Levine (Los Angeles).
218	012726116	120 W BASELINE AVE	BASELINE HJORRING FUND	Community Commercial	C-1A	0.51	0.51	0	No	No	No	Yes	0	30	12	7	1	4	Legacy restaurant pad with overscaled paving and driveways at a prominent stretch of Baseline. At the assumed density, the site accommodates 12 homes (7 lower-income). Half an acre supports a forecourt-style multifamily building with internalized parking and stoops along Baseline, improving pedestrian comfort and linking to nearby housing and shops. Programs 2B/2R/4B are core; 3H can reduce stall counts near transit. Appendix B's Paloma (Orange) and Whittier Park Place (Whittier) demonstrate similar conversions.
219	012731125	241 W BASELINE AVE	BAKER, NEAL T ENTERPRISES INC	Community Commercial	C-1	1.03	1.03	0	No	No	No	Yes	0	30	24	13	1	10	A one-acre commercial lot with broad surface parking and a single low-intensity use. At the assumed density, the site accommodates 24 homes (13 lower-income). Acreage supports a C-shaped courtyard or thin wrap with an emphasis on Baseline frontage, moderating speeds via consolidated driveways and enhanced street trees. Programs 2B/2R/4B increase feasibility; 2O/2P opens assembly with neighbors if needed. The feasibility pattern mirrors The Mark (Riverside) and Paloma (Orange)—big parking aprons converted to housing.
220	012731123	291 W BASELINE AVE	BAKER, NEAL T ENTERPRISES INC	Community Commercial	C-1	0.85	0.85	0	No	No	No	Yes	0	30	20	11	1	8	Corner-adjacent auto-oriented parcel with excess pavement and minimal structural value. At the assumed density, the site accommodates 20 homes (11 lower-income). Roughly 0.85 acres works for a compact podium

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			with a Baseline-facing plaza and internalized parking, tying into nearby residential blocks and improving the corridor's walkability. Programs 2B/2R/4B carry the entitlement/standards lift; 3H may reduce required parking if transit-proximate. Appendix B analogs—Paloma (Orange) and Whittier Park Place (Whittier)—underline the same delivery mechanics.
221	012725115	260 E BASELINE RD	ALLIED FARMS INC	Community Commercial	C-1A	0.80	0.80	0	No	No	No	Yes	0	30	19	10	1	8	A small, auto-oriented pad with a single commercial building and outsized surface parking is a textbook underbuilt site along the Baseline corridor. The parcel's depth and open paving enable a clean transition to housing with a forecourt or liner building addressing Baseline and resident parking tucked to the interior. At the assumed density, the site accommodates 19 homes (10 lower-income). Programs 2B (Rezone to Provide Adequate Sites) and 2R (Residential Incentives) improve yield and economics; 4B (Remove Development Constraints) addresses legacy standards, and where eligible 3H (AB 2097 Parking Near Transit) right-sizes stalls. Adjacency to other Allied-owned pads (IDs 222–224) supports shared access and potential cross-easements, reducing curb cuts and improving pedestrian safety. New trees, lighting, and a defined street edge would knit this block into nearby neighborhoods and services. Comparable repositions of surplus retail parking to multifamily—Paloma at Main Place (Orange) and Howard & Irene Levine Senior Community (Los

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			Angeles)—mirror this foreshadowed evolution and scale, validating feasibility in a corridor setting.
222	012725119	170 E BASELINE RD	ALLIED FARMS INC	Community Commercial	C-1A	0.69	0.69	0	No	No	No	Yes	0	30	16	9	1	6	Currently a restaurant use with a high parking ratio and large paved setbacks, the site reads as a low-coverage corner that can be recast as housing with an active frontage and internalized parking. At the assumed density, the site accommodates 16 homes (9 lower-income). Programs 2B/2R enable full residential buildout; 4B modernizes design/parking standards; 3H may reduce parking where transit proximity applies. Flanked by compatible commercial and nearby residential, new multifamily would shorten walking distances to daily needs and calm turning movements by consolidating driveways. Infill typologies used at Whittier Park Place / Catalina (Whittier) and The Mark Apartments (Riverside) show how shallow pads with surplus parking can be intensified without disrupting corridor trade, supporting lender-favored delivery scales.
223	012725120	118 E BASELINE RD	ALLIED FARMS INC	Community Commercial	C-1A	1.46	1.46	0	No	No	No	Yes	0	30	35	19	2	14	A deeper Allied-controlled parcel with a single structure and expansive parking fields, well-suited to a wrapped or podium configuration that presents a finished streetwall along Baseline while placing parking and open space internally. At the assumed density, the site accommodates 35 homes (19 lower-income). Programs 2B and 2R raise certainty and help close feasibility gaps; 4B trims entitlement friction. Taken with neighboring Allied pads, cross-access and phased delivery are realistic,

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			reducing incremental traffic friction and introducing shade, lighting, and pedestrian refuge where today there's asphalt. Precedents like Paloma at Main Place (Orange) and The Mark Apartments (Riverside) support the shift from large lots of excess parking to efficient multifamily in active corridors.
224	012725118	180 E BASELINE RD	ALLIED FARMS INC	Community Commercial	C-1A	0.80	0.80	0	No	No	No	Yes	0	30	19	10	1	8	Another restaurant/parking pad with minimal building coverage, ideal for compact infill. A 3–4-story stacked-flat building with a corner entry and stoops along Baseline can anchor the block, with shared access coordinated with adjacent Allied parcels. At the assumed density, the site accommodates 19 homes (10 lower-income). Programs 2B/2R and 4B support intensity and streamlined standards; 3H can calibrate parking near transit. The new frontage would reduce driveways, add canopy, and calm vehicular speeds—incrementally upgrading the pedestrian realm. Case studies—Howard & Irene Levine Senior Community (Los Angeles) and Paloma at Main Place (Orange)—illustrate the same parking-to-housing transition on shallow pads.
225	012725117	282 E BASELINE AVE	ALLIED FARMS INC	Community Commercial	C-1A	0.34	0.34	0	No	No	No	No	0	30	8	4	0	4	A narrow pad with a single commercial building and strip-parking geometry can convert to a small elevator-served apartment house or clustered townhomes, using an internal court for parking and trees. At the assumed density, the site accommodates 8 homes (4 lower-income). Programs 2B/2R improve feasibility at modest scale; 4B resolves setbacks and loading nuances; 3H may right-size parking.

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			Pairing driveway consolidation with a new sidewalk edge improves visibility for neighbors and softens an otherwise exposed block. Similar infill blocks replacing excess parking—Whittier Park Place / Catalina (Whittier)—show small sites can deliver quality, transit-proximate housing.
226	012725116	E BASELINE AVE	ALLIED FARMS INC	Community Commercial	C-1A	0.43	0.43	0	No	No	Yes	No	0	30	10	6	1	3	A vacant corner parcel surrounded by commercial pads and parking lots is inherently positioned for a gateway building with active frontage and enhanced corner treatment (plaza, public art, or shade grove). At the assumed density, the site accommodates 10 homes (6 lower-income). Programs 2B and 2R underwrite density; 4B removes minor dimensional constraints. Corner activation narrows crossing distances and organizes turning movements, improving safety for nearby homes and shoppers. As Appendix B notes, Sites 226–227 demonstrate the same high-probability conditions seen at Mission Heritage Plaza (Riverside)—marginal commercial or vacant corners repositioned to housing with supportive programs.
227	012725113	172 E BASELINE RD	ALLIED FARMS INC	Community Commercial	C-1A	7.61	7.61	0	No	No	No	Yes	0	30	182	100	9	73	A large Allied-controlled tract with one building and expansive parking, offering the rare scale for a full block-plan: internal drives, wrapped/structured parking, and multiple courtyards. At the assumed density, the site accommodates 182 homes (100 lower-income). Programs 2B and 2R reinforce intensity and financing; 2O/2P (Lot Consolidation) allow tie-ins with adjacent Allied holdings for phasing; 4B modernizes

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			standards; 3H can right-size parking if transit-eligible. New housing here would "stitch" the corridor—replacing sea-of-asphalt with shade, lighting, and frontage retail nooks while keeping key service retail nearby. Precedents—The Mark Apartments (Riverside) and Paloma at Main Place (Orange)—demonstrate large-lot strip commercial and parking fields converting successfully to multifamily at this delivery scale.
228	012725112	168 E BASELINE RD	ALLIED FARMS INC	Community Commercial	C-1A	4.23	4.23	0	No	No	No	Yes	0	30	101	56	5	40	A big-box store with outsized surface parking presents classic repositioning potential: phased pads, temporary shared parking, and ultimate conversion to wrapped or podium housing with activated corners. At the assumed density, the site accommodates 101 homes (56 lower-income). Programs 2B/2R and 4B backfill feasibility; 2O/2P could coordinate with adjacent Allied parcels; 3H may reduce stall counts near transit. The project would rationalize drive aisles, add shade canopy, and extend the pedestrian network to residential streets to the north/south, improving walkability and safety. Appendix B spotlights analogous big-box/parking conversions such as The Mark Apartments (Riverside), underscoring lender-favored scales and corridor fit.
229	012725114	E BASELINE RD	ALLIED FARMS INC	Community Commercial	C-1A	0.98	0.98	0	No	No	Yes	Yes	0	30	23	13	1	9	A corner site with vacant area adjacent to commercial and residential uses—an ideal "bridge" parcel to soften the transition between neighborhoods and shops. At the assumed density, the site accommodates 23 homes (13 lower-income). Programs 2B/2R support

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			entitlement and pro-formas; 4B addresses dimensional and frontage standards; 3H may adjust parking ratios. New homes would activate the corner, reduce curb cuts, and bring lighting/landscaping that calms speeds and elevates corridor comfort. Comparable repositioning of recreational/parking surfaces into apartments—Paloma at Main Place (Orange)—demonstrates market acceptance and deliverability.
230	012726115	1250 CONTRA AVE	ABBEYFIELD PROPERTIES	Community Commercial	C-1A	0.64	0.64	0	No	No	No	Yes	0	30	15	8	1	6	A modest restaurant pad in the Baseline Shopping Center area with far more asphalt than building. A compact 3-story apartment building with a forecourt entry can deliver frontage definition while placing parking internally or in a mews. At the assumed density, the site accommodates 15 homes (8 lower-income). Programs 2B/2R lift intensity; 4B tackles legacy standards; 3H may calibrate parking. New street trees, fewer driveways, and lighting would tighten the block's fabric and improve day-to-day safety. Parallels with Whittier Park Place / Catalina (Whittier) and Howard & Irene Levine Senior Community (Los Angeles) show similar shallow pads repositioned to feasible infill housing.
231	012726113	150 W BASELINE RD	ABBEYFIELD PROPERTIES	Community Commercial	C-1A	0.80	0.80	0	No	No	No	Yes	0	30	19	10	1	8	A compact, auto-oriented commercial pad with shallow building coverage and a disproportionately large parking apron—classic corridor underutilization that lends itself to a tidy infill prototype. At the assumed density, the site accommodates 19 homes (10 lower-income). On ~0.80 buildable acres, a 3–4 story stacked-

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			flat or small podium building can internalize parking, pull new frontage to Baseline, and add street trees/lighting where curb cuts dominate today. Adjacent neighborhood retail and established residential to the rear/side improve compatibility and support absorption, while consolidating driveways and adding a calmer sidewalk edge gives the Baseline corridor a measurable safety and visual upgrade. Feasibility is reinforced by Program 2B (Rezone to Provide Adequate Sites) and Program 2R (Residential Incentives), with Program 4B (Remove Development Constraints) addressing legacy standards and Program 3H (AB 2097 Parking Near Transit) enabling right-sized stalls where eligible. Comparable repositionings of shallow pads—Howard & Irene Levine Senior Community (Los Angeles) and The Plaza at Sierra (Fontana)—show how modest sites can deliver efficient, financeable housing while strengthening a corridor block face.
232	012726109	210 W BASELINE RD	ABBEYFIELD PROPERTIES	Community Commercial	C-1A	3.67	3.67	0	No	No	No	Yes	0	30	88	48	4	36	A broad, underbuilt commercial frontage with low site coverage and expansive surface parking that functions more like a car court than a walkable edge. At the assumed density, the site accommodates 88 homes (48 lower-income). The ±3.67 buildable acres support a cost-efficient delivery scale favored by lenders—think a podium or wrap with two internal drives, a corner plaza, and a mid-block paseo to stitch in the surrounding neighborhood grid. Adjacencies—a mix of neighborhood

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ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			retail and established housing—make a well-scaled transition feasible; replacing multiple curb cuts with a single access point, street trees, and active corners would materially improve Baseline's comfort, safety, and visual continuity. Programs 2B and 2R provide the entitlement path and economic incentives; Program 4B streamlines standards (setbacks, open space, parking ratios) to unlock yield; and Program 3H can reduce parking where transit-adjacent. Precedents like Mission Heritage Plaza (Riverside) and The Mark Apartments (Riverside) demonstrate how wide parking fields and aging pads can flip to mid-density housing with strong public-realm outcomes.
233	012726106	290 CONTRA RD	ABBEYFIELD PROPERTIES	Community Commercial	C-1A	3.67	3.67	0	No	No	No	Yes	0	30	88	48	4	36	A deep interior parcel with vestigial commercial/service use and oversized parking areas, creating low intensity at a well-connected neighborhood edge. At the assumed density, the site accommodates 88 homes (48 lower-income). The similar scale to ID-232 (±3.67 buildable acres) supports a full block-plan concept with a wrapped garage or podium, internal courtyards, and a greened edge along Contra that buffers adjacent homes. Introducing a pedestrian cut-through and calmer frontage (fewer driveways, more trees and lights) would repair a gap in the local network and reinforce a neighborhood center of gravity. Program 2B (rezoning) and Program 2R (incentives) pair with Program 4B (removing outdated standards) to right-size setbacks and parking, while Program 3H can further reduce parking

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			where transit criteria apply. Comparable conversions—Whittier Park Place (Whittier) and The Plaza at Sierra (Fontana)—show how underutilized interior pads can transition to multifamily while improving block permeability and edges.
234	012726114	122 CONTRA RD	ABBEYFIELD PROPERTIES	Community Commercial	C-1A	1.43	1.43	0	No	No	No	Yes	0	30	34	19	2	13	A mid-sized lot with an aging, low-coverage commercial footprint and surplus paving—ideal conditions for a compact multifamily infill that respects adjacent residential scale. At the assumed density, the site accommodates 34 homes (19 lower-income). On ~1.43 buildable acres, a three- to four-story stacked-flat building with podium/surface hybrid parking can place active rooms toward Contra, step massing down at the rear, and add street trees and lighting to knit into nearby homes. Rationalizing driveways and introducing a small forecourt or corner pocket plaza would elevate walkability and calm traffic movements. Entitlement and economics benefit from Program 2B and Program 2R, while Program 4B addresses dimensional and parking standards; Program 3H can reduce parking ratios where transit proximity is met. Similar pad-to-housing transitions—Howard & Irene Levine Senior Community (Los Angeles) and Sierra Fountains Apartments (Fontana)—illustrate how modest sites can deliver high-quality infill and a cleaner neighborhood edge.
235	012726107	260 W BASELINE RD	ABBEYFIELD PROPERTIES	Community Commercial	C-1A	1.82	1.82	0	No	No	No	Yes	0	30	43	24	2	17	An older commercial parcel with shallow building depth and a broad rear lot devoted to circulation and

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			stalls—typical of mid-century corridor retail now over-parked relative to demand. At the assumed density, the site accommodates 43 homes (24 lower-income). Roughly 1.82 buildable acres support a small podium or tuck-under flats with an internalized motor court, continuous shade canopy, and consolidated access that replaces multiple curb cuts. The adjacency pattern—services along Baseline and residential behind—supports a gentle height transition and creates opportunities for a neighborhood-serving corner (leasing café, pocket plaza) that upgrades the public realm. Programs 2B and 2R enable intensity and incentives; Program 4B streamlines height/parking/open-space standards to match prototypes; Program 3H can further right-size parking near transit. Case studies like Mission Heritage Plaza (Riverside) and The Mark Apartments (Riverside) reinforce the feasibility of repositioning over-paved retail sites into contextual housing that strengthens corridor continuity.
236	012726111	160 CONTRA RD	ABBEYFIELD PROPERTIES	Community Commercial	C-1A	1.10	1.10	0	No	No	No	Yes	0	30	27	15	1	11	A smaller interior lot marked by low site coverage and a high percentage of asphalt—an efficient candidate for a compact neighborhood multifamily building. At the assumed density, the site accommodates 27 homes (15 lower-income). On ~1.10 buildable acres, a three-story stacked-flat or townhome-over-flat configuration can buffer adjacent homes with setbacks and landscaping while framing Contra with an improved sidewalk, lighting, and canopy trees. Consolidating access

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			and adding a short mid-block paseo would enhance walkability and knit the site into nearby residential blocks. Program 2B (rezoning) plus Program 2R (incentives) underwrite the transition; Program 4B cures legacy site-planning constraints; and Program 3H can reduce required parking where eligible. Comparable infill on modest pads—Whittier Park Place (Whittier) and Howard & Irene Levine Senior Community (Los Angeles)—demonstrates market-tested feasibility at this scale with measurable neighborhood-edge benefits.
7 – Housing Opportunity Overlay																			
409	023930128	5111 LOCUST AVE	GREEN TREE INVESTMENT PARTNERS LLC	Community Commercial	NC	0.62	0.62	0	No	No	Yes	Yes	0	30	14	8	1	5	Mid-block vacant lot (~0.62 acres) at a residential edge—well-suited for a three-story stacked-flat with a shared rear mews, landscaped forecourt, and limited, screened parking. At the assumed density, the site accommodates 14 homes (8 lower-income). 2B/2R reinforce feasibility; 4B cleans up setbacks/open space for compact prototypes. Comparable right-sizing on modest parcels—Whittier Park Place (Whittier) and Howard & Irene Levine (Los Angeles)—demonstrates a gentle, context-aware scale.
410	023930129	3686 N RIVERSIDE AVE	GREEN TREE INVESTMENT PARTNERS LLC	Community Commercial	NC	3.85	3.85	0	No	No	Yes	Yes	0	30	92	52	3	37	A deep vacant frontage on Riverside (~3.85 acres) that wants a podium/wrap with internal circulation, multiple courtyards, and an activated street edge. Consolidating access points and adding shade/lighting would transform a car-dominant segment into a calmer corridor face while buffering nearby neighborhoods

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			with step-downs and landscape. At the assumed density, the site accommodates 92 homes (52 lower-income). Programs 2B/2R and 4B carry the entitlement and standards lift; 3H may reduce parking if transit-eligible. Similar corridor transformations—The Mark (Riverside) and Mission Heritage Plaza (Riverside)—support this block-scale concept.
411	023930146	5143 LOCUST AVE	GREEN TREE INVESTMENT PARTNERS LLC	Community Commercial	NC	1.09	1.09	0	No	No	Yes	No	0	30	9	5	1	3	Smaller vacant parcel (~1.09 acres) that can deliver a compact walk-up over parking with a Locust-facing forecourt and a rear green buffer to adjacent homes—simple, financeable, and neighbor-friendly. At the assumed density, the site accommodates 9 homes (5 lower-income). 2B/2R set the path to yield; 4B trims friction on microlot standards. Precedents like Whittier Park Place (Whittier) show how modest footprints can produce high-quality infill with a stronger street edge.
412	023930147	SEC W Locust Ave. and N Riverside Ave.	GREEN TREE INVESTMENT PARTNERS LLC	Community Commercial	NC	1.09	1.09	0	No	No	Yes	Yes	0	30	26	14	1	11	Corner-visible vacant site ideal for a courtyard or L-shaped podium that wraps the corner with entries, glass, and a small plaza, while internalizing parking and service. At the assumed density, the site accommodates 26 homes (14 lower-income). 2B/2R and 4B are the core levers; 3H can right-size stalls. Comparable corner/auto-pad conversions—Paloma at Main Place (Orange) and Whittier Park Place (Whittier)—illustrate the same visibility-driven feasibility.
413	026401258	SE of N. Riverside Ave.	LYTLE DEVELOPMENT COMPANY	Residential 6	R-1D	1.78	1.78	0	No	No	Yes	Yes	5.18	30	42	23	2	17	A multi-frontage vacant tract between major corridors—strong candidate for a podium with two internal drives, a

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
		and N. Linden Ave.																	mid-block paseo, and generous tree canopy to cool and calm the edge. At the assumed density, the site accommodates 42 homes (23 lower-income). Programs 2B/2R unlock intensity; 4B streamlines dimensional/parking standards; optional 2O/2P supports phased delivery. Analogs—The Mark (Riverside) and Mission Heritage Plaza (Riverside)—show corridor-adjacent tracts repositioned to neighborhood-serving housing.
414	113332121	North of Banyon St. & west of Cedar Ave.	CITY OF RIALTO	Public Facility	R-1B	5	5	0	No	Yes	Yes	Yes	5.18	30	120	67	5	48	A large, visible vacant site at a neighborhood gateway—ample room to organize a block-plan with clear pedestrian spines, pocket greens, and an activated corner while stepping massing toward existing homes. At the assumed density, the site accommodates 120 homes (67 lower-income). 2B/2R and 4B provide the regulatory/standards runway; 2O/2P can phase sub-areas; 3H reduces parking where transit-eligible. Comparable large-site transitions—Paloma at Main Place (Orange) and The Mark (Riverside)—demonstrate lender-favored delivery scales and strong corridor repair.
415	113321113	2314 N. Linden Ave.	DO DINH	Residential 6	R-1B	4.6	4.6	1	No	No	No	Yes	5.18	35	127	53	4	38	A deep, largely vacant tract with long Linden frontage and low existing coverage—ideal for a block-plan multifamily concept that organizes internal drives, courtyards, and a green perimeter to buffer nearby homes. A podium or slim wrap can bring doors and glazing to Linden while stepping massing toward residential edges. Streetscape upgrades (fewer curb cuts, trees, lighting) transform a car-

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			dominant edge into a walkable, neighborhood-supportive frontage. At the assumed density, the site accommodates 127 homes (53 lower-income). Programs 2B (Rezone to Provide Adequate Sites) and 2R (Residential Incentives) secure yield and economics; 4B (Remove Development Constraints) tunes height/parking/open-space standards; 3H (AB 2097 Parking Near Transit) can right-size stalls where eligible. Comparable repositionings of large paved tracts—The Mark (Riverside) and Paloma at Main Place (Orange)—show lender-favored delivery scales with strong corridor repair.
416	026421212	Area across Jerry Eaves Park & Cedar Avenue/Ayala Drive	REDEVELOPMENT AGENCY CITY OF RIALTO	Renaissance SP	School	4.87	4.87	0	No	Yes	Yes	Yes	5.18	30	116	64	6	46	A prominent multi-acre corner opposite a major park offers rare placemaking leverage: an activated corner plaza, a mid-block paseo linking to park paths, and a continuous residential edge that puts “eyes on the park.” Internalized circulation and amenity courts allow height to step down toward nearby homes, while consolidating multiple driveways improves safety and legibility at Cedar/Ayala. At the assumed density, the site accommodates 116 homes (64 lower-income). Programs 2B/2R underwrite intensity; 4B modernizes standards for a podium/wrap prototype; 3H can calibrate parking to demand; 2O/2P (Lot Consolidation) provide flexibility if adjacent pads are pursued together. Park-edge precedents—Mission Heritage Plaza (Riverside) and corridor conversions like Whittier Park Place (Whittier)—

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			demonstrate market acceptance for this visibility-driven housing type.
417	013320123	777 N. Acacia Ave.	BISHOP PROTESTANT EPISCOPAL CHURCH L	Residential 6	R-1B	3.26	3.26	0	Yes	No	No	Yes	3.12	35	91	20	2	15	A wide, underbuilt corridor parcel with a deep interior—well-suited to a courtyard or L-shaped podium that addresses Acacia with an active frontage, while tucking parking and services inside. A church property adjoining residential helps absorption and supports a step-down in height and landscape buffering at the rear. The project can replace scattered aprons with a single shared access and a shaded sidewalk spine, improving comfort and safety along Acacia. At the assumed density, the site accommodates 91 homes (20 lower-income). Programs 2B and 2R bolster entitlement and economics; 4B resolves dimensional frictions common to older commercial standards; 3H can reduce parking requirements if transit-proximate. Comparable corridor transitions—Sierra Fountains Apartments (Fontana) and The Mark (Riverside)—mirror this shift from over-paved frontage to context-sensitive housing.
418	013204168	249 E. Randall Ave.	CITY OF RIALTO	Residential 6	R-1C	0.5	0.5	0	Yes	Yes	Yes	Yes	3.12	30	12	6	1	5	A half-acre pad with minimal coverage and wide aprons—tailor-made for a 3-story walk-up or micro-podium with a landscaped forecourt to Randall and resident parking screened inside. As a near-neighbor to ID-419, it can share access, trash, and stormwater, raising net buildable area and creating a continuous sidewalk canopy across both frontages. At the assumed density, the site accommodates 12 homes (6 lower-income). Programs 2B/2R support yield; 4B streamlines

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			small-lot standards; 2O/2P enable joint planning with ID-419; 3H can right-size parking where criteria are met. Small paired infill examples—Whittier Park Place (Whittier)—show economies of repetition without sacrificing frontage quality.
419	013204169	249 E. Randall Ave.	GRACE BIBLE CHURCH	Residential 6	R-1C	1.06	1.06	0	Yes	No	Yes	Yes	0	30	25	14	1	10	The larger companion parcel to ID-418 offers enough depth (≈1.06 ac) for a compact podium or double-loaded bar with a central court and a single consolidated driveway serving both sites. Stepping massing and adding a planted buffer at the rear smooth the interface with adjacent homes, while continuous street trees and lighting upgrade the pedestrian realm along Randall. At the assumed density, the site accommodates 25 homes (14 lower-income). Programs 2B/2R and 4B increase feasibility; 2O/2P formalize shared access and utilities with ID-418; 3H can lower parking ratios where transit-proximate. Analogous right-sizing of small commercial pads—Nuevo Apartments (Pomona) and Whittier Park Place (Whittier)—confirms deliverability at this scale.
420	026401248	N LINDEN AVE	LYTLE CREEK LAND AND RESOURCES	R6	R-1B	5.58	5.58	0	Yes	No	Yes	Yes	5.18	30	133	73	7	53	A 5.58-acre vacant tract with long Linden exposure—squarely in the delivery zone for a full block-plan: podium or wrap buildings, internal drives, and multiple courtyards linked by shaded pedestrian mews. A pair of well-placed access points and an activated corner can transform a permeable, driveway-rich edge into a legible, walkable frontage that respects nearby residential with step-downs and landscape. At the assumed density, the site accommodates 133

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			homes (73 lower-income). Programs 2B/2R provide entitlement/incentives; 4B modernizes parking/open-space standards; 2O/2P can phase sub-areas if needed. Large-site precedents—The Mark (Riverside) and Paloma at Main Place (Orange)—illustrate the same move from surplus land to multifamily with robust public-realm upgrades.
421	023934113	2760 N LINDEN AVE	CUSHING, FRANK H JR	R6	R-1A	1.34	1.34	0	Yes	No	Yes	Yes	2.96	30	32	18	2	12	A mid-scale, vacant frontage (≈1.34 ac) that can carry a three- to four-story court building with internalized parking and a Linden-facing entry plaza. Consolidating curb cuts and adding canopy trees improve pedestrian comfort and slow turning movements; adjacent neighborhood fabric supports a gentle height transition and steady absorption. At the assumed density, the site accommodates 32 homes (18 lower-income). Programs 2B/2R backstop feasibility; 4B tunes small-to-mid-lot standards; 3H can right-size stalls. Comparable corridor infill—Sierra Fountains (Fontana) and Whittier Park Place (Whittier)—demonstrates market-tested prototypes at this acreage.
422	113328105	1475 W SUMMIT AVE	SAN GABRIEL VALLEY WATER COMPANY	R6	R-1B	2.54	2.54	0	Yes	No	Yes	Yes	5.18	30	60	33	3	24	A Summit Ave frontage with a large, underused field—strong candidate for a podium with an activated street edge, corner emphasis, and internalized circulation. The project can introduce a mid-block paseo and a shaded sidewalk, converting an auto-oriented segment into a walkable residential face that steps down to adjacent neighborhoods. At the assumed density, the site accommodates 60 homes (33 lower-income). Programs 2B/2R and 4B

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			provide the entitlement and standards runway; 2O/2P enable cross-access or phasing with adjacent parcels. Strip/pad conversions like The Mark (Riverside) and Paloma (Orange) confirm feasibility at this scale.
423	113328106	SUMMIT AVE	SAN GABRIEL VALLEY WATER COMPANY	R6	R-1B	2.49	2.49	0	Yes	No	Yes	Yes	5.18	30	59	32	3	24	The companion Summit pad (≈2.49 ac) can mirror 422's plan, sharing a single consolidated access and stormwater features while delivering a continuous streetwall and tree canopy. A corner plaza or forecourt can anchor the intersection and calm speeds. At the assumed density, the site accommodates 59 homes (32 lower-income). Programs 2B/2R and 4B lift intensity and clear legacy standards; 2O/2P strengthen feasibility if delivered with 422. Comparable paired-pad transformations—Paloma at Main Place (Orange) and Whittier Park Place (Whittier)—show the value of coordinated frontage design.
424	026401224	W SUMMIT	MUNOZ, ROSALYN RENEE LIV TR 3/11/19	R6	R-1B	0.45	0.45	0	Yes	No	Yes	No	5.18	30	10	6	1	3	A small, vacant infill (≈0.45 ac) that excels as a forecourt-style walk-up or micro-podium with stoops and a planted edge to Summit, keeping stalls internal or shared via a cross-access easement. Completing this frontage reduces driveways, stitches sidewalk gaps, and brings lighting/canopy to an exposed block. At the assumed density, the site accommodates 10 homes (6 lower-income). Programs 2B/2R and 4B streamline small-lot feasibility; 3H can reduce parking where transit criteria apply. Analogous small-pad infill—Howard & Irene Levine Senior Community (Los Angeles) and Whittier Park Place (Whittier)—

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			demonstrates deliverability with measurable corridor upgrades.
425	113309135	N Maple Ave	ALANIS, MICHAEL D	R6	R-1A	0.54	0.54	0	Yes	No	Yes	Yes	2.96	30	12	7	1	4	A shallow, auto-oriented frontage (~0.54 buildable acres) with low building coverage and outsized paving—prime for compact infill that pulls a clean streetwall to Maple. A three-story stacked-flat or micro-podium can internalize parking, trade multiple curb cuts for a single shared access, and add street trees/lighting to calm turning movements. The residential fabric to the rear/side supports a gentle height step-down and strong absorption. At the assumed density, the site accommodates 12 homes (7 lower-income). Feasibility is reinforced by Program 2B (Rezone to Provide Adequate Sites) and Program 2R (Residential Incentives), with Program 4B (Remove Development Constraints) tuning setbacks/open space/parking for tight parcels; where eligible, Program 3H (AB 2097 Parking Near Transit) right-sizes stalls. Comparable small-pad transitions—Howard & Irene Levine Senior Community (Los Angeles) and Whittier Park Place (Whittier)—demonstrate a proven, lender-friendly prototype at this scale.
426	113310112	1678 W PERSIMMON ST	GARNICA, ALEJANDRO GARCIA	R6	R-1A	0.23	0.23	0	Yes	No	Yes	No	2.96	30	5	3	0	2	A petite, mid-block parcel (~0.23 acres) with legacy commercial geometry—ideal for a duplex-over-flat or 3-story walk-up with a landscaped forecourt to Persimmon and screened parking at the rear. The format closes a frontage gap, consolidates driveways, and strengthens a residential edge already present on the block. At the assumed density, the site accommodates 5

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			homes (3 lower-income). Programs 2B/2R secure yield and incentives, while Program 4B resolves small-lot design and loading details; Program 3H can reduce stall counts if transit criteria apply. Similar "micro-pad to missing-middle" conversions at Whittier Park Place (Whittier) show how repetition of a compact plan can deliver quality infill without overengineering.
427	113328102	LINDEN AVE	FLORES FRANCISCO J	R6	R-1B	0.39	0.39	0	Yes	No	Yes	No	5.18	30	9	5	0	4	A vacant narrow corridor pad (~0.39 acres)—textbook for a slim podium or walk-up with stoops and a small entry court facing Linden, plus a single, consolidated driveway. Introducing canopy trees, lighting, and a continuous sidewalk would convert a car-dominant frontage to a comfortable residential edge. At the assumed density, the site accommodates 9 homes (5 lower-income). Program 2B (rezoning) and Program 2R (incentives) underwrite feasibility; Program 4B trims dimensional friction; Program 3H can right-size parking. Corridor precedents—Sierra Fountains Apartments (Fontana) and Whittier Park Place (Whittier)—confirm market acceptance for a context-sensitive, small-pad prototype.
428	113310130	N LINDEN AVE	PRAGAT UMIYA LLC	R6	R-1A	0.34	0.34	0	Yes	No	Yes	No	2.96	30	8	4	0	4	Another shallow frontage (~0.34 acres) that can mirror a three-story stacked-flat with an addressable entry on Linden and a quiet rear mews. Pairing curb consolidation with new trees and lighting upgrades safety and walkability, while adjacency to established homes supports a gentle massing transition. At the assumed

Table B-20: Sites Inventory by Opportunity Area

ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			density, the site accommodates 8 homes (4 lower-income). Programs 2B/2R provide yield and financing support; 4B modernizes small-lot standards; 3H can reduce required parking if transit-proximate. Comparable transformations of small pads—Whittier Park Place (Whittier) and Howard & Irene Levine (Los Angeles)—illustrate efficient delivery at this size.
429	013002321	354 N WILLOW AVE	FOOTHILL 305 LLC	Residential 21	C-3	0.139	0.139	0	No	No	Yes	No	0	30	3	2	0	1	A micro-parcel (~0.139 acres) functioning today as an exposed sliver—best suited to a compact tri-plex/stacked-flat or duplex-over-flat with a tiny forecourt and one consolidated access point. The move replaces vacant land with doors, stoops, and trees, stitching a missing piece of streetwall and improving perceived safety and comfort along Willow. At the assumed density, the site accommodates 3 homes (2 lower-income). Program 2B and 2R keep the prototype viable despite small size; 4B tailors setbacks and frontage details to a microlot; 3H helps right-size parking where criteria are met. Micro-site precedents—Howard & Irene Levine (Los Angeles) and infill at Whittier Park Place (Whittier)—show that even tiny remnants can deliver meaningful units when paired with streetscape upgrades.
430	013002341	305 W FOOTHILL BLVD	FOOTHILL 305 LLC	General Commercial	C-P	0.141	0.141	0	No	No	Yes	No	0	30	3	2	0	1	A micro infill parcel (≈0.14 buildable acres) with a shallow, auto-oriented frontage and oversized apron—exactly the geometry that rewards a tiny, high-efficiency prototype. A duplex-over-flat or tri-plex/stacked-flat with a small forecourt and a single consolidated

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ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			driveway can replace exposed paving with doors, stoops, and shade trees, tightening the Foothill edge while keeping impacts modest for adjacent homes. At the assumed density, the site accommodates 3 homes (2 lower-income). Feasibility is reinforced by Program 2B (Rezone to Provide Adequate Sites) and 2R (Residential Incentives) to capture full residential yield, with 4B (Remove Development Constraints) tuning setbacks, frontage elements, and compact open-space ratios. Where criteria are met, 3H (AB 2097 Parking Near Transit) lets stalls match actual demand, and a shared or district parking strategy can further right-size on micro-sites. Comparable small-pad conversions—Howard & Irene Levine Senior Community (Los Angeles) and Whittier Park Place (Whittier)—show how tiny remnants can deliver missing-middle housing while upgrading corridor comfort and safety. Parcel adjacent to other vacant lots. Sites 429-431 are within the recently adopted Foothill Central Specific Plan.
431	013002339	303 W FOOTHILL BLVD	FOOTHILL 305 LLC	General Commercial	C-P	0.218	0.218	0	No	No	Yes	No	0	30	5	3	0	2	Slightly larger (≈0.22 buildable acres) but with the same shallow frontage, this companion lot supports a 3-story stacked-flat or micro-podium with an addressable entry on Foothill and parking screened to the rear. If coordinated with ID-430, shared access, trash, and stormwater can lift net buildable area and present a continuous sidewalk canopy—trading multiple curb cuts for one safe, legible entry. At the assumed density, the site accommodates 5 homes (3 lower-

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			income). Programs 2B/2R secure yield and incentives; 4B resolves microlot dimensional frictions; 2O/2P (Lot Consolidation) formalize a joint plan with 305 W Foothill; 3H can reduce parking where transit-proximate. Precedents such as Whittier Park Place (Whittier) and Nuevo Apartments (Pomona) demonstrate the same "small pad → efficient multifamily" move at corridor edges.
432	013004317	217 E FOOTHILL BLVD	NUNEZ JAMES A	General Commercial	C-P	0.176	0.176	0	No	No	Yes	No	0	30	4	2	0	2	Another thin Foothill parcel (≈0.18 buildable acres) with no structural value. A forecourt-style walk-up—stoops and active rooms to the street, tuck-under or screened stalls behind—can repair the streetwall, calm turning movements via driveway consolidation, and add lighting/trees for a safer, more walkable frontage. At the assumed density, the site accommodates 4 homes (2 lower-income). Program 2B (rezoning) and 2R (incentives) underpin feasibility; 4B tailors setbacks, frontage, and open-space for small prototypes; 3H may right-size parking. Comparable small-frontage transformations—Howard & Irene Levine (Los Angeles) and Whittier Park Place (Whittier)—prove out delivery at this scale with meaningful corridor upgrades.
433	013006128	EUCALYPTUS AVE	711 NORTH AZUSA LLC	General Commercial	C-MU	2.63	2.63	0	No	No	Yes	No	0	30	63	35	3	25	A substantially larger opportunity (≈2.63 buildable acres) with long Eucalyptus frontage and a deep interior, functioning today as low-coverage land with outsized hardscape. The scale supports a podium or slim wrap with two internal drives, multiple courtyards, and a green perimeter that steps massing

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			down toward adjacent single-family. A corner forecourt or mid-block paseo can consolidate curb cuts into one controlled access, improving legibility and safety while activating the pedestrian edge with doors, glazing, and shade canopy. At the assumed density, the site accommodates 63 homes (35 lower-income). Programs 2B and 2R firm up entitlement and economics; 4B modernizes parking/open-space ratios and height transitions; 3H can calibrate stalls where transit-adjacent. Analogous big-apron conversions—The Mark (Riverside) and Paloma at Main Place (Orange)—illustrate lender-favored delivery scales with robust public-realm benefits.
434	013031203	205 S DATE ST	SPRINT COMMUNICATIONS CO	Residential 21	C-C	2.48	2.48	0	No	No	Yes	No	0	30	59	32	3	24	A neighborhood-scale tract (≈2.48 buildable acres) set back from the primary corridor—ideal for a quiet, block-plan multifamily with internal circulation, generous tree canopy, and a small pocket plaza or tot-lot addressing Date Street. The plan can place active rooms and stoops to the street while stepping massing near existing homes, using setbacks and landscaping to soften the interface. A single consolidated driveway and short pedestrian mews would repair local connectivity and replace fragmented curb cuts with a continuous sidewalk edge. At the assumed density, the site accommodates 59 homes (32 lower-income). Feasibility is strengthened by Program 2B (rezoning) and 2R (incentives), with 4B tuning dimensional standards and parking to prototype; 3H can reduce parking

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ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unit Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			where criteria are met. Comparable neighborhood-edge transitions—Mission Heritage Plaza (Riverside) and Sierra Fountains Apartments (Fontana)—confirm the market for right-sized multifamily that upgrades block edges and walkability.

Table B-21: Sites Inventory by Entitled Specific Plan

ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unity Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
Lytle Creek Specific Plan																			

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ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unity Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
243	023918102	RIVERSIDE AVE	LYTLE CREEK LAND AND RESOURCES	OS/JU	Lytle Creek Ranch Specific Plan	3.76	3.76	0	No	No	Yes	Yes	2.96	N/A	13	0	1	12	Vacant lot. Adjacent to other vacant properties and residential neighborhoods. This property is being developed as a portion of Lytle Creek Specific Plan.
244	023918103	RIVERSIDE AVE	LYTLE CREEK LAND AND RESOURCES	SFR-3	Lytle Creek Ranch Specific Plan	6.13	6.13	0	No	No	Yes	Yes	2.96	N/A	22	0	2	20	Vacant lot. Adjacent to other vacant properties and residential neighborhoods. This property is being developed as a portion of Lytle Creek Specific Plan.
245	023918116	3511 RIVERSIDE AVE	BORAL ROOFING LLC	VC	Lytle Creek Ranch Specific Plan	8.99	8.99	0	No	No	No	Yes	2.96	N/A	33	0	3	30	The Site is currently developed with industrial uses and a parking lot. Parking and undeveloped space takes up a significant portion of the lot, which could be used to provide more dwelling units to the City. Since the use is marginal, the probability of development is high.
246	023918118	RIVERSIDE AVE	LYTLE DEVELOPMENT COMPANY	VC	Lytle Creek Ranch Specific Plan	11.58	11.58	0	No	No	No	No	2.96	N/A	42	0	4	38	Vacant lot. Adjacent to other vacant properties, industrial building materials storage, and residential neighborhoods. This property is being developed as a portion of Lytle Creek Specific Plan.
247	023918110	N/A	SAN GABRIEL VALLEY MUNICIPAL WATER D	OS/R	Lytle Creek Ranch Specific Plan	0.51	0.51	0	No	No	Yes	Yes	2.96	N/A	2	0	0	2	Vacant lot. Adjacent to other vacant properties, industrial building materials storage, and residential neighborhoods. This property is being developed as a portion of Lytle Creek Specific Plan.
248	023918117	RIVERSIDE AVE	LYTLE DEVELOPMENT COMPANY	SFR-3	Lytle Creek Ranch Specific Plan	7.74	7.74	0	No	No	Yes	Yes	2.96	N/A	29	0	3	26	Vacant lot. Adjacent to other vacant properties and industrial building materials storage. This property is being developed as a portion of Lytle Creek Specific Plan.
249	023918112	N/A	METROPOLITAN WATER DIST OF SO CALIF	OS/R	Lytle Creek Ranch Specific Plan	1.47	1.47	0	No	No	Yes	Yes	2.96	N/A	6	0	1	5	Vacant lot. Adjacent to other vacant properties and residential neighborhoods. This property is being developed as a portion of Lytle Creek Specific Plan.

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ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unity Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
250	023911115	RIVERSIDE AVE	LYTLE DEVELOPMENT COMPANY	OS	Lytle Creek Ranch Specific Plan	28.33	28.33	0	No	No	Yes	No	2.96	N/A	104	0	10	94	Vacant lot. Adjacent to other vacant properties. This property is being developed as a portion of Lytle Creek Specific Plan.
251	023911112	RIVERSIDE AVE	LYTLE CREEK LAND AND RESOURCES	MFR	Lytle Creek Ranch Specific Plan	105.00	105.00	0	No	No	Yes	No	2.96	N/A	385	0	38	347	Vacant lot. Adjacent to other vacant properties and residential neighborhoods. This property is being developed as a portion of Lytle Creek Specific Plan.
252	023912106	N/A	LYTLE CREEK LAND AND RESOURCES	MFR	Lytle Creek Ranch Specific Plan	27.09	27.09	0	No	No	Yes	No	2.96	N/A	100	0	10	90	Vacant lot. Adjacent to other vacant properties. This property is being developed as a portion of Lytle Creek Specific Plan.
253	023911111	RIVERSIDE AVE	LYTLE CREEK LAND AND RESOURCES	SFR-1	Lytle Creek Ranch Specific Plan	29.93	29.93	0	No	No	Yes	No	2.96	N/A	110	0	11	99	Vacant lot. Adjacent to other vacant properties and residential neighborhoods. This property is being developed as a portion of Lytle Creek Specific Plan.
254	023918101	RIVERSIDE AVE	LYTLE CREEK LAND AND RESOURCES	ES/MS	Lytle Creek Ranch Specific Plan	4.25	4.25	0	No	No	Yes	Yes	2.96	N/A	16	0	2	14	Vacant lot. Adjacent to other vacant properties and residential neighborhoods. This property is being developed as a portion of Lytle Creek Specific Plan.
255	023909428	N/A	LYTLE CREEK LAND AND RESOURCES	HDR	Lytle Creek Ranch Specific Plan	6.70	6.70	0	No	No	Yes	Yes	2.96	N/A	24	0	2	22	Vacant lot. Adjacent to other vacant properties. This property is being developed as a portion of Lytle Creek Specific Plan.
256	023909431	RIVERSIDE AVE	LYTLE CREEK LAND AND RESOURCES	HDR	Lytle Creek Ranch Specific Plan	100.00	100.00	0	No	No	Yes	No	2.96	N/A	368	0	37	331	Vacant lot. Adjacent to other vacant properties and residential neighborhoods. This property is being developed as a portion of Lytle Creek Specific Plan.
257	023911108	RIVERSIDE AVE	LYTLE CREEK LAND AND RESOURCES	SFR-2	Lytle Creek Ranch Specific Plan	7.67	7.67	0	No	No	Yes	Yes	2.96	N/A	28	0	3	25	Vacant lot. Adjacent to other vacant properties and residential neighborhoods. This property is being developed as a portion of Lytle Creek Specific Plan.
258	023909429	N/A	LYTLE CREEK LAND AND RESOURCES	VC	Lytle Creek Ranch Specific Plan	1.38	1.38	0	No	No	Yes	Yes	2.96	N/A	6	0	1	5	Vacant lot. Adjacent to other vacant properties. This property is being developed as a portion of Lytle Creek Specific Plan.

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
259	023909432	RIVERSIDE AVE	LYTLE CREEK LAND AND RESOURCES	VC	Lytle Creek Ranch Specific Plan	22.86	22.86	0	No	No	Yes	No	2.96	N/A	84	0	8	76	Vacant lot. Adjacent to other vacant properties. This property is being developed as a portion of Lytle Creek Specific Plan.
260	023909440	RIVERSIDE AVE	LYTLE CREEK LAND AND RESOURCES	VC	Lytle Creek Ranch Specific Plan	1.36	1.36	0	No	No	Yes	Yes	2.96	N/A	4	0	0	4	Vacant lot. Adjacent to other vacant properties. This property is being developed as a portion of Lytle Creek Specific Plan.
261	026403221	N/A	MORGAN, STEVEN G SEPARATE PROP TR 3/	HDR	Lytle Creek Ranch Specific Plan	4.15	4.15	0	No	No	Yes	Yes	2.96	N/A	16	0	2	14	Vacant lot. Adjacent to other vacant properties and residential neighborhoods. This property is being developed as a portion of Lytle Creek Specific Plan.
262	026401131	N/A	METROPOLITAN WATER DIST OF SO CALIF	HDR	Lytle Creek Ranch Specific Plan	2.35	2.35	0	No	No	Yes	Yes	2.96	N/A	9	0	1	8	Vacant lot with a road leading to an industrial site with building material storage. Adjacent to vacant properties, building materials storage, and residential neighborhoods. This property is being developed as a portion of Lytle Creek Specific Plan.
263	026401134	N/A	LYTLE CREEK LAND AND RESOURCES	HDR	Lytle Creek Ranch Specific Plan	3.44	3.44	0	No	No	Yes	Yes	2.96	N/A	12	0	1	11	Vacant lot with a road leading to an industrial site with building material storage. Adjacent to vacant properties, building materials storage, and residential neighborhoods. This property is being developed as a portion of Lytle Creek Specific Plan.
264	026401132	N/A	METROPOLITAN WATER DIST OF SO CALIF	VC	Lytle Creek Ranch Specific Plan	1.62	1.62	0	No	No	Yes	Yes	2.96	N/A	6	0	1	5	Vacant lot. Adjacent to other vacant properties. This property is being developed as a portion of Lytle Creek Specific Plan.
265	026401125	N/A	SOUTHERN CALIFORNIA EDISON COMPANY	VC	R-1A	1.28	1.28	0	Yes	No	Yes	Yes	2.96	N/A	4	0	0	4	Vacant lot. Adjacent to other vacant properties and utilities. This property is being developed as a portion of Lytle Creek Specific Plan.
266	026401126	N/A	SOUTHERN CALIFORNIA EDISON COMPANY	VC	Lytle Creek Ranch Specific Plan	3.93	3.93	0	Yes	No	No	Yes	2.96	N/A	14	0	1	13	The Site is currently developed with two small structures and a parking lot and is surrounded by vacant land. Parking and undeveloped space takes up a significant portion of the lot, which could be used to provide more dwelling units to the City. Since the use

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			is marginal, the probability of development is high.
267	026401136	RIVERSIDE AVE	LYTLE CREEK LAND AND RESOURCES	VC	Lytle Creek Ranch Specific Plan	3.23	3.23	0	No	No	Yes	Yes	2.96	N/A	12	0	1	11	Vacant lot. Adjacent to other vacant properties, utilities, and residential neighborhoods. This property is being developed as a portion of Lytle Creek Specific Plan.
268	026401135	N/A	FONTANA UNION WATER COMPANY	SFR-1	Lytle Creek Ranch Specific Plan	1.45	1.45	0	Yes	No	No	Yes	2.96	N/A	6	0	1	5	The Site is currently developed with one small structure, a water treatment pool and a parking lot and is surrounded by vacant land. Parking and undeveloped space takes up a significant portion of the lot, which could be used to provide more dwelling units to the City. Since the use is marginal, the probability of development is high.
269	026442136	N/A	EL RANCHO VERDE GOLF LLC	SFR-1	Lytle Creek Ranch Specific Plan	0.56	0.56	0	No	No	Yes	Yes	2.96	N/A	2	0	0	2	Vacant property. Adjacent to other vacant lots, residential neighborhoods, and materials excavating. This property is being developed as a portion of Lytle Creek Specific Plan.
270	023912119	RIVERSIDE AVE	LYTLE DEVELOPMENT COMPANY	MFR	Lytle Creek Ranch Specific Plan	94.01	94.01	0	No	No	Yes	No	11.2	N/A	345	0	34	311	Vacant property. Adjacent to other vacant lots and materials excavating. This property is being developed as a portion of Lytle Creek Specific Plan.
271	023912123	N/A	LYTLE DEVELOPMENT COMPANY	OS	Lytle Creek Ranch Specific Plan	269.07	269.07	0	No	No	Yes	No	0	N/A	988	0	98	890	Vacant property. Adjacent to other vacant lots, residential neighborhoods, and materials excavating. This property is being developed as a portion of Lytle Creek Specific Plan.
272	023909437	N/A	SOUTHERN CALIFORNIA EDISON COMPANY	OS/R	Lytle Creek Ranch Specific Plan	7.05	7.05	0	No	No	Yes	Yes	0	N/A	26	0	3	23	Vacant lot. Adjacent to other vacant properties. This property is being developed as a portion of Lytle Creek Specific Plan.
273	023909438	N/A	SOUTHERN CALIFORNIA EDISON COMPANY	OS/R	Lytle Creek Ranch Specific Plan	0.83	0.83	0	No	No	Yes	Yes	0	N/A	3	0	0	3	Vacant lot with an electric line tower. Adjacent to other vacant properties. This property is being developed as a portion of Lytle Creek Specific Plan.
274	023909439	N/A	SOUTHERN CALIFORNIA EDISON COMPANY	OS/R	Lytle Creek Ranch Specific Plan	7.94	7.94	0	No	No	Yes	Yes	0	N/A	29	0	3	26	Vacant lot. Adjacent to other vacant properties. This property is being

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			developed as a portion of Lytle Creek Specific Plan.
275	026401119	N/A	EL RANCHO VERDE GOLF LLC	OS/R	Lytle Creek Ranch Specific Plan	5.14	5.14	0	No	No	Yes	Yes	0	N/A	19	0	2	17	Vacant lot. Adjacent to other vacant properties and residential neighborhoods. This property is being developed as a portion of Lytle Creek Specific Plan.
276	026442121	N/A	EL RANCHO VERDE GOLF LLC	OS/R	Lytle Creek Ranch Specific Plan	5.88	5.88	0	No	No	Yes	Yes	0	N/A	21	0	2	19	Vacant lot. Adjacent to other vacant properties and residential neighborhoods. This property is being developed as a portion of Lytle Creek Specific Plan.
277	026442120	N/A	EL RANCHO VERDE GOLF LLC	OS/R	Lytle Creek Ranch Specific Plan	4.26	4.26	0	No	No	Yes	Yes	0	N/A	16	0	2	14	Vacant lot. Adjacent to other vacant properties and water tanks. This property is being developed as a portion of Lytle Creek Specific Plan.
278	026442117	N/A	LYTLE DEVELOPMENT COMPANY	OS/R	Lytle Creek Ranch Specific Plan	2.92	2.92	0	No	No	Yes	Yes	0	N/A	11	0	1	10	Vacant lot. Adjacent to other vacant properties. This property is being developed as a portion of Lytle Creek Specific Plan.
279	026203112	N/A	LYTLE CREEK LAND AND RESOURCES	SFR-3	Lytle Creek Ranch Specific Plan	23.45	23.45	0	No	No	Yes	No	0	N/A	87	0	9	78	Vacant lot. Adjacent to other vacant properties. This property is being developed as a portion of Lytle Creek Specific Plan.
280	026442109	N/A	SAN BERNARDINO CO FLOOD CONTROL DIST	OS/R	Lytle Creek Ranch Specific Plan	19.77	19.77	0	No	No	Yes	No	0	N/A	72	0	7	65	Vacant lot. Adjacent to other vacant properties. This property is being developed as a portion of Lytle Creek Specific Plan.
281	026401122	N/A	EL RANCHO VERDE GOLF LLC	OS/R	Lytle Creek Ranch Specific Plan	0.93	0.93	0	No	No	Yes	Yes	0	N/A	3	0	0	3	Vacant lot. Adjacent to other vacant properties and residential neighborhoods. This property is being developed as a portion of Lytle Creek Specific Plan.
282	026401110	RIVERSIDE AVE	LYTLE CREEK LAND AND RESOURCES	SFR-2	Lytle Creek Ranch Specific Plan	6.28	6.28	0	No	No	Yes	Yes	0	N/A	23	0	2	21	Vacant lot. Adjacent to other vacant properties and residential neighborhoods. This property is being developed as a portion of Lytle Creek Specific Plan.
283	026442118	N/A	LYTLE DEVELOPMENT COMPANY	OS/R	Lytle Creek Ranch Specific Plan	11.06	11.06	0	No	No	Yes	No	0	N/A	41	0	4	37	Vacant lot and utilities. Adjacent to vacant properties. This property is

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													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			being developed as a portion of Lytle Creek Specific Plan.
284	026203106	N/A	LYTLE CREEK LAND AND RESOURCES	SFR-3	Lytle Creek Ranch Specific Plan	5.19	5.19	0	No	No	Yes	Yes	0	N/A	19	0	2	17	Vacant lot. Adjacent to other vacant properties. This property is being developed as a portion of Lytle Creek Specific Plan.
285	026207128	N/A	LYTLE CREEK LAND AND RESOURCES	SFR-3	Lytle Creek Ranch Specific Plan	57.94	57.94	0	No	No	Yes	No	11.2	N/A	213	0	21	192	Vacant lot. Adjacent to other vacant properties and residential neighborhoods. This property is being developed as a portion of Lytle Creek Specific Plan.
286	026442106	N/A	SAN BERNARDINO CO FLOOD CONTROL DIST	OS/R	Lytle Creek Ranch Specific Plan	1.70	1.70	0	No	No	Yes	Yes	0	N/A	7	0	1	6	Vacant lot. Adjacent to other vacant properties and residential neighborhoods. This property is being developed as a portion of Lytle Creek Specific Plan.
287	026207142	N/A	LYTLE CREEK LAND AND RESOURCES	OS/R	Lytle Creek Ranch Specific Plan	2.54	2.54	0	No	No	Yes	Yes	0	N/A	9	0	1	8	Vacant lot. Adjacent to other vacant properties. This property is being developed as a portion of Lytle Creek Specific Plan.
288	026207141	N/A	LYTLE CREEK LAND AND RESOURCES	VC	Lytle Creek Ranch Specific Plan	0.20	0.20	0	No	No	Yes	No	0	N/A	1	0	0	1	Vacant lot. Adjacent to other vacant properties. This property is being developed as a portion of Lytle Creek Specific Plan.
289	026207139	N/A	LYTLE CREEK LAND AND RESOURCES	SFR-2	Lytle Creek Ranch Specific Plan	45.41	45.41	0	No	No	Yes	No	0	N/A	167	0	17	150	Vacant lot. Adjacent to other vacant properties and residential neighborhoods. This property is being developed as a portion of Lytle Creek Specific Plan.
290	026442130	N/A	EL RANCHO VERDE GOLF LLC	OS/R	Lytle Creek Ranch Specific Plan	1.65	1.65	0	No	No	Yes	Yes	0	N/A	6	0	1	5	Vacant lot. Adjacent to other vacant properties. This property is being developed as a portion of Lytle Creek Specific Plan.
291	026442112	N SYCAMORE AVE	EL RANCHO VERDE GOLF LLC	OS/R	Lytle Creek Ranch Specific Plan	9.34	9.34	0	No	No	Yes	Yes	0	N/A	34	0	3	31	Vacant lot. Adjacent to other vacant properties and residential neighborhoods. This property is being developed as a portion of Lytle Creek Specific Plan.
292	026207115	N/A	LYTLE CREEK LAND AND RESOURCES	OS	Lytle Creek Ranch Specific Plan	337.60	337.60	0	No	No	Yes	No	6.4	N/A	1,240	0	123	1117	Vacant lot. Adjacent to other vacant properties. This property is being

Table B-21: Sites Inventory by Entitled Specific Plan

ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unity Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
																			developed as a portion of Lytle Creek Specific Plan.
293	026207131	N/A	LYTLE CREEK LAND AND RESOURCES	SFR-3	Lytle Creek Ranch Specific Plan	57.74	57.74	0	No	No	Yes	No	11.2	N/A	212	0	21	191	Vacant lot. Adjacent to other vacant properties. This property is being developed as a portion of Lytle Creek Specific Plan.
294	026442126	N/A	CITY OF RIALTO	OS/R	Lytle Creek Ranch Specific Plan	2.00	2.00	0	No	Yes	Yes	Yes	28	N/A	8	0	1	7	Vacant lot and utilities. Adjacent to vacant properties. This property is being developed as a portion of Lytle Creek Specific Plan.
295	026478112	N SYCAMORE AVE	EL RANCHO VERDE GOLF LLC	OS/R	Lytle Creek Ranch Specific Plan	3.27	3.27	0	No	No	Yes	Yes	0	N/A	12	0	1	11	Vacant lot. Adjacent to other vacant properties and residential neighborhoods. This property is being developed as a portion of Lytle Creek Specific Plan.
296	111601215	N/A	LYTLE DEVELOPMENT COMPANY	Open Space	Lytle Creek Ranch Specific Plan	166.18	166.18	0	No	No	Yes	No	2.96	N/A	611	0	61	550	Vacant lot. Adjacent to other vacant properties and residential neighborhoods. This property is being developed as a portion of Lytle Creek Specific Plan.
297	023912120	3511 RIVERSIDE AVE	BORAL ROOFING LLC	VC	Lytle Creek Ranch Specific Plan	19.28	19.28	0	No	No	No	No	0	N/A	71	0	7	64	The Site is currently developed with industrial uses and parking lot. Parking and undeveloped space takes up a significant portion of the lot, which could be used to provide more dwelling units to the City. Since the use is marginal, the probability of development is high. According to the assessor's parcel data, the improvement rate is 16 percent.
298	026442132	N/A	LYTLE DEVELOPMENT COMPANY	OS/R	Lytle Creek Ranch Specific Plan	4.07	4.07	0	No	No	Yes	Yes	0	N/A	14	0	1	13	Vacant lot. Adjacent to other vacant properties. This property is being developed as a portion of Lytle Creek Specific Plan.
299	026442135	N/A	EL RANCHO VERDE GOLF LLC	SFR-3	Lytle Creek Ranch Specific Plan	134.59	134.59	0	No	No	No	No	0	N/A	494	0	49	445	The Site currently houses abandoned structures and paved land. Undeveloped space takes up a significant portion of the lot, which could be used to provide more dwelling units to the City. Since the use is marginal, the probability of development is high.

Table B-21: Sites Inventory by Entitled Specific Plan

ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unity Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
Renaissance Specific Plan																			
300	026415175	N/A	CITY OF RIALTO	HDR	Renaissance Specific Plan	4.29	4.29	0	No	City Owned	No	Yes	0	30	78	0	25	53	The Site is currently developed with two small structures and undeveloped land. Undeveloped space takes up a significant portion of the lot, which could be used to provide more dwelling units to the City. Since the use is marginal, the probability of development is high.
301	026415184	N/A	CITY OF RIALTO	MDR	Renaissance Specific Plan	7.30	7.30	0	No	City Owned	Yes	Yes	0	30	133	0	42	91	Vacant lot. Adjacent to other vacant properties and a strip mall. This property is being developed as a portion of Renaissance Specific Plan.
302	026415162	PALM AVE	CITY OF RIALTO	MDR	Renaissance Specific Plan	4.81	4.81	0	No	City Owned	Yes	Yes	0	30	88	0	28	60	Vacant lot. Adjacent to other vacant properties. This property is being developed as a portion of Renaissance Specific Plan.
303	026415174	N/A	CITY OF RIALTO	Utilities	Renaissance Specific Plan	2.33	2.33	0	No	City Owned	No	Yes	0	30	42	0	13	29	Fire station. Adjacent to vacant lots. This property is being developed as a portion of Renaissance Specific Plan.
304	026415186	N/A	CITY OF RIALTO	HDR	Renaissance Specific Plan	5.72	5.72	0	No	City Owned	Yes	Yes	0	30	104	0	33	71	Vacant lot. Adjacent to other vacant properties. This property is being developed as a portion of Renaissance Specific Plan.
305	026415153	LINDEN AVE	CITY OF RIALTO	LDR	Renaissance Specific Plan	19.45	19.45	0	No	City Owned	Yes	No	0	30	354	0	112	242	Vacant lot. Adjacent to other vacant properties and industrial warehouse uses. This property is being developed as a portion of Renaissance Specific Plan.
306	026415182	N/A	CITY OF RIALTO	MHDR	Renaissance Specific Plan	26.37	26.37	0	No	City Owned	Yes	No	0	30	480	0	152	328	Vacant lot. Adjacent to other vacant properties, a strip mall, and industrial warehouse uses. This property is being developed as a portion of Renaissance Specific Plan.

Table B-22: Sites Inventory by Pipeline Projects

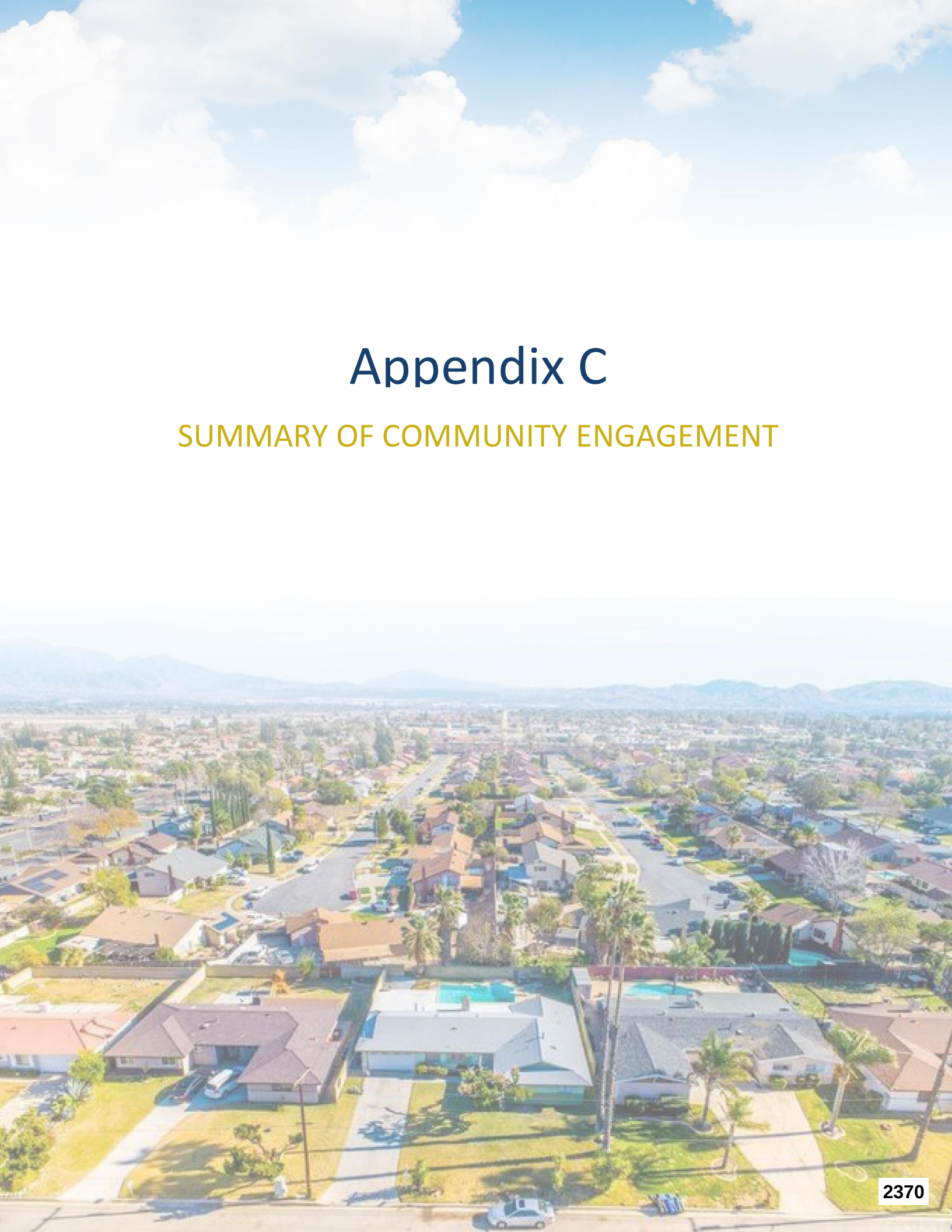
ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unity Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
307	025009125	N/A	MV AMCV LLC	Residential 6	R-1C	1.42	1.42	0	Yes	No	Yes	Yes	3.12	N/A	11	0	0	11	A development proposal on this site is currently being processed by the City. The Cedar Villas project proposed on this site has LUS approval with pending building permits.
308	025009126	N/A	MV AMCV LLC	Residential 6	R-1C	1.50	1.50	0	Yes	No	Yes	Yes	3.12	N/A	11	0	0	11	A development proposal on this site is currently in processing with the City. The Cedar Villas project proposed on this site has LUS approval with pending building permits.
309	012807109	FOOTHILL BLVD	RIALTO FOOTHILL INVESTMENT LLC	Residential	Foothill Boulevard Specific Plan	3.85	3.85	0	Yes	No	Yes	Yes	30	N/A	60	0	0	60	A development proposal on this site is currently being processed by the City. The Foothill & Larch residential development proposed on this site has submitted a LUS application.
310	012807102	FOOTHILL	RIALTO FOOTHILL INVESTMENT LLC	Residential	Foothill Boulevard Specific Plan	0.29	0.29	0	Yes	No	Yes	No	1 unit	N/A	4	0	0	4	A development proposal on this site is currently being processed by the City. The Foothill & Larch residential development proposed on this site has submitted a LUS application.
311	012807103	FOOTHILL BLVD	RIALTO FOOTHILL INVESTMENT LLC	Residential	Foothill Boulevard Specific Plan	0.40	0.40	0	Yes	No	Yes	No	1 unit	N/A	6	0	0	6	A development proposal on this site is currently being processed by the City. The Foothill & Larch residential development proposed on this site has submitted a LUS application.
312	013102140	BONNIE VIEW DR	RIALTO HOUSING AUTHORITY	Downtown Mixed-Use	Rialto Central Area Specific Plan	1.26	1.26	0	No	No	Yes	Yes	0	N/A	55	0	0	55	A development proposal on this site is currently being processed by the City. The Metrolink South project on this parcel has LUS approval.
313	013102136	BONNIE VIEW DR	RBV INVESTMENT GROUP LLC	Residential 21	Rialto Central Area Specific Plan	0.87	0.87	0	Yes	No	Yes	Yes	0	N/A	56	0	0	56	A development proposal on this site is currently being processed by the City. The Belloro project on this parcel has LUS approval.
314	012805140	N/A	CENTURY COMMUNITIES OF CALIFORNIA LL	Residential	Foothill Boulevard Specific Plan	0.80	0.80	0	No	No	Yes	Yes	1 unit	N/A	10	0	0	10	The Century Communities development is currently under construction on this parcel.
315	012805139	N/A	CENTURY COMMUNITIES OF CALIFORNIA LL	Residential	Foothill Boulevard Specific Plan	0.80	0.80	0	No	No	Yes	Yes	1 unit	N/A	10	0	0	10	The Century Communities development is currently under construction on this parcel.

Table B-22: Sites Inventory by Pipeline Projects

ID	APN	Address	Owner	Existing General Plan Land Use	Existing Zoning	Gross Acreage	Buildable Acreage	Existing Units	5th Cycle Site	City Owned	Vacancy	HCD Sizing Criteria	Density (DU/AC)		Potential Net Unit Yield	Potential New Unity Yield			Notes
													Existing Zone Density	Rezoned/ Upzoned Density		Very Low/ Low	Moderate	Above Moderate	
316	012805142	N/A	CENTURY COMMUNITIES OF CALIFORNIA LL	Residential	Foothill Boulevard Specific Plan	4.89	4.89	0	No	No	Yes	Yes	30	N/A	61	0	0	61	The Century Communities development is currently under construction on this parcel.
317	012805141	N/A	CENTURY COMMUNITIES OF CALIFORNIA LL	Residential	Foothill Boulevard Specific Plan	1.46	1.46	0	No	No	Yes	Yes	13	N/A	18	0	0	18	The Century Communities development is currently under construction on this parcel.
318	012805135	N/A	CENTURY COMMUNITIES OF CALIFORNIA LL	Residential	Foothill Boulevard Specific Plan	2.12	2.12	0	No	No	Yes	Yes	21	N/A	27	0	0	27	The Century Communities development is currently under construction on this parcel.
319	012805137	N/A	CENTURY COMMUNITIES OF CALIFORNIA LL	Residential	Foothill Boulevard Specific Plan	4.66	4.66	0	No	No	Yes	Yes	30	N/A	58	0	0	58	The Century Communities development is currently under construction on this parcel.
435	013209201	N/A	ROOS LAND HOLDINGS RIALTO	General Commercial	R-C	8.63	8.63	0	No	No	Yes	Yes	0	N/A	43	0	0	43	Vacant lot. Adjacent to other vacant property.
436	013225201	N/A	ROOS LAND HOLDINGS RIALTO	Business Park	O-P	9.57	9.57	0	No	No	Yes	Yes	0	N/A	86	0	0	86	Vacant lot. Adjacent to other vacant property.
437	026421108	N/A	LEWIS-HILLWOOD RIALTO COMPANY LLC	Specific Plan Overlay	Renaissance Specific Plan	2.2		0	No	No	Yes				400	0	0	400	400 Homes Entitled for Development.
438	026421109	N/A	LEWIS-HILLWOOD RIALTO COMPANY LLC	Specific Plan Overlay	Renaissance Specific Plan	2.5		0	No	No	Yes								
439	026421206	N/A	LEWIS-HILLWOOD RIALTO COMPANY LLC	Specific Plan Overlay	Renaissance Specific Plan	5.0		0	No	No	Yes								
440	026421207	N/A	LEWIS-HILLWOOD RIALTO COMPANY LLC	Specific Plan Overlay	Renaissance Specific Plan	5.0		0	No	No	Yes								
441	026421208	N/A	LEWIS-HILLWOOD RIALTO COMPANY LLC	Specific Plan Overlay	Renaissance Specific Plan	5.0		0	No	No	Yes								
442	013006127	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	-	-	-	-	Entitled Self-Storage Facility

Appendix C

SUMMARY OF COMMUNITY ENGAGEMENT



SUMMARY OF COMMUNITY ENGAGEMENT

Section 65583 of the Government Code states that, "The local government shall make diligent effort to achieve public participation of all economic segments of the community in the development of the housing element, and the program shall describe this effort." Meaningful community participation is also required in connection with the City's Assessment of Fair Housing (AFH). A discussion of citizen participation is provided below.

As part of the 6th Cycle Housing Element Update process, the City has conducted extensive public outreach activities beginning in Spring 2021. These engagement efforts included virtual community workshops, Planning Commission study sessions, City Council meetings, a community survey, online and social media outreach, tabling at community events, meetings with stakeholders, and digital information through the Housing Element Update webpage.

Outreach for the 6th Cycle Housing Element to the community includes the following actions:

- **Housing Element Update Webpage**: A Housing Element Update webpage was created on the City's website to provide relevant background information and guide the public to outreach events and resources throughout the course of the update process. The website provides information about the update process, key features of the housing element, recorded meetings, a project timeline, surveys and forms, and contact information. A survey is also available on the webpage for persons who wish to become "engagement partners" and offer input and assist in promoting participation throughout the update process. The website is available at the following address: https://www.rialtoca.gov/633/Plan-to-House-Our-Rialto-Housing-Element. **Community Workshop #1**: On May 19, 2021, the City held a virtual community workshop to inform the community of the Housing Element Update process, the RHNA allocation, and upcoming engagement opportunities. The workshop also solicited feedback and input from participants through live surveys and a Q&A session. A breakout room was made available for those who wished to view the presentation and participate solely in Spanish. Recordings of both the English and Spanish workshops were posted to the webpage. Following the virtual workshop, the City organized a self-guided workshop for those who were not able to attend. The self-guided workshop included both in-person and online components. The City tabled at community events and the farmers market and had informational posters available, games for children, and surveys for participants who wished to provide input. The City also provided information on the webpage, posted the May 19th workshop recording, and linked an online survey.
- **Community Survey**: On June 14, 2021, the City released a community survey online to solicit feedback and input on potential locations for housing and on possible housing policies. The survey was made available on the Housing Element Update webpage and in-person at community events and the farmer's market. A total of 119 survey responses were gathered.
- **City Council Meeting**: On July 13, 2021, staff presented to City Council and members of the public during a regular City Council meeting. The presentation provided the Council and community members with information on the update process, current status of the project, engagement

opportunities to-date, and details on the strategies to meet the RHNA allocation. The agenda item was organized to solicit input and recommendations from the City Council.

- **Planning Commission Study Session:** On July 14, 2021, the City held a Study Session with the Planning Commission. The Study Session provided the Commission with information on the update process, current status of the project, engagement opportunities to-date, and details on the strategies to meet the RHNA allocation. The Study Session was organized to solicit input and recommendations from the Planning Commission.
- **Community Workshop #2:** On July 15, 2021, the City held a second virtual community workshop. This workshop provided participants with information on the City's engagement efforts and proposed strategies to meet the RHNA allocation. Participants were given time to pose questions or make comments verbally and through the Zoom chat following the presentation. A separate Zoom meeting was made available for those who wished to view the presentation and participate solely in Spanish. The English and Spanish workshops were recorded and made available for viewing on the Housing Element Update webpage.
- **Interactive Feedback Map:** On July 15, 2021, the City released an interactive GIS map on the Housing Element Update webpage to collect area-specific feedback from the community. The map allows participants to mark and comment on areas that are either good locations for additional housing or locations that are not well suited for additional housing. The map shows the proposed opportunity areas, city-owned sites that have potential for redevelopment, and 5th Cycle sites.
- **Spanish-Speaking Workshop**: On July 17, 2021, the City presented at an in-person workshop for Spanish-speakers hosted by a community organization. This workshop provided participants with information on the City's engagement efforts and proposed strategies to meet the RHNA allocation.
- **Stakeholder Meeting**: On September 15, 2021, the City held a meeting with community stakeholders to present the proposed housing strategy and policy programs, as well as request feedback. Present stakeholders included representatives from Inland Equity Community Land Trust, Legal Aid of San Bernardino, Center for Community Action and Environmental Justice, and California Alliance for Retired Americans.
- **Planning Commission Study Session**: On September 29, 2021, the City held a second Study Session with the Planning Commission. The Study Session provided the Commission with an update on the Document and information on recent community outreach, including correspondence with property owners. The Study Session was organized to solicit further input and recommendations.
- **Special Needs Group Outreach –** The City collaborated with a variety of organizations who work with all segments of the Rialto community. The City outreached to the following groups throughout the Housing Element Update period to notify them of upcoming workshops and meetings, surveys, and draft documents available for review and feedback.
    - A Place Along the Way
    - American Legion
    - Arrowhead Regional Medical Center
    - Bella Park Apartments
    - Bethany Presbyterian Church
    - Big Brothers Big Sisters of Inland Empire

- Bloomington Lane Community Association
- Boys and Girls Club of San Bernardino
- Buen Paster Church Assemblies of God
- CA SBDC Small Business Development Center
- Calvary Chapel
- Care Wagon Medical Transport
- Center for Community Action and Environmental Justice
- Center for Healing Childhood Trauma
- Church of the Nazarene
- City of Rialto Chamber of Commerce
- County of San Bernardino Health Services
- Court Appointed Special Advocates (CASA) of San Bernardino County
- Crosspoint Community Church
- El Sol Neighborhood Educational Center
- Enhancing Forward Action
- First Baptist Church
- Fit 4 Kids
- Foothill Aids Project
- Frazee Community Center
- Gang Reduction Intervention Team (GRIT)
- Grace Lutheran Church
- Grace Vargas Senior Center
- Greater Faith Grace Bible Church
- Iglesia Inland Lighthouse Church Rialto
- Inland County Legal Services, Inc.
- Inland Empire Community Collaborative
- Inland Empire Disabilities Collaborative
- Inland Empire Economic Partnership
- Inland Empire Media Table
- Inland Equity Partnership
- Inland Fair Housing and Mediation Board
- Legal Aid Society of San Bernardino
- National Council of Negro Women/Bethune Center
- Option House
- Rialto Unified School District
- Rialto 7th Day Adventist
- Rialto Adult School
- Rialto Child Assistance
- Rialto Child Development Center
- Rialto Church of Christ
- Rialto Family Health Services
- Rialto First Assembly of God
- Rialto United Methodist Church
- San Bernardino County Department of Public health
- San Bernardino County Homeless Provider Network
- San Bernardino County Housing Authority
- San Bernardino County Library, Rialto Branch
- San Bernardino County Transitional Assistance Department
- San Bernardino County Workforce Investment Board
- SB County Aging and Adult Services
- St. Catherine of Siena Church
- St. John XXIII Catholic Community
- Steelworkers Oldtimers Foundation
- Sunrise Church
- The Israel of God
- The Light Church
- Time for Change Foundation
- TODEC Legal Center
- Valley Fellowship 7th Day Adventist Church
- Veteran Family Support Group
- Volunteers of America

This Appendix contains a summary of all public comments regarding the Housing Element received by the City at scheduled public meetings. As required by Government Code Section 65585(b)(2), all written comments regarding the Housing Element made by the public have previously been provided to each member of the City Council.

Key Findings from Community Engagement Activities

A variety of public comments, suggestions, and recommendations were collected throughout the planning process and provided the proper context to influence and develop the Policy Program contained in **Section 4** of this Housing Element. A summary of community comments and their relationship to the Policy Program is provided below.

Summary of Community Comments	Relationship to Policy Program
There is a need for more affordable housing in the community.	• Program 1A: Acquisition, Rehabilitation, and Resale Program • Program 2D: Accessory Dwelling Unit Construction • Program 2L: Condominium Conversion • Program 2N: Alternative Housing Concepts • Program 2O: Lot Consolidation • Program 2P: Small Lot Consolidation • Program 3B: Preserve and Monitor At-Risk Units
The community needs more affordable housing options for seniors.	• Program 2D: Accessory Dwelling Unit Construction • Housing Program 5A: Affirmatively Furthering Fair Housing • Program 5C: Reasonable Accommodation
Low-income families and households need additional access to opportunities and funding sources.	• Program 1A: Acquisition, Rehabilitation, and Resale Program • Program 1B: Funding for Housing Rehabilitation Programs • Program 1D: Multi-Family Improvement Districts • Program 3A: Down Payment Assistance Program • Program 3D: County Homeownership Program • Program 3F: County Housing Voucher Program • Program 3G: Tenant-Based Rental Assistance
There is a need for assistance in rehabilitating older homes.	• Program 1A: Acquisition, Rehabilitation, and Resale Program • Program 1B: Funding for Housing Rehabilitation Programs • Program 1F: Targeted Neighborhood Approach
Increase the diversity of housing types available at a variety of affordability levels.	• Program 1D: Multi-Family Improvement Districts

Summary of Community Comments	Relationship to Policy Program
	• Program 2D: Accessory Dwelling Unit Construction • Program 2L: Condominium Conversion • Program 2N: Alternative Housing Concepts
Preserve the quality of life of existing neighborhoods.	• Program 1B: Funding for Housing Rehabilitation Programs • Program 1C: Code Enforcement • Program 1F: Targeted Neighborhood Approach • Housing Program 5A: Affirmatively Furthering Fair Housing
Future housing units should be located near public transportation and regional shopping centers.	• Program 2P: Small Lot Consolidation • Program 2B: Rezone to Provide Adequate Sites to Accommodate RHNA

C.1 Community Workshop #1

This section contains all available materials created for the virtual community workshop and following in-person outreach. Public comments for the workshop were received verbally and through the Zoom chat function. The recorded workshop is available for viewing on the Housing Element Update webpage:https://www.rialtoca.gov/633/Plan-to-House-Our-Rialto-Housing-Element.

PLAN TO HOUSE OUR RIALTO

City of Rialto 6th Cycle Housing Element Update

The City is updating the Housing Element for the years 2021-2029.

Let's work together to make the plan ours!

The Housing Element is the City's Plan to accommodate housing needs for current and future residents of all income levels in Rialto. Planning to House Our Rialto means:

- Embarking on a series of engagement opportunities to hear from you,
- Reviewing the City's current housing policies and programs,
- Analyzing existing housing conditions and land which can accommodate new housing, and
- Updating the City's housing plan to reflect Rialto's needs and create opportunities for private residential development.

What's the Schedule for participation? See the timeline below:

April-May	Community Workshop #1 - May 19 - June 6
May-July	Interactive Mapping and Online Survey - June 14-27
July-August	Community Workshop #2 - July 15 - 30
August-October	Public Review of Document for Comment - Sept. 2021

For more information and to sign up for email updates,
Scan the QR code or visit the City's website:
www.yourrialto.com/HouseOurRialto

The City needs your ideas and input!

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PLAN DE VIVIENDAS EN NUESTRO RIALTO

6º Ciclo de la Actualización del Elemento de Vivienda de la Ciudad de Rialto

La ciudad está actualizando el Elemento de Vivienda para los años 2021-2029.

¡Trabajemos juntos para hacerlo Nuestro Plan!

El Elemento de Vivienda es el plan de la ciudad para adaptarse a las necesidades de vivienda de los residentes actuales y futuros de todos los niveles de ingreso en Rialto.

- Embarcarse en una serie de oportunidades de participación para escuchar su opinión,
- Revisar las normas y programas de vivienda actuales de la ciudad
- Analizar las condiciones de vivienda existentes y terrenos que se puedan adaptar para nuevas viviendas, y
- Actualizar el plan de vivienda de la ciudad para reflejar las necesidades de Rialto y crear oportunidades para el desarrollo residencial privado

¿Cuáles son las fechas para participar? Vea los horarios a continuación:

abril-mayo	Taller Comunitario #1 - mayo 19 - junio 6
mayo-julio	Mapa interactivo y encuesta en línea - junio 14-27
julio-agosto	Taller Comunitario #2 - julio 15 - 30
agosto-octubre	Revisión Pública del Documento para Comentarios - sep. 2021

Para obtener más información y registrarse para recibir mensajes por correo electrónico, visite el sitio web de la ciudad: www.yourrialto.com/HouseOurRialto

¡La ciudad necesita sus ideas y aportes!

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PLAN TO HOUSE OUR RIALTO

PLAN DE VIVIENDAS EN NUESTRO RIALTO

Like the State of California, the Inland Empire faces housing challenges. Homeowners and renters spend much of their income on housing, some have difficulty finding housing, and population increase has outpaced construction. In this context, the City of Rialto is preparing the "Plan to House Our Rialto: 2021-2029 Housing Element Update" that will establish policies to address existing and future housing needs while preserving community character and creating opportunities for developers to construct new housing.

The City invites you to help plan for the wide-ranging needs of our diverse community.

Al igual que el estado de California, Inland Empire enfrenta desafíos de vivienda. Los propietarios e inquilinos gastan gran parte de sus ingresos en la vivienda, algunos tienen dificultades para encontrar una vivienda y el aumento de la población ha superado la construcción. En este contexto, la Ciudad de Rialto está preparando el "Plan de Viviendas en Nuestro Rialto: Actualización del Elemento de Vivienda 2021-2029" que establecerá normas para abordar las necesidades de vivienda existentes y futuras al mismo tiempo que se preserva el carácter de la comunidad y se crean oportunidades para que los desarrolladores construyan nuevas viviendas.

La ciudad lo invita a ayudar a planificar las necesidades de nuestra diversa comunidad.

FOR MORE INFORMATION
PARA MÁS INFORMACIÓN

- Contact Siri Champion, Project Planner: 909-820-8072 or schampion@rialtoca.gov
- Visit www.yourrialto.com/HouseOurRialto
- Comuníquese con Siri Champion, Planificador del Proyecto: al 909-421-8072 o en schampion@ rialtoca.gov
- Visite www.yourrialto.com/HouseOurRialto

Flip to get involved
Dé Vuelta a la hoja para participar

Project Schedule and Opportunities to Engage

Let's "Plan to House Our Rialto" together. We invite you help create a plan that reflects the diverse needs and ideas of our community. Below you'll find several ways to engage. In addition, you may attend Planning Commission and City Council meetings. All dates are subject to change. Stay up to date at http://www.yourrialto.com/HouseOurRialto.

Phase 1: Issues & Opportunities

Virtual Workshop: May 19, 2021 at 6:30 p.m.
Alternative Opportunities: May 20-June 6

- Self-Guided Online Workshop
- Self-Guided In-Person Activity at the Community Center, Senior Center, and Fitness Center

Phase 2: Sites, Densities & Policy

Online or In Person Survey: June 14-27

Phase 3: Draft Plan Review

Virtual Workshop: July 15, 2021 at 6:30 p.m.
Alternative Opportunities: July 16-30

- Self-Guided Online Workshop
- Self-Guided In-Person Activity

Phase 4: Final Review/ Adoption

Final public review: September 2021
Planning Commission: September 15, 2021
City Council: September 28, 2021

Calendario del Proyecto y Oportunidades para Participar

Vamos a "Plan de Viviendas en Nuestro Rialto" juntos. Lo invitamos a que participe en la creación de un plan que refleje las necesidades e ideas diversas de nuestra comunidad. Abajo encontrará varias formas en que puede participar. Además, puede asistir a las juntas de la Comisión de Planificación y Concejo de la Ciudad. Todas las fechas están sujetas a cambios. Mántengase actualizado en: http://www.yourrialto.com/HouseOurRialto.

Fase 1: Comentarios & Oportunidades

Taller Virtual: mayo 19 del 2021 - 6:30 p.m.
Oportunidades Alternativas: mayo 20-junio 6

- Taller Autoguiado en Línea
- Actividad Autoguiada en Persona en el Centro Comunitario, en el Centro para Persons Mayores y en el Gimnasio

Fase 2: Sitios, Densidad & Políticas

Encuesta en Línea o en Persona : junio 14-27

Fase 3: Revisión del Borrador del Plan

Taller Virtual: julio 15 del 2021 - 6:30 p.m.
Oportunidades Alternativas: julio 16-30

- Taller Autoguiado en Línea
- Actividad Autoguiada en Persona

Fase 4: Revisión Final/ Adopción

Revisión pública final: sept. del 2021
Comisión de Planificación: sept. 15 del 2021
Concejo de la Ciudad: sept 28 del 2021

Let's Plan Together! ¡Vamos a Planificar Juntos!

www.yourrialto.com/HouseOurRialto

2380

Sign Up for Virtual Meeting Links and Project Updates | Anótese para recibir los enlaces para las Reuniones Virtuales y Actualización del Proyecto

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Y GANAR UN PAJARO

2382

PLAN TO HOUSE OUR RIALTO

City of Rialto 6th Cycle Housing Element Update

Welcome

Welcome to the City of Rialto's virtual self-guided Phase 1 Community Workshop! Please review the information about the Housing Element and fill out the Survey form provided. Thank you!

Background

In March 2021, the City of Rialto initiated the process to update its Housing Element titled the "Plan to House Our Rialto: 2021-2029 Housing Element Update". The Plan will serve as the City's vision for and approach to meeting existing and future housing needs. The Plan identifies opportunities for new residential development. The City does not build housing but instead provides policies and programs to facilitate development as planned.

Who considers Rialto Home?

The goal of the "Plan to House Our Rialto" is to adopt a Housing Plan responsive to the needs and visions of residents and stakeholders. Housing needs and choices vary depending on age, ability, household characteristics, and more. So who considers Rialto home? The figures to the right provide information on who considers Rialto home.

Housing Market

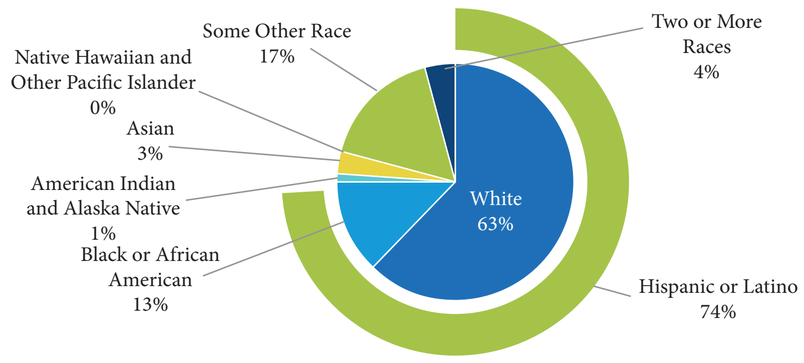
The availability and affordability of housing units are a function of supply (housing units) and demand (population). In the chart to the right we see that housing construction is down. Since 1989 each decade has produced fewer housing units as a percentage of the total housing stock. However, Rialto's population continues to grow. Since 2010 the population has grown by about 4,800 people. Regional growth forecasts show that Rialto is anticipated to gain about 7,900 more people in the next 20 years.

Types of Housing

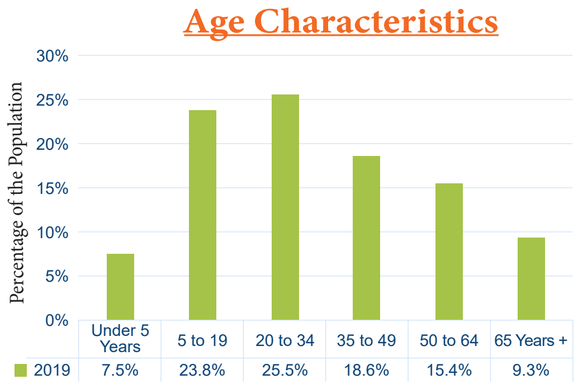
We need to have enough units in total and the right types of units. Families, individuals, lower income households, seniors, and others tend to have different housing needs. As the figure below shows, single-family homes make up nearly three-quarters of the total supply.

Through the Housing Element Update process we will examine the need for more specific types of homes such as senior apartments, homes for large families, and multi-family apartments affordable to various income groups.

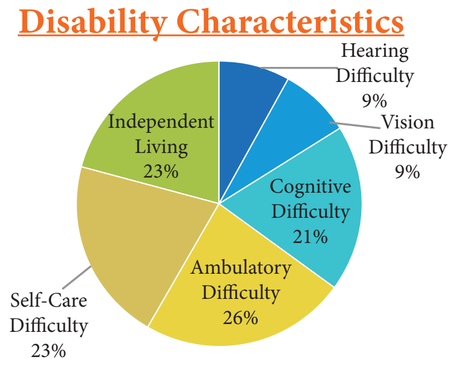
Racial and Ethnic Demographics



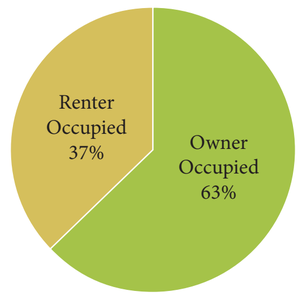
Age Characteristics



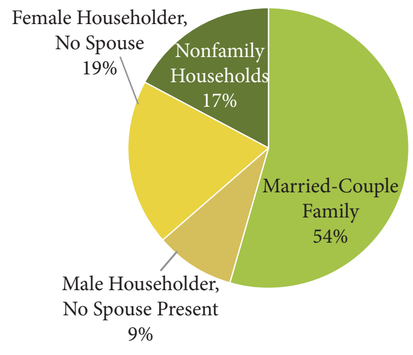
Disability Characteristics



Housing Tenure (Renter vs. Owner)

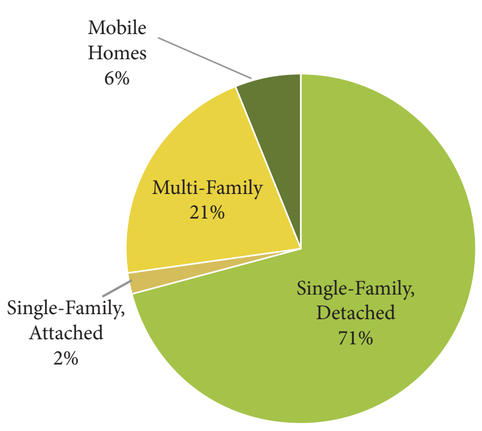


Household Types

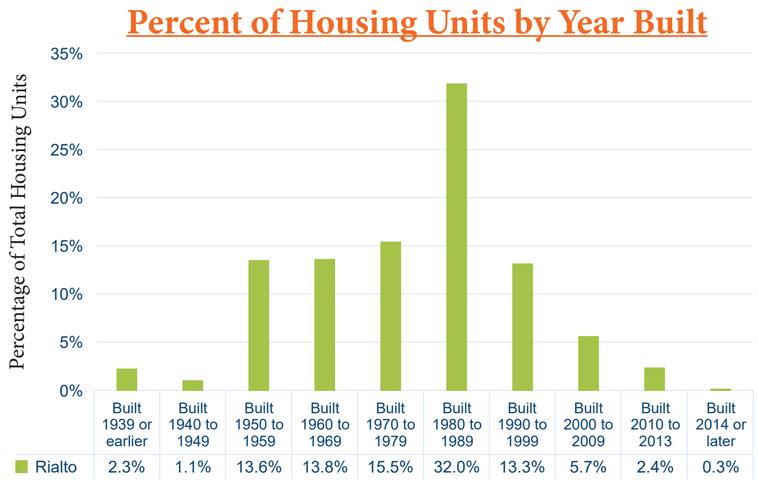


Data Source: American Community Survey, 5-Year Estimates, 2019.

Housing Types



Percent of Housing Units by Year Built



RHNA Determination Process

Department of Housing and Community Development

HCD determines and distributes the State's housing need to all the regional councils of government

Southern California Association of Governments

SCAG develops methodology to determined "fair share" distribution of the region's housing need to local jurisdictions

City of Rialto RHNA Allocation, 2021-2029

8,272 units

2021 - 2029 City of Rialto RHNA Housing Needs Allocation

Income Category	% of Area Median Income (AMI)	Income Range*		RHNA Allocation (Housing Units)
		Min.	Max.	
Very Low Income	0 - 50%	--	$38,750	2,218 units
Low Income	51 - 80%	$38,751	$62,000	1,206 units
Moderate Income	81 - 120%	$62,001	$93,000	1,371 units
Above Moderate Income	> 120%	$93,001	--	3,477 units
			Total	**8,272 units**

*Based on the 2021 HUD Area Median Income (AMI) for San Bernardino County of $77,500 for a family of four.

Housing Needs Assessment

We need to understand the current and potential future housing needs for the Plan to be successful. The Regional Housing Needs Assessment (RHNA) allocation is the number of housing units each city or county must plan to accommodate through the Housing Element. RHNA is based on forecasts for population, employment, and households. The RHNA determination process is illustrated on the left. Rialto's RHNA Allocation of 8,272 dwelling units is further broken down by income category in the table to the left.

What's in a Housing Element?

The Housing Element is a plan to meet future housing needs including the RHNA. It is made up of several components including:

- a population and housing profile,
- analysis of housing constraints and resources,
- an evaluation of current adopted programs and policies,
- an analysis of potential sites to accommodate anticipated growth, and
- policies, programs, and objectives to support identified housing goals for Rialto.

Key Issues

Through the planning process, the City seeks to engage residents and stakeholders on key issues. Those include:

Where do we increase density to accommodate more housing? And how do we knit "adequate sites" into our City's fabric?

The City does not currently have sufficient land zoned to accommodate our RHNA allocation. We must plan "adequate sites" to meet our RHNA allocation of 3,424 dwelling units affordable to very-low and low-income households. The State requires these "adequate sites" to be zoned for at least 30 units per acre to qualify. The City will engage with residents and stakeholders to identify where we can increase density and allow for additional units.

What types of special housing needs does the community have? How do we meet those needs?

The Housing Plan also addresses special needs groups such as those with disabilities, seniors, large family households, female-headed households, and those who are experiencing homelessness.

Visit www.yourrialto.com/HouseOurRialto or send comments or questions to Siri Champion, Project Planner, at (909) 820-8072 or schampion@rialtoca.gov.

PLAN DE VIVIENDAS EN NUESTRO RIALTO

6º Ciclo de la Actualización del Elemento de Vivienda de la Ciudad de Rialto

Bienvenidos

¡Bienvenidos al Taller Virtual Comunitario autoguiado de la Fase 1 de la ciudad de Rialto! Por favor revise la información acerca del Elemento de Vivienda y complete el formulario de la Encusta provisto. ¡Gracias!

Antecedentes

En marzo de 2021, la ciudad de Rialto inició el proceso para actualizar su Elemento de Vivienda titulado: "Planeemos las Viviendas en Nuestro Rialto de la Actualización del Elemento de Vivienda 2021-2029". El Plan identifica oportunidades para nuevos desarrollos residenciales. La ciudad no contruye las viviendas, sino que proporciona las normas y programas para facilitar el desarrollo según lo planeado.

¿Quién Considera a Rialto como su Hogar?

El objetivo del proceso "Planeemos las Viviendas en Nuestro Rialto" es adoptar un Plan de Viviendas que responda a las necesidades y visiones de los residentes y las partes interesadas. Las necesidades y opciones de vivienda varían según la edad, la capacidad, las características de los hogares y otros aspectos.

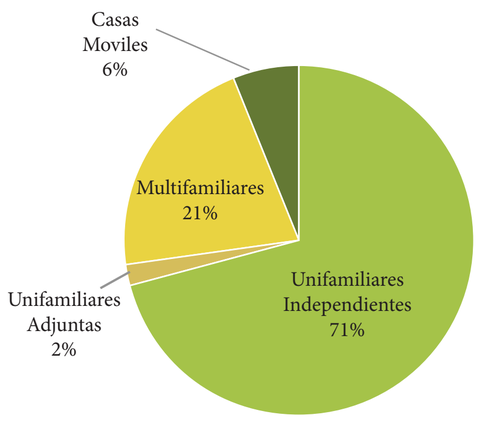
Mercado Inmobiliario

La disponibilidad y asequibilidad de las unidades de vivienda son una función de la oferta (unidades de vivienda) y la demanda (población). En el gráfico de la derecha vemos que la construcción de viviendas ha bajado. Desde 1989, cada década ha producido menos unidades de vivienda como porcentaje del inventario total de viviendas. Sin embargo, la población de Rialto sigue creciendo.

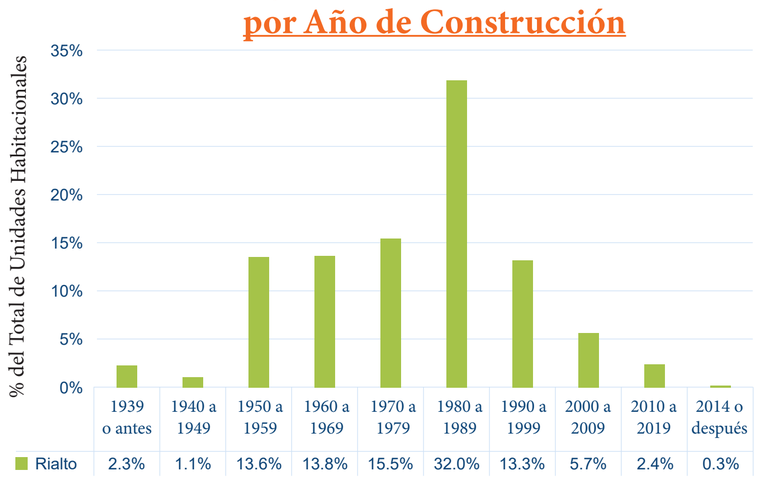
Tipos de Vivienda

Necesitamos tener suficientes unidades en total y los tipos correctos de unidades. Las familias, los individuos, los hogares de bajos ingresos, las personas mayores y otros tienden a tener diferentes necesidades de vivienda. Como muestra la figura siguiente, las viviendas unifamiliares representan casi las tres cuartas partes del inventario total. A través del proceso de Actualización del Elemento de Vivienda, examinaremos la necesidad de tipos más específicos de viviendas tales como apartamentos para personas mayores, hogares para familias numerosas, y apartamentos multifamiliares asequibles para todos los diferentes grupos de ingreso. A través del proceso de Actualización del Elemento de Vivienda, examinaremos la necesidad de tipos de vivienda más específicos, tales como apartamentos para personas mayores, hogares para familias numerosas, y apartamentos multifamiliares asequibles para varios grupos de ingreso.

Tipos de Vivienda



Porcentaje de Unidades Habitacionales por Año de Construcción



Proceso de Determinación del RHNA

Departamento de Vivienda y Desarrollo Comunitario

El HCD determina y distribuye la necesidad de vivienda del estado a todos los concejos regionales del gobierno

Asociación de Gobiernos del Sur de California

SCAG desarrolla una metodología para determinar la distribución "justa" de la necesidad de vivienda de la región en las jurisdicciones locales

Distribución del RHNA de la ciudad de Rialto, 2021-2029

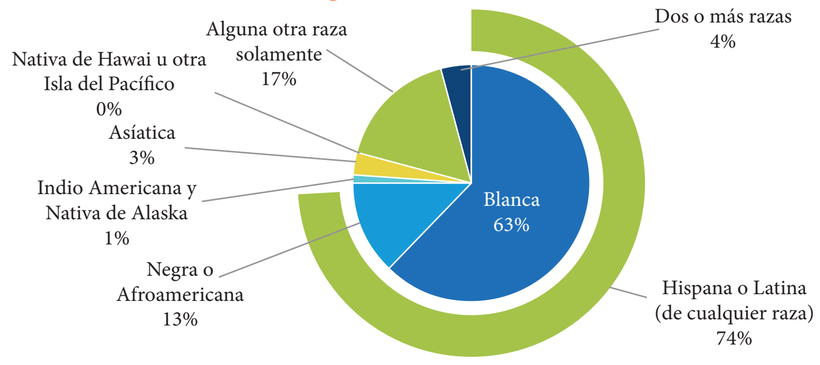
8,272 unidades

Distribución de las Necesidades de Vivienda RHNA de la Ciudad de Rialto 2021-2029

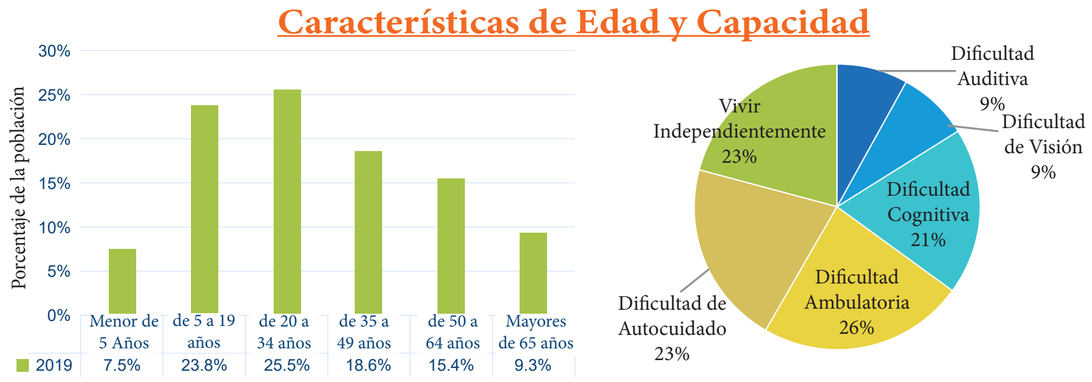
Categoría de Ingresos	% de Ingreso Medio del Área (AMI)	Escala de Ingresos*		Distribución del RHNA (Unidades Habitacionales)
		Mínimo	Máximo	
Ingresos Muy Bajos	0 - 50%	--	$38,750	2,218 unidades
Ingresos Bajos	51 - 80%	$38,751	$62,000	1,206 unidades
Ingresos Moderados	81 - 120%	$62,001	$93,000	1,371 unidades
Superior al Ingreso Moderado	> 120%	$93,001	--	3,477 unidades
			Total	**8,272 unidades**

*La escala de ingresos está basada en el Ingreso Medio del Área (siglas en inglés: AMI) del Departamento de Desarrollo Habitacional y Urbano (siglas en inglés: HUD) de 2021 para el condado de San Bernardino de $77,500 para una familia de 4.

Demografía de la Comunidad

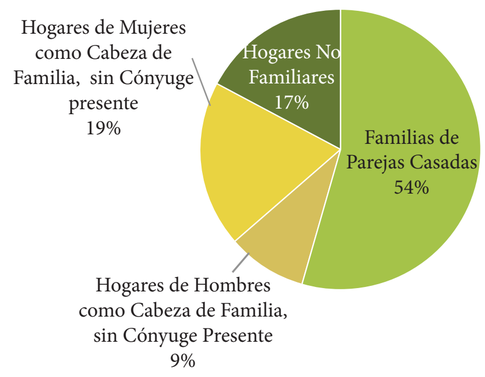


Características de Edad y Capacidad



Tenecia de la Vivienda

Características de la Vivienda



Data Source: American Community Survey, 5-Year Estimates, 2019.

Evaluación de las Necesidades de Vivienda

Necesitamos entender las necesidades de vivienda actuales y futuras para que el Plan tenga éxito. La distribución de la Evaluación de Necesidades de Vivienda Regional (RHNA) es la cantidad de unidades de vivienda que cada ciudad o condado debe planificar para acomodar a través del Elemento de Vivienda. El RHNA se basa en pronósticos de población, empleo y hogares. El proceso de determinación de RHNA se ilustra a la izquierda. La Distribución de RHNA de Rialto de 8,272 unidades de vivienda se desglosa por categoría de ingresos en la tabla de la izquierda.

¿Qué Contiene un Elemento de Vivienda?

El Elemento de Vivienda es un plan para satisfacer las necesidades futuras de vivienda, incluido el RHNA:

- un perfil de población y vivienda,
- un análisis de las limitaciones y los recursos de la vivienda,
- una evaluación de los programas y políticas adoptados actualmente,
- un análisis de sitios potenciales para adaptarse al crecimiento anticipado, y
- políticas, programas y objetivos para apoyar las metas de vivienda identificadas para Rialto.

Puntos Clave

A través del proceso de planificación, la ciudad busca involucrar a los residentes y partes interesadas en los puntos clave. Estos incluyen:

¿En dónde aumentamos la densidad para acomodar más viviendas? Y, ¿Cómo entrelazamos "sitios adecuados" en el telar de la ciudad?

La ciudad no cuenta actualmente con suficientes terrenos zonificados para acomodar nuestra distribución de RHNA. Debemos planificar "sitios adecuados" para cumplir con nuestra distribución de RHNA de 3,424 unidades habitacionales asequibles para viviendas de ingresos bajos e ingresos muy bajos. El estado requiere que estos "sitios adecuados" estén zonificados para por lo menos 30 unidades por acre para poder calificar. La ciudad se comprometerá con los residentes y las partes interesadas para identificar en dónde se puede aumentar la densidad y permitir unidades adicionales.

¿Qué tipo de necesidades especiales de vivienda tiene la comunidad? ¿Cómo podemos satisfacer esas necesidades?

El Plan de Vivienda también aborda los grupos con necesidades especiales tales como grupos con discapacidades, personas mayores, hogares de familias numerosas, hogares encabezados por mujeres y aquellos que están experimentando la falta de vivienda.

Visite www.yourrialto.com/HouseOurRialto o envíe sus comentarios o preguntas a Siri Champion, Planificadora del Proyecto, al (909) 820-8072 o schampion@rialtoca.

Plan to House Our Rialto: 2021-2029 Housing Element Update

Phase 1: Virtual Workshop and Self-Guided Workshop

On May 19th, the City held a virtual community workshop to inform the community of the Housing Element Update process and upcoming engagement opportunities. A self-guided workshop was made available online and in-person at multiple locations for those who were unable to attend the virtual workshop. The following provides the feedback received from the public during this phase one of outreach.

1.What has your experience been with housing in Rialto?

A lot of difficulty	Lack of new homes for very Income and above middle-income homes. New construction.	My experience has not been good. We are very late in the game and many questions were asked in 2019 to address our issues, and community was ignored. I am however glad that the city is being proactive to address the issue.
We own our home	Programs for improvement and rehabilitation of older and historic homes	We need affordable housing for all
It's very expensive right now. Cash offers only for older housing.	Programs for assistance for very low-income resident new home	Need more senior housing for the disabled
I have struggled and now live on the streets	Not enough low income purchasing of homes just rental options	Need more affordable housing
New to the City staff, but happy to be here with you all now.	We need more apartments. Single family homes are not affordable	Incentives of larger homes for higher income earning families
Need more mixed income integration of housing and not concentrations of poverty in the city	RHNA shows need highest in very low-income homes and above moderate-income homes	Rent control

Rezoning from housing to industrial has put the housing development at a disadvantage. Warehouses are considered instead of housing our communities.	Difficulty in finding available apartments. Houses are limited due to sales not occurring as frequent.	More development needed with affordable housing for residents. Home prices do not reflect living wages in this area.
Good; very friendly	Thriving downtown	Diversity
Excellent!	Hard to purchase a home. Covid 19 has further the marginalization for BIPIOC and POC to home ownership.	My family has lived in Rialto for over 50 years. We have lived in 2 homes. 1st, we moved to a new development near Meyers school. Then, near Frisbie.

2.In a couple words, what do you value about Rialto's existing neighborhoods?

Additional Comments Received In-Person or On-Line

- It's not LA. Low crime rate, eve pace traffic and a strong sense of community and pride.
- Where I live, I appreciate the diversity and the quality of homes in my neighborhood.
- Calm; friendly; respected
- I value the schools and new marketplaces that have recently been developed
- The respect of having long time homeowners nearby feels comfortable.

3.What are some housing challenges or needs in Rialto?

Rehabilitation of holder homes	More affordable housing	We need affordable housing for all
Environmentally friendly housing	Multigeneration housing is needed	Larger homes with larger backyards
Larger homes to attract higher incomes	Low income housing for the very low income	Programs for single parents to be able to afford a home or rent
Rezoning of designated housing land	Need more permanent affordable housing not just rentals	Not enough mix use housing with commercial for younger residents

Safety and air quality impacting people's health therefore pushing people out	Affordable rents, gentrification due to rising property values, lack of access to affordable homes.	Rent is expensive; housing is expensive, too many apartment homes not enough for homeless shelters
The lack of apartments available to those who cannot buy or do not want to buy houses. Creating apartments with space in between is an issue. As apartments are always built side by side.	Not all sites/units available for affordable housing have been specific with APN numbers in the housing element for development opportunities	I think the most challenging thing is keeping-up the property values. To understand the value of property and how to keep it up. I think also to have pride in a person's property. That is important!! To know and understand the city's expectations of homeowners. To have pride in the city. When I am saying this, I am thinking primarily of the older neighborhoods.
More space/privacy	Overcrowding	Rent control

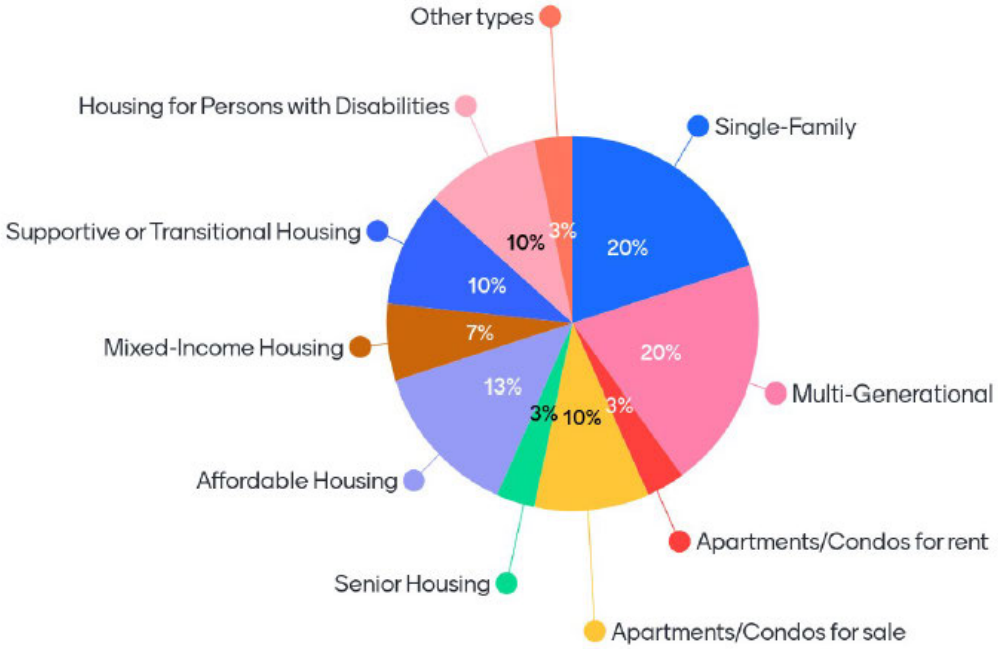
4.What is your vision for the future of housing in Rialto? Consider your past responses and needs of future generations.

Additional Comments Received In-Person or On-Line

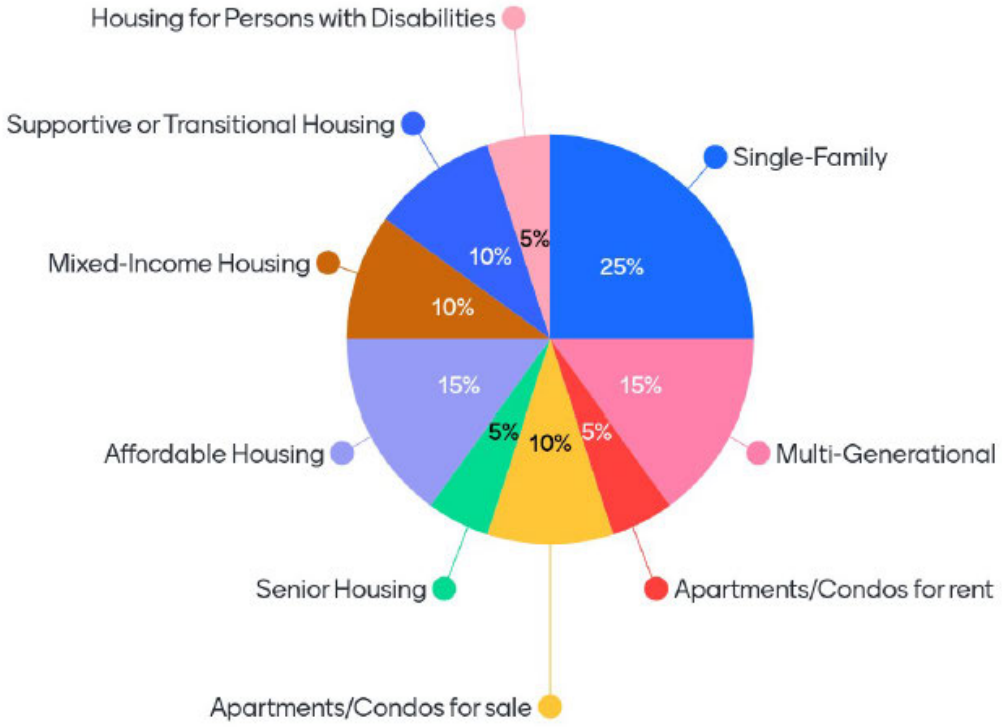
- More houses that help out the community like housing for homeless people and family living. Also, not expensive enough where you have to rent to 5 or more people.
- Apartments built in various areas to provide adequate housing. In different areas to provide apartments with space. Also to reduce traffic by not building apartments side by side. A constant issue in major cities is lack of parking due to side by side buildings.

Plan to House Our Rialto: 2021-2029 Housing Element Update

5.What types of new housing should be built in Rialto? Choose all that apply.



6.Of the previous housing types, which 3 would you like the City to prioritize?



Plan to House Our Rialto: 2021-2029 Housing Element Update

7.What kind of features or characteristics would you like to see in future Rialto neighborhoods?

Rehab of older homes in Historic district	Larger homes	Civic Community Centers	Access to public transportation	Mixed- zoning housing/ workplace
Expansion of newer Renaissance Area	Dog parks	Connectivity- -walking trails -bike lanes	More public transit accessibility	Better lighting on streets
	Safe crossing locations in older streets (Lilac Ave)	Green energy powered communitites	Recycling services	Rehabilitated and revitalized old down town (historic district)

8.The City of Rialto 2014-2021 Housing Element Mid-Cycle Update established the following goals:

- ***Maintain and improve the quality of existing housing and neighborhoods in Rialto.***
- ***Promote and encourage housing development that adequately meets the needs of all socioeconomic segments of the community and region.***
- ***Maximize the use of available financial resources and pursue creative and resourceful methods to reduce the overall cost of housing.***
- ***Alleviate any potential government constraints to housing production and affordability.***
- ***Promote equal opportunity for all residents to reside in the housing of their choice.***

What additions or comments do you have on these goals?

Intentional zoning	Community gardening	New all-inclusive City Hall	Community wealth
To preserve he quality of life for the residents; no more warehouses	Missing civic area and buildings – community building areas/ services/ recreation – park with pool	Public transportation throughout City and near housing – more bus services throughout City and suburb area	More investments from City and County in transportation corridors
No pockets of poverty – integration of incomes – inclusive	Energy efficient trolley collecting Historic Area with new development	Support when speaking on improving the quality of housing	Permanent affordable housing
Clean energy solutions			

Plan to House Our Rialto:
2021-2029 Housing Element Update

Workshop #1 Questionnaire

1: Name: [redacted]

2. Email: [redacted]

3. What has your experience been with housing in Rialto?

Good; very friendly

4. In a couple of words, what do you value about Rialto's existing neighborhoods?

Calm; friendly; respected

5. What housing challenges or needs exist in Rialto?

Rent is expensive; housing is expensive, too many apartment homes not enough for homeless shelters.

6. What is your vision for the future of housing in Rialto. Consider your past responses and the needs of future generations.

More houses that help out the community like housing for homeless people and family living. Also, not expensive enough where you have to rent to 5 or more people.

7. What types of new housing should be built in Rialto?

- [x] Single-Family
- [ ] Multi-Generational
- [ ] Apartments/Condos for Rent
- [ ] Apartments/Condos for Sale
- [ ] Senior Housing
- [ ] Affordable Housing
- [x] Mixed-Income Housing
- [ ] Supportive or Transitional housing
- [x] Housing for Persons with Disabilities
- [ ] Other: _____

_____

_____

_____

8. Of those previous housing types, which three (3) would you like the City to prioritize? (Choose up to 3 choices)

- [x] Single-Family
- [ ] Multi-Generational
- [ ] Apartments/Condos for Rent
- [ ] Apartments/Condos for Sale
- [ ] Senior Housing
- [x] Affordable Housing
- [ ] Mixed-Income Housing
- [ ] Supportive or Transitional housing
- [x] Housing for Persons with Disabilities
- [ ] Other: _____

_____

_____

9. What kinds of features or characteristics would you like to see in future Rialto neighborhoods?

Affordable housing for everyone in the community.

10. Access to public transportation is important for residential development in the region. What do you think about new multi-story housing, mixed with other uses, on Foothill Boulevard and Riverside Avenue? Where else should this type of housing be located?

I believe that would be great for people who need transportation. There should be housing on Riverside Ave. & San Bernardino way.

11. The City of Rialto 2014-2021 Housing Element Mid-Cycle Update established the following goals. What additions or comments do you have on these goals?

- Maintain and improve the quality of existing housing and neighborhoods in Rialto.
- Promote and encourage housing development that adequately meets the needs of all socioeconomic segments of the community and region.
- Maximize the use of available financial resources and pursue creative and resourceful methods to reduce the overall cost of housing.
- Alleviate any potential governmental constraints to housing production and affordability.
- Promote equal opportunity for all residents to reside in the housing of their choice.

Think people need to know more about the socioeconomic segments of the community & region. People know so little abat it.

Plan to House Our Rialto:
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12. If you have additional comments or questions, please share here.

Thank you for taking our survey, please return this to staff to record your responses. Stay tuned for more information about the Plan to House our Rialto and visit www.yourrialto.com/HouseOurRialto!

Plan to House Our Rialto:
2021-2029 Housing Element Update

Workshop #1 Questionnaire

1: Name: [redacted]

2. Email: [redacted]

3. What has your experience been with housing in Rialto?

Difficulty in finding available apartments. Houses are limited due to sales not occurring as frequent.

4. In a couple of words, what do you value about Rialto's existing neighborhoods?

The residential areas feel traditional and close to each neighbor creating a home with feelings of safety and close bonds.

5. What housing challenges or needs exist in Rialto?

The lack of apartments available to those who cannot buy or do not want to buy houses. Creating apartments with space in between is an issue. As apartments are always built side by side.

6. What is your vision for the future of housing in Rialto. Consider your past responses and the needs of future generations.

Apartments built in various areas to provide adequate housing. In different areas to provide apartments with space. Also to reduce traffic by not building apartments side by side. A constant issue in major cities is lack of parking due to side by side buildings.

7. What types of new housing should be built in Rialto?

- [x] Single-Family
- [ ] Multi-Generational
- [x] Apartments/Condos for Rent
- [x] Apartments/Condos for Sale
- [x] Senior Housing
- [x] Affordable Housing
- [x] Mixed-Income Housing
- [ ] Supportive or Transitional housing
- [x] Housing for Persons with Disabilities
- [ ] Other: _____

_____

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8. Of those previous housing types, which three (3) would you like the City to prioritize? (Choose up to 3 choices)

- [x] Single-Family
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- [x] Apartments/Condos for Rent
- [ ] Apartments/Condos for Sale
- [ ] Senior Housing
- [x] Affordable Housing
- [ ] Mixed-Income Housing
- [ ] Supportive or Transitional housing
- [ ] Housing for Persons with Disabilities
- [ ] Other: _____

_____

_____

9. What kinds of features or characteristics would you like to see in future Rialto neighborhoods?

Major street repairs for all the pot holes. Street lightings added in area not well lit.

10. Access to public transportation is important for residential development in the region. What do you think about new multi-story housing, mixed with other uses, on Foothill Boulevard and Riverside Avenue? Where else should this type of housing be located?

I'm unsure of the new multi-story housing depending on the space included. The safety or security of the area. What enhancements would be done to secure that.

11. The City of Rialto 2014-2021 Housing Element Mid-Cycle Update established the following goals. What additions or comments do you have on these goals?

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- Promote equal opportunity for all residents to reside in the housing of their choice.

Increase housing with observation of traffic reduction or safety increasement.

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Plan to House Our Rialto:
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Workshop #1 Questionnaire

1: Name [redacted]

2. Email: [redacted]

3. What has your experience been with housing in Rialto?

More development needed with affordable housing for residents.

Home prices do not Reflect living wages in this area.

4. In a couple of words, what do you value about Rialto's existing neighborhoods?

I value the schools and new market places that have

recently been developed

5. What housing challenges or needs exist in Rialto?

6. What is your vision for the future of housing in Rialto. Consider your past responses and the needs of future generations.

Plan to House Our Rialto: 2021-2029 Housing Element Update

7. What types of new housing should be built in Rialto?

- ☐ Single-Family
- ☐ Multi-Generational
- ☐ Apartments/Condos for Rent
- ☐ Apartments/Condos for Sale
- ☐ Senior Housing
- ☐ Affordable Housing
- ☐ Mixed-Income Housing
- ☐ Supportive or Transitional housing
- ☐ Housing for Persons with Disabilities
- ☐ Other: _____

_____

_____

_____

8. Of those previous housing types, which three (3) would you like the City to prioritize? (Choose up to 3 choices)

- ☐ Single-Family
- ☐ Multi-Generational
- ☐ Apartments/Condos for Rent
- ☐ Apartments/Condos for Sale
- ☐ Senior Housing
- ☐ Affordable Housing
- ☐ Mixed-Income Housing
- ☐ Supportive or Transitional housing
- ☐ Housing for Persons with Disabilities
- ☐ Other: _____

_____

_____

9. What kinds of features or characteristics would you like to see in future Rialto neighborhoods?

10. Access to public transportation is important for residential development in the region. What do you think about new multi-story housing, mixed with other uses, on Foothill Boulevard and Riverside Avenue? Where else should this type of housing be located?

11. The City of Rialto 2014-2021 Housing Element Mid-Cycle Update established the following goals. What additions or comments do you have on these goals?

- Maintain and improve the quality of existing housing and neighborhoods in Rialto.
- Promote and encourage housing development that adequately meets the needs of all socioeconomic segments of the community and region.
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Plan to House Our Rialto:
2021-2029 Housing Element Update

Workshop #1 Questionnaire

1: Name: [redacted]

2. Email: [redacted]

3. What has your experience been with housing in Rialto?

Exellent!!

4. In a couple of words, what do you value about Rialto's existing neighborhoods?

The Respect of having Long time home owners near by feels comfterable

5. What housing challenges or needs exist in Rialto?

More Space / privacy

6. What is your vision for the future of housing in Rialto. Consider your past responses and the needs of future generations.

Mordernly Upgraded for a more Comfturable living

7. What types of new housing should be built in Rialto?

- [x] Single-Family
- [x] Multi-Generational
- [x] Apartments/Condos for Rent
- [x] Apartments/Condos for Sale
- [x] Senior Housing
- [x] Affordable Housing
- [x] Mixed-Income Housing
- [x] Supportive or Transitional housing
- [x] Housing for Persons with Disabilities
- [ ] Other: _____

_____

_____

_____

8. Of those previous housing types, which three (3) would you like the City to prioritize? (Choose up to 3 choices)

- [ ] Single-Family
- [x] Multi-Generational
- [ ] Apartments/Condos for Rent
- [ ] Apartments/Condos for Sale
- [x] Senior Housing
- [ ] Affordable Housing
- [ ] Mixed-Income Housing
- [ ] Supportive or Transitional housing
- [x] Housing for Persons with Disabilities
- [ ] Other: _____

_____

_____

9. What kinds of features or characteristics would you like to see in future Rialto neighborhoods?

Fencing and walls

10. Access to public transportation is important for residential development in the region. What do you think about new multi-story housing, mixed with other uses, on Foothill Boulevard and Riverside Avenue? Where else should this type of housing be located?

Every main Street

11. The City of Rialto 2014-2021 Housing Element Mid-Cycle Update established the following goals. What additions or comments do you have on these goals?

- Maintain and improve the quality of existing housing and neighborhoods in Rialto.
- Promote and encourage housing development that adequately meets the needs of all socioeconomic segments of the community and region.
- Maximize the use of available financial resources and pursue creative and resourceful methods to reduce the overall cost of housing.
- Alleviate any potential governmental constraints to housing production and affordability.
- Promote equal opportunity for all residents to reside in the housing of their choice.

12. If you have additional comments or questions, please share here.

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C.2 Community Survey

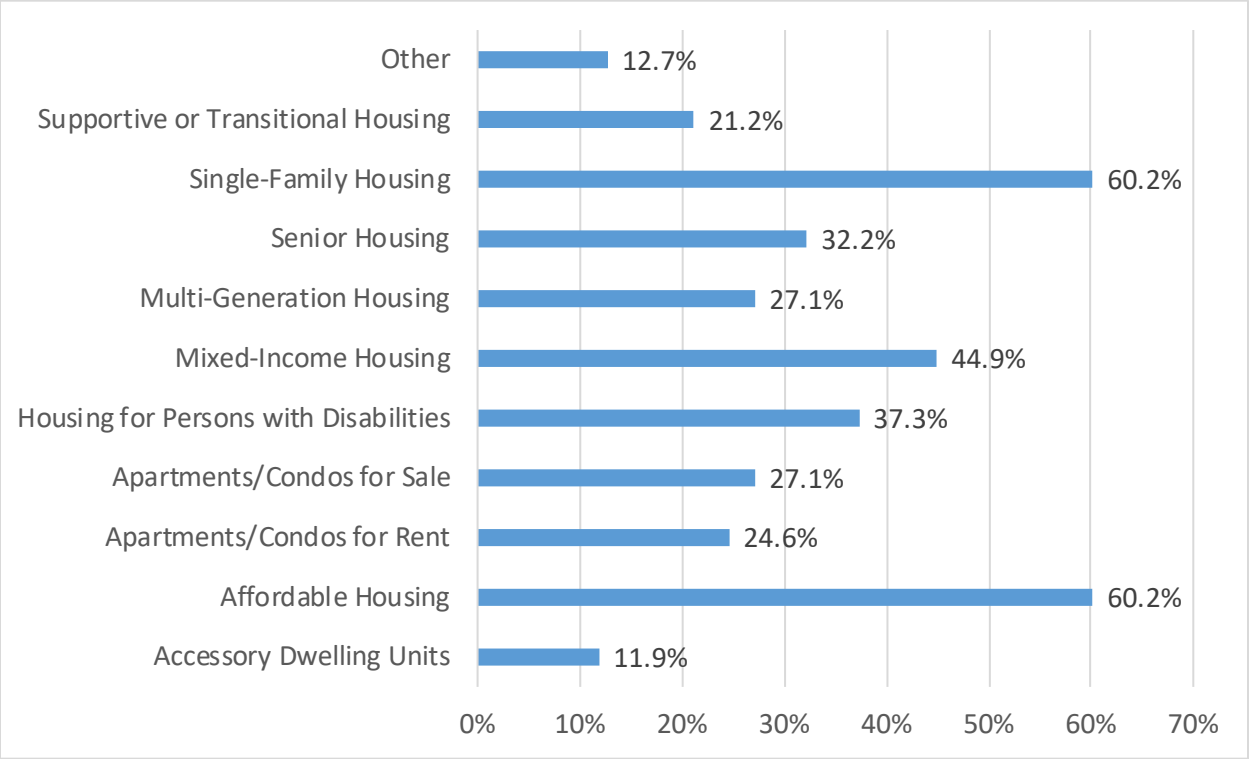
This section contains a survey summary of all collected data. The survey was available in both English and Spanish. A total of 119 surveys were submitted.

Plan to House Our Rialto: 2021-2029 Housing Element Update

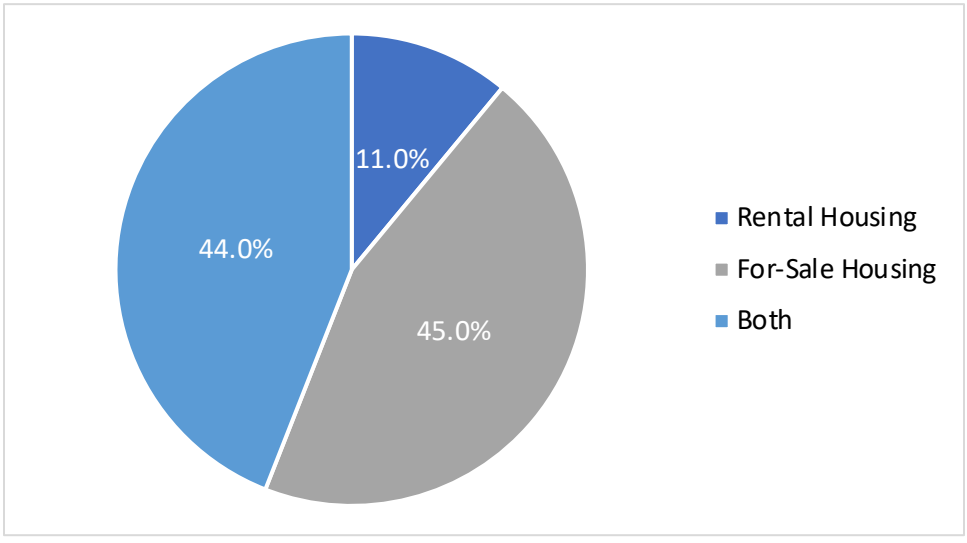
Phase 2: Online Community Survey

On June 14th, 2021, the City released a community survey online to solicit feedback and input on potential locations for housing and on possible housing policies. A total of 119 survey responses were gathered through August 5th, 2021; they are summarized below.

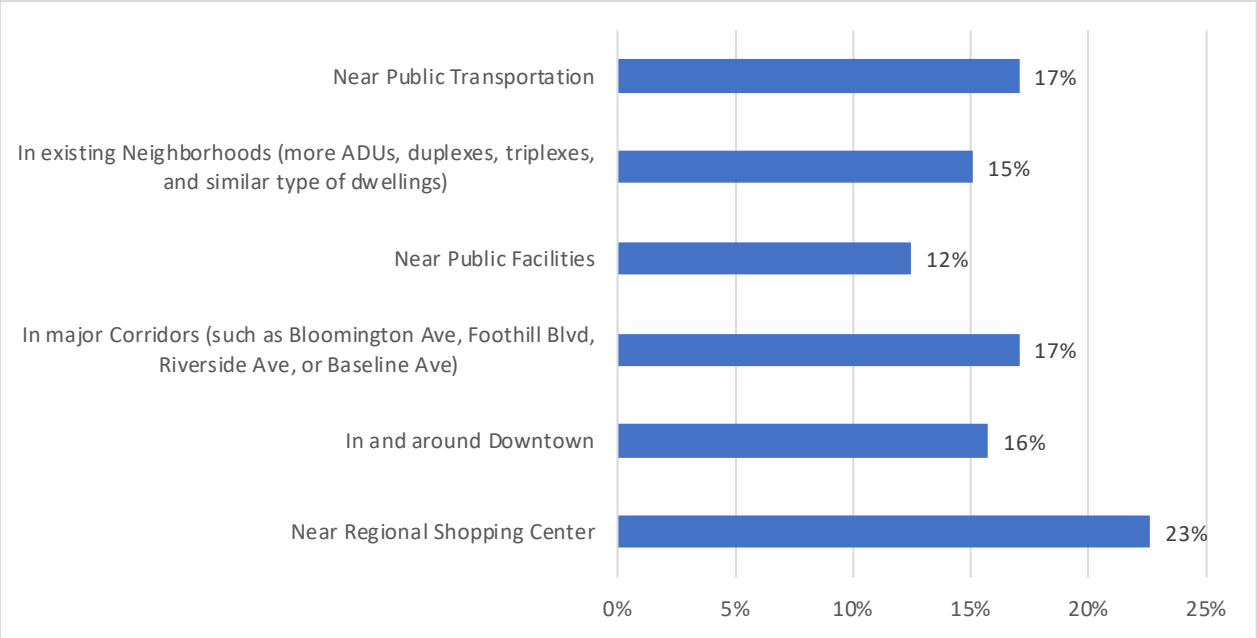
1. What type(s) of housing would you like to see added in Rialto? (Please select all that apply)



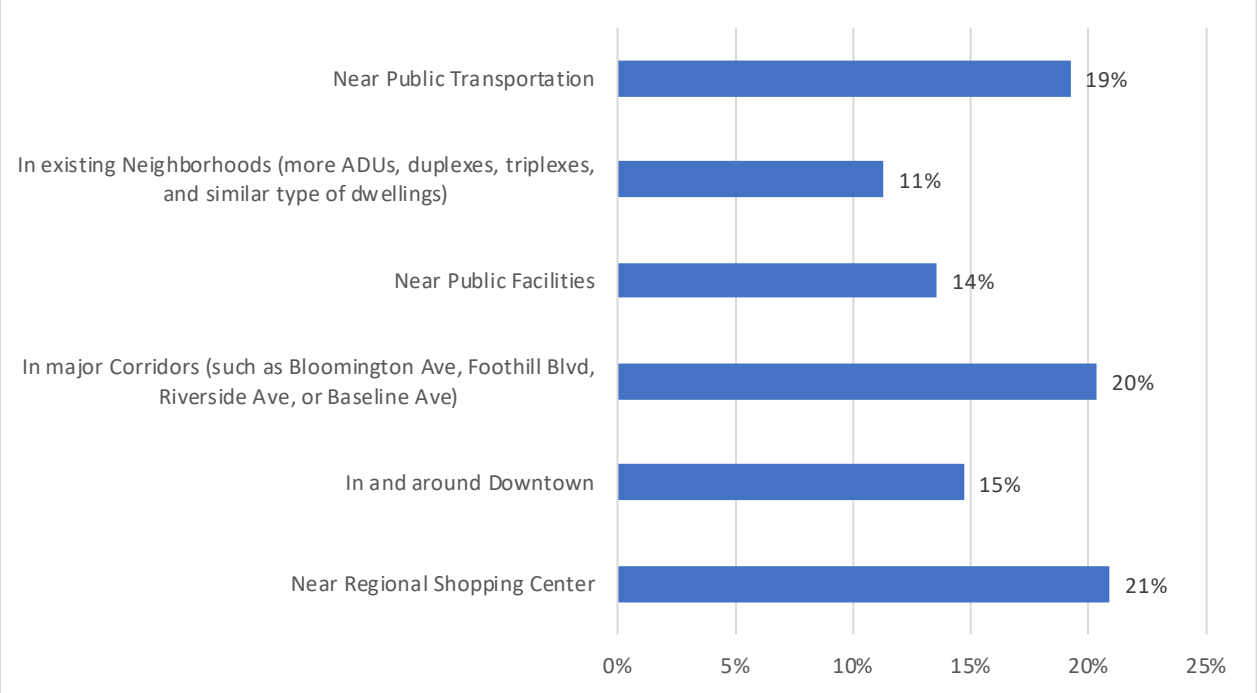
2. Would you like to see more housing units for rent or for sale?



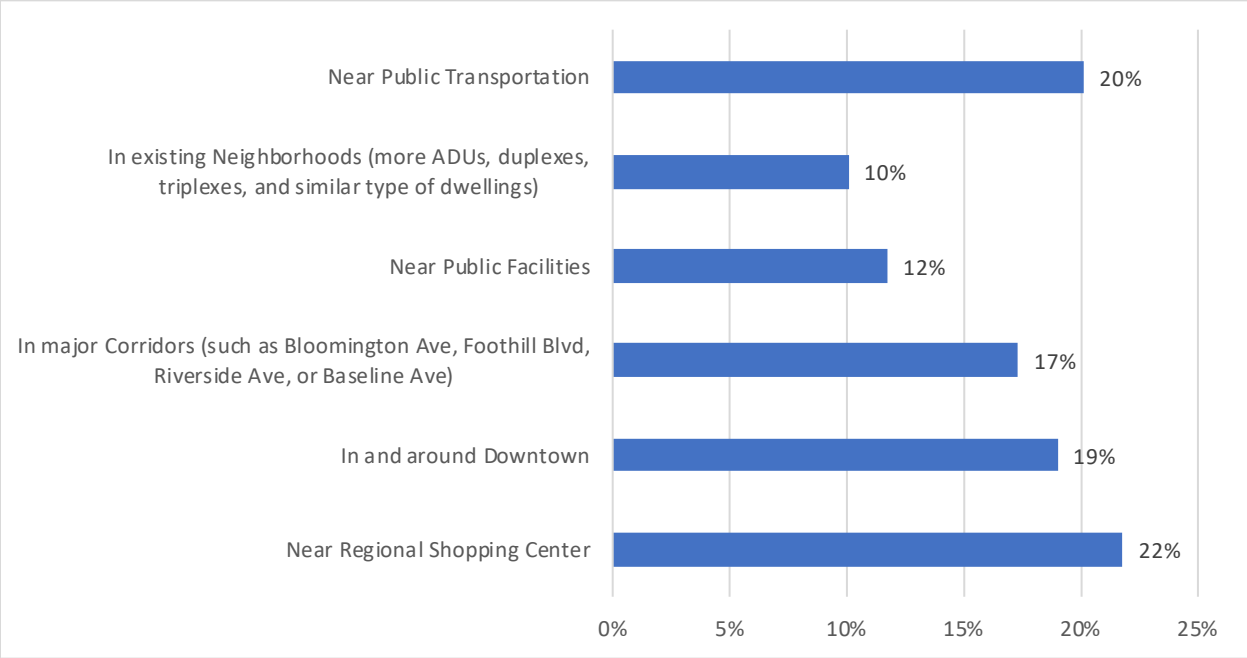
3. What locations are best suited for adding new housing? (Please select all that apply)



4. To accommodate housing for all incomes, the City of Rialto will need to plan for multi-family developments that may exceed 3 stories. What locations are suitable for residential buildings more than 3 stories high?



5. To respond to a variety of lifestyle needs and choices, the City of Rialto may plan for mixed-use housing. Mixed-use housing refers to developments that include residential units along with retail, neighborhood services, public facilities, entertainment, offices, or other uses. What locations are suitable for mixed-use housing?



6. Do you have any recommendations on areas where housing could be added?

Recommendations on Where Housing Could be Added
Near old Rialto airport.
Rancho Verde Golf Course, across from Ayala Park, Riverside Ave. & Sierra Avenue, single family homes in the empty lots near Carter H.S.
North Rialto El Rancho country club
Rialto, has so many areas that are not used, lots, old buildings…all those places should be used
Rialto, Near the new Shopping Center
The empty fields near baseline and fitzgerald.
Apartments townhouse and condos near renaissance
Definitely no additional section-8 needed. Rialto crime rate needs to decrease not increase
Along 210 fwy
By the original Walmart

Plan to House Our Rialto: 2021-2029 Housing Element Update

Recommendations on Where Housing Could be Added
Rialto, Colton, Ontario, rancho Cucamonga, North riverside Ave, etc.
Downtown Rialto, Airport area
Duncan canyon rd.
The wash off of Riverside Avenue
there are areas throughout the City that can be rehabilitated into new housing. or the pockets of vacant land that can help beautify the city with new housing.
I think Baseline and Foothill Blvd's but also Northern Rialto for larger home developments
Near the riverbed on foothill
Areas around Renaissance Marketplace, Land that is north of Baseline Ave (North Rialto).
En los lotes vacantes de la ciudad.
MIXED USE ALONG MAJOR CORRIDORS AND NEAR SHOPPING CENTERS WITH INFILL SFR THROUGHOUT THE CITY. Near schools and public transportation.
Housing through the city, no pockets of poverty that include mixed income housing integration.
By Renaissance and Downtown.
Cedar above Baseline near the Renaissance Market Place.
South end of Rialto to generate economic strength, while updating the city's visual appearance.
Mixed use along major corridors and near shopping centers with infill SFR throughout the city.
Baseline by current homes
Housing through the city, no pockets of poverty that include mixed income housing integration.
Updating electric/lower water. Add more parks.
Riverside Ave and San Bernardino Ave
No mas (casas) viviendas hay demasiadas.
Near schools
On Riverside below Walnut
More around empty locations
Up Riverside Avenue close to 15 fwy & downtown area
On empty lots of land near Ayala & Renaissance -On plots of land near parks
all vacant lots

Recommendations on Where Housing Could be Added
En el norte de Rialto, donde hay mas espacios disponibles.
Near the Renaissance Marketplace
Near the Renaissance Shopping area (Rialto Renaissance Marketplace) and the old golf course
Closer to San Bernardino on Foothill Blvd.
The area north by the TaD office
North end of the 210
more housing can be added to areas where there is less traffic for the safety of kids

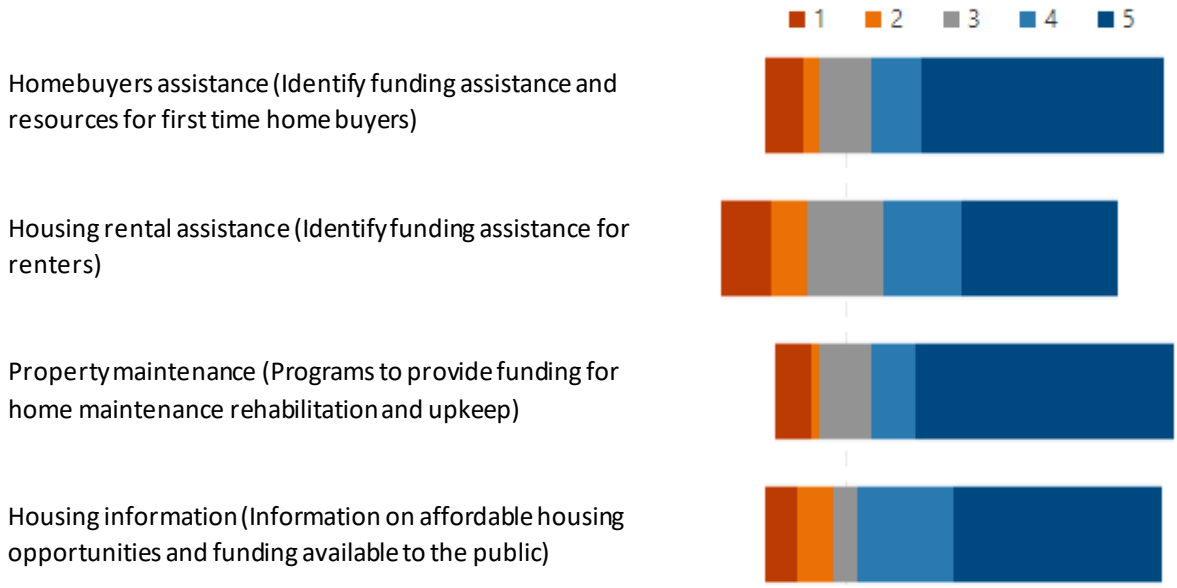
7. Do you have any recommendations on areas where housing should NOT be added?

Recommendations on Where Housing Should NOT be Added
flood-prone areas
definitely not near companies that service trucking or waste processing, trains, and concrete/dirt plants.
Not near freeways because people later complain about sound and limits expansion in the future.
No transitional housing in current single-family neighborhoods. Those should be built near public transportation and public facilities.
Riverside avenue or baseline
Yes, not in back yards, that will create slums
In or near upper income, existing neighborhoods.
No more low-income housing. Bring back a clean, respectable, attractive city.
Downtown area. The block of Riverside-foothill and Eucalyptus-Merrill
Any area that would actually do more harm than good for the families and individuals already living in that area.
San Bernardino ca
NOT in major corridors. It will make traffic so much worse.
Near parks and current neighborhoods
Riverside dr. To busy already
Downtown. It needs to stay with the older historical housing that speaks to our history and the businesses downtown.
Downtown Historic Area

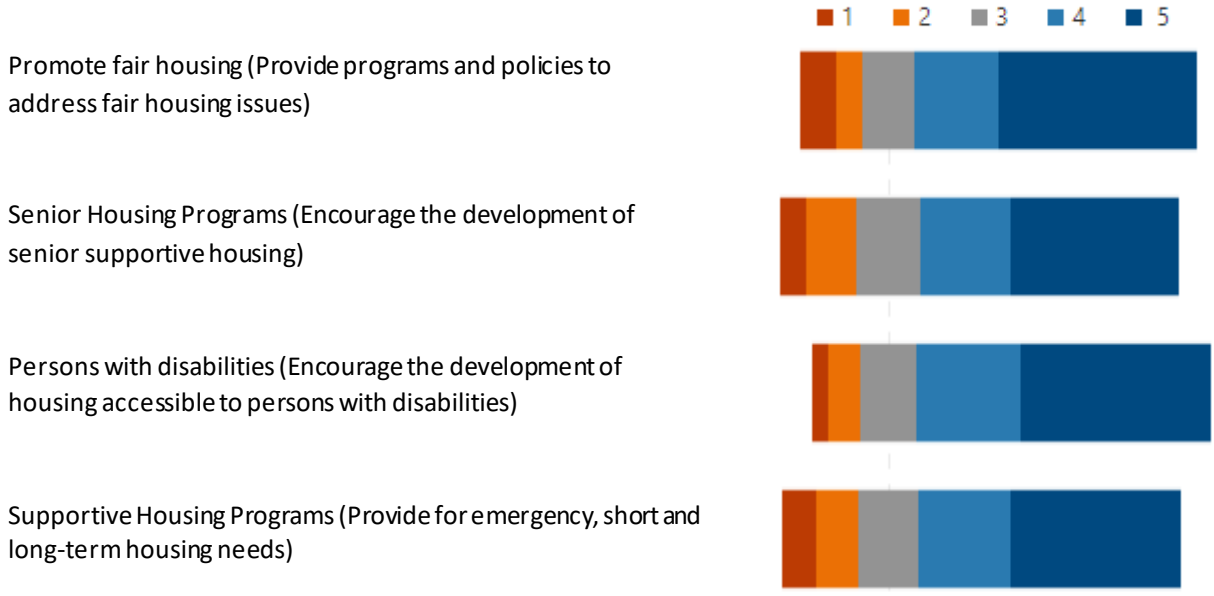
Plan to House Our Rialto: 2021-2029 Housing Element Update

Recommendations on Where Housing Should NOT be Added
I'm already build neighborhood
Suburban neighborhood
South Rialto. This area is NOT suitable for new housing until the area has been improved. Spend money improving streets, downtown area, and transportation. South rialto is run down and undesirable.
En la section sur del la ciudad donde estan todas las fabricas.
Away from warehouses and major truck routes to keep community safe.
The southern part of Rialto no affordable housing or housing in general should go where there are warehouses. We need to have other community development plan and projects surveyed by the community.
Riverside Avenue is already too busy.
Downtown
Near warehouses!
In the north end.
The southern part of Rialto no affordable housing or housing in general should go where there are warehouses. We need to have other community development plan and projects surveyed by the community.
The southern part of Rialto no affordable housing or housing in general should go where there are warehouses. We need to have other community development plan and projects surveyed by the community.t
NOT near schools
By warehouses, freeways, train tracks!
Downtown
Downtown Rialto -Near poverty stricken/bum infested areas baseline/Jackson street -Near railroad tracks
Lots of vacant lots
En el centro, ya esta muy saturado.
Cercca de bodegas
South of Foothill
Already crowded residential areas
All the open space, our neighborhoods have turned into highways
high traffic and places where there are too many people

8. Community Assistance Policies and Programs - Please rate the following based on importance to the community. (1 being the least important and 5 being the most important)



9. Fair Housing Policies and Programs- Please rate the following based on importance to the community. (1 being the least important and 5 being the most important)



10. Please describe your vision of housing in Rialto.

Vision of Housing in Rialto
Senior and new ownership program
diverse mix of home types available which provide more affordable options for the community
It would involve priority being Transitional housing as well as housing for seniors and the disabled.
Homeowners not renters, homeowners take care of their investment.
A mixture of single-family residents and affordable townhomes. Each new community would include lots of plants and nature possibly walking trails and parks. I see a senior community of affordable single-story homes on the Rancho Verde Golf Course land with a fountain, walking trails, and community center. I see multi-generational homes finally being apart of the existing Rialto communities and apart of new communities for younger families. I see transitional housing being a part of the mixed-use community to give them access to public services and public transportation.
Low income housing for families
Possible HOA within the housing since code enforcement is worthless in Rialto, they do a horrible job holding homeowners accountable to upkeep their properties/yards
More Affordable single-family homes and multifamily homes Available assistance for home buyers
I want to see housing for families like mine. Parents (husband deceased) who has two disabled adult children who require 24/7 care from me and my eldest son. Not only do we need housing (for purchase) to fit our family, but we need it with access for the disabled and affordable down payment. I can afford the payments, just getting the down payment is difficult.
Upkeep the houses in the downtown area and make better homes near Las Colinas.
Yes Rialto needs housing. Yet there are problems that needs to be address before building more homes. Homes affordable to match residence to income. Jobs and not just warehouse. Access to quality grocery stores, transportation. Parking, need tow away abandon vehicles make Rialto a more desirable place to live then build from there.
I would love to see some of the vacant land be use for affordable housing and not so many manufacturing buildings.
I would love to see Rialto become a more upscale community with a reputation for having safe, clean neighborhoods, California Distinguished Schools for children of residents and shopping centers and grocery stores that are nicely maintained and conveniently located near housing.
Fair and affordable housing for ALL COMMUNITY MEMBERS focusing MORE on those with credit challenges and/or evictions.
a mixture of single-family homes with larger yards, in some areas and multi-use in areas like Downtown to revitalize that area.
Mixed use downtown; new buildings, mixed use near renaissance. Single family in the north, some townhomes in the Lytle Creek specific plan
Clean, attractive, safe community that does NOT support homelessness or irresponsible residents who chose to live off government aid indefinitely.

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Vision of Housing in Rialto
Rialto would ideally keep its downtown and surrounding blocks original while adding more usable modern updating. (Think Fullerton's downtown). The rest of Rialto would likely want to keep their houses original and kept up to maintain the city's clean appearance. Long term Rialto residents would get assistance in purchasing homes whether it be affordable townhomes or single-family housing
A rialto where families and individuals who have grown up here won't be displaced is an ideal vision for the future. Affordable housing for marginalized groups would surely be beneficial for rialto as a whole.
My vision is Second chance tenants, applicants, for affordable housing, low income. No wait list, have great security, decent credit accepted. No Fee to apply. But deposit required if accepted
Building more homes in the neighborhood area.
I pray we Don return to the mistakes made in the 70 and 80 with low income housing. I feel the failure in housing has come with not enforcement of the code enforcement laws. Property owners should be responsible whither they live in Rialto or somewhere else. If it's yours, you own it. Take care of it. It's called a "Good Neighbor "
Would prefer NO low-income housing. Senior housing is preferred
Naturally people take better care of homes they own vs rentals. More home buying opportunities a must or help with renovation loans to help improve the current/outdated homes.
A tighter community. People taking care of each other. Also making sure each property is well taken care and the city needs to enforce a clean a property/lot/tract.
We need multi-generational housing. More families are taking care of elderly relatives or having young adult relatives live with them. I believe we have a lot of senior housing and I understand the ongoing need. But we need working families living and shopping in Our City. This helps with our growth.
Affordable, good quality and not on top of each other. Decent size lots.
Single story homes
I would like to see programs and funding for our older downtown and historic area renovation of homes. I see this as being one of our main priorities for improving our city. Next, I see new multiuse and condo/apartment housing on our main Blvd's like Foothill and Baseline. I would also like to see new larger homes developed in the norther part of Rialto and the linking of the new housing areas with the historic downtown area of our city.
The more population the more trouble. Let's keep Rialto safe and clean. Rialto is good with building a bright future for our children and let's keep it like that
A city where everyone could have a roof over their head and a safe place to call home regardless of income.
Middle - high housing, update/ improve downtown, improve school system performance/ rating.
Regular single-family homes not bird cages
Multifamily and diversity in needs

Plan to House Our Rialto: 2021-2029 Housing Element Update

Vision of Housing in Rialto
We need at least one homeless shelter we currently have none in rialto.
Single family housing with a yard. MILLENIALS DO WANT HOMES. I hear this all the time that we do not want home, we want to rent. This is a HUGE misconception and incorrect. We want homes with yards however with rising prices of homes and the cost of living and stagnant cost wages, this is just not feasible. Condos and apartments are desirable for this reason but please add patios and outdoor spaces. Many younger generation adults have pets and want to accommodate for such. Housing should be built near beautiful new shopping areas and accessible to public transportation.
I would like to see Rialto continue improvement and development of the city. Rialto could be a place where low income earners could potentially move up the social ladder and potentially stay in Rialto as they do so.
Mi vision es una cuidad que incorpore nuevas viviendas con assistencia para rehabilitar las areas de nuestra ciudad historicas.
Housing priced so the people of Rialto's housing costs are less than 30% of the wages paid to people who work in Rialto.
My vision for Rialto is for the city to be more responsible when it comes to residential and agricultural zoning. Rezoning from residential/agricultural to industrial to allow warehouses to come in must stop. We want to see permanent affordable housing not just renting but have programs in place where families can buy their forever home. Assistance to our houseless population that provides shelter first and services they need to help reincorporate to society. Programs for single parents to afford housing for their families.
More modern housing availability, like mixed use housing/zoning and incorporation and preservation downtown Rialto. For the city to play a role of creating programs for helping its residents build community wealth through homeownership (co-ops, condos, community land trust) Follow up on their mobile homes purchasing program. Housing Element Policy recommendations Have housing throughout the city. Area medium income: Very Low Income, Low Income and Moderate-Income communities to be planned and zoned in a mixed income/integrated community. The city should see itself as an entity that helps build community wealth for permanent affordability housing. For the city to be a resource for providing information and funding assistance for homeownership like mobile home program/manufacturing housing programs that came from the 5th cycle housing element. Mixed use housing in downtown to revitalize downtown Rialto and major corridors. Land inventory: build community wealth and permanent affordability housing/homeownership Also to have strong fair housing policies. Fair Housing recommendation would be for Code Enforcement to be held more accountable to addressing tenant issues with repairs and going after negligent landlords - imposing fees, aggressively pursuing the same way they do code violations committed by underserved communities. Additional Questions:

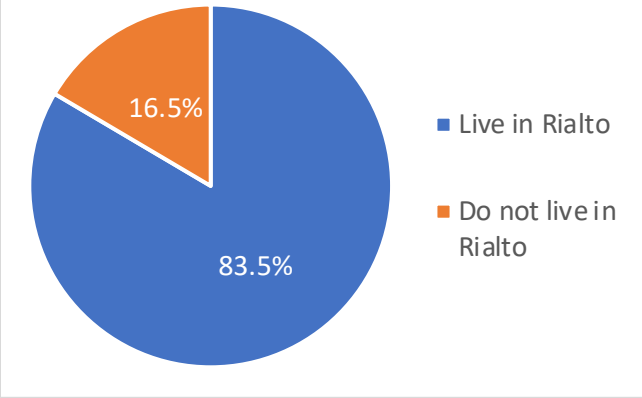
Plan to House Our Rialto: 2021-2029 Housing Element Update

Vision of Housing in Rialto
When will the city amend their zoning code to include state requirements for manufacturing housing based on their programs from the 5th cycle? Any updates of programs or policies related to what needed to get done on the 5th cycle?
Affordable for all incomes
Por favor describe el tipo de viviendas que le gustaria ver en Rialto. --> Please describe the type of housing you would like to see in Rialto.
I would like to see redevelopment in downtown. I used to live in Covina and their downtown area is nice, safe and has plenty to do. A nice downtown can be a great source of tax revenue and give people pride in their city. Downtown Rialto is run down and doesn't seem safe. More mixed-use housing should be built, and two and three story (or more) housing units should build for sale. On a side note I would like to see the schools in Rialto improved too.
Providing sufficient parking for residents. For example, if building a 5-bedroom home, provide parking for 5 or more vehicles. Many new neighborhoods lack sufficient parking.
My vision of housing in Rialto I find it nice.
Rialto seems to be on the rise. So any improvement in housing would be awesome! I like "old" feel of downtown area so don't change that please.
More close theaters. More parks. Entertainment safe places for teens to hangout. Skate parks. More pools for the public.
Smaller homes than a single family can afford.
A strong economic community for all parts of the city that attracts big business brands into our community. Also, a cleaned-up city (South end) in the downtown/Foothill region.
More modern housing availability, like mixed use housing/zoning and incorporation of revitalization and preservation downtown Rialto homes.
More modern housing availability, like mixed use housing/zoning and incorporation and preservation downtown Rialto. For the city to play a role of creating programs for helping its residents build community wealth through homeownership (co-ops, condos, community land trust) Follow up on their mobile homes purchasing program. Housing Element Policy recommendations: Have housing throughout the city. Area medium income: Very Low Income, Low Income and Moderate-Income communities to be planned and zoned in a mixed income/integrated communities. The city should see itself as an entity that helps build community wealth for permanent affordability housing. For the city to be a resource for providing information and funding assistance for homeownership like mobile home program/manufacturing housing programs that came from the 5th cycle housing element. Mixed use housing in downtown to revitalize downtown Rialto and major corridors. Land inventory: build community wealth and permanent affordability housing/homeownership. Also to have strong fair housing policies. Fair Housing recommendation would be for Code Enforcement to be held more accountable to addressing tenant issues with repairs and going after negligent landlords - imposing fees, aggressively pursuing the same way they do code violations committed by underserved communities.

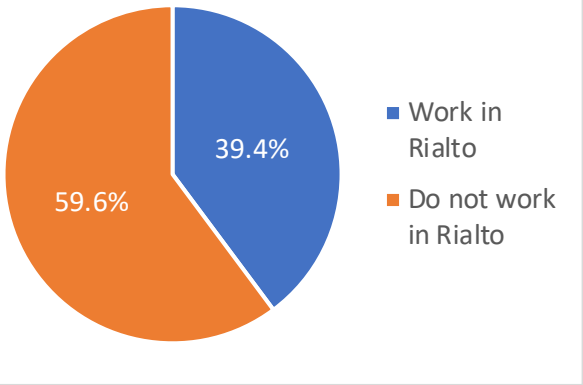
Plan to House Our Rialto: 2021-2029 Housing Element Update

Vision of Housing in Rialto
Additional Questions: When will the city amend their zoning code to include state requirements for manufacturing housing based on their programs from the 5th cycle? Any updates of programs or policies related to what needed to get done on the 5th cycle?
Affordable home well maintained homes more school update schools. parks trees sidewalk fixed. Update electricity power.
There would-be single-family dwellings with big yards and parking on the property, not on the street. Less apartments and multifamily dwellings.
More single-family homes with larger backyards for children to play and pets.
Less homeless encampments
Accessible housing with transportation and sidewalks throughout the entire city. I imagine a hiking trail/running trail in Rialto as well!
Nice welcoming neighborhoods.
More development in the north sectors.
Safe and inclusive
New housing available to responsible individuals, home ownership instead of landlords renting out Rialto properties. Caring for new homes & communities, community enforcing laws to keep communities safe & looking well, less graffiti, abandoned vehicles & pet overpopulation at houses/homes in Rialto.
People can afford their housing and be comfortable and at peace in their home.
Single family neighborhoods Larger complex on main corridors
Me gusteria que personas que actualmente residen en Rialto tengan la oportunidad de comprar propiedades en esta ciudad. Hacer que las propiedades sean mas accesibles para nuestros residentes.
My vision for Rialto is mixed housing throughout the entire city.
Para personas con descapasidades. Para personas mayores. Para primer compradores.
Similar to Fontana, Victoria Gardens
variety of places. CD for all
Double Stories House
Leave it alone - too much eating up the open space that drew us to rialto
My vision for housing is to stop seeing, meeting ex-foster youth out here in the streets maybe not all but the ones who need it
Country Style, Farm, Ranch

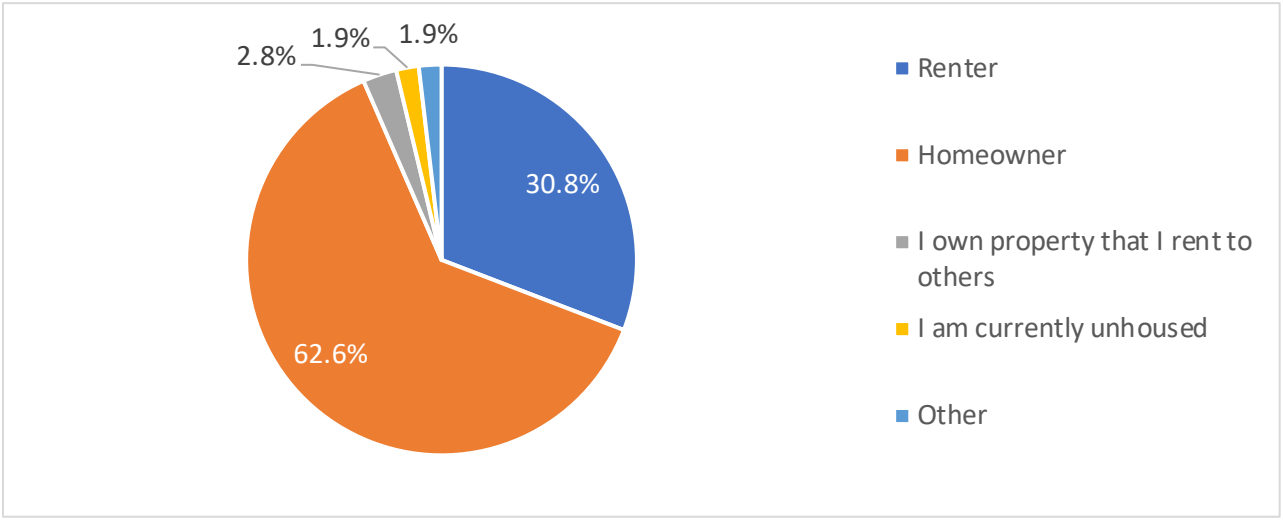
11. Do you live in Rialto?



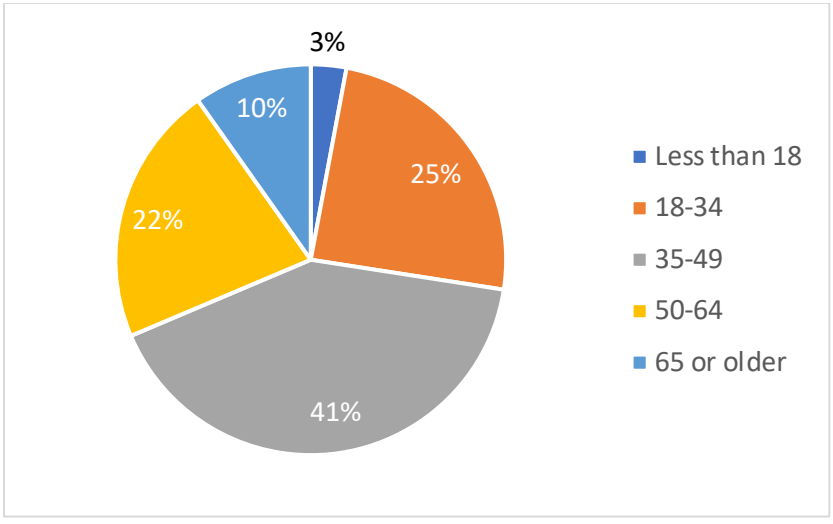
12. Do you work in Rialto?



13. Are you a renter or homeowner?



14. What is your age range?



Plan to House Our Rialto: 2021-2029 Housing Element Update

Phase 2 Community Survey

1. Name: _____

2. Email: _____

3. What types of housing would you like to see added in Rialto? (Please select all that apply)

- ☐ Accessory Dwelling Units (ADUs)
- ☐ Affordable Housing
- ☐ Apartments/Condos for Rent
- ☐ Apartments/Condos for Sale
- ☐ Housing for Persons with Disabilities
- ☐ Mixed-Income Housing
- ☐ Multi-Generational
- ☐ Senior Housing
- ☐ Single-Family Housing
- ☐ Supportive or Transitional housing
- ☐ Other: _____

_____

4. Would you like to see more housing units for rent or for sale?

- ☐ Rent
- ☐ Sale
- ☐ Both

5. What locations are best suited for adding new housing? (Please select all that apply)

- ☐ Near regional shopping centers
- ☐ In and around downtown
- ☐ In major corridors (such as Bloomington Avenue, Foothill Boulevard, Riverside Avenue, or Baseline Avenue)
- ☐ Near public facilities
- ☐ In existing neighborhoods (more Accessory Dwelling Units, duplexes, triplexes, and similar types of dwellings)
- ☐ Near public transportation

6. To accommodate housing for all incomes, the City of Rialto will need to plan for multi-family developments that may exceed 3 stories. What locations are suitable for residential buildings more than 3 stories high?

- ☐ Near regional shopping centers
- ☐ In and around downtown
- ☐ In major corridors (such as Bloomington Avenue, Foothill Boulevard, Riverside Avenue, or Baseline Avenue)
- ☐ Near public facilities
- ☐ In existing neighborhoods (more Accessory Dwelling Units, duplexes, triplexes, and similar types of dwellings)
- ☐ Near public transportation

7. To respond to a variety of lifestyle needs and choices, the City of Rialto may plan for mixed-use housing. Mixed-use housing refers to developments that include residential units along with retail, neighborhood services, public facilities, entertainment, offices, or other uses. What locations are suitable for mixed-use housing?

- ☐ Near regional shopping centers
- ☐ In and around downtown
- ☐ In major corridors (such as Bloomington Avenue, Foothill Boulevard, Riverside Avenue, or Baseline Avenue)
- ☐ Near public facilities
- ☐ In existing neighborhoods (more Accessory Dwelling Units, duplexes, triplexes, and similar types of dwellings)
- ☐ Near public transportation

8. Do you have any recommendations on areas where housing could be added?

_____

_____

_____

_____

_____

_____

_____

9. Do you have any recommendations on areas where housing should NOT be added?

_____

_____

_____

_____

_____

_____

_____

Plan to House Our Rialto: 2021-2029 Housing Element Update

Community Assistance Policies and Programs - Please rate the following based on importance to the community.

(1 being the least important and 5 being the most important)

10. Homebuyers assistance (Identify funding assistance and resources for first time home buyers)

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

11. Housing rental assistance (Identify funding assistance for renters)

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

12. Property maintenance (Programs to provide funding for home maintenance rehabilitation and upkeep)

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

13. Housing information (Information on affordable housing opportunities and funding available to the public)

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

Fair Housing Policies and Programs - Please rate the following based on importance to the community.

(1 being the least important and 5 being the most important)

14. Promote fair housing (Provide programs and policies to address fair housing issues)

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

15. Senior Housing Programs (Encourage the development of senior supportive housing)

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

16. Persons with disabilities (Encourage the development of housing accessible to persons with disabilities)

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

17. Supportive Housing Programs (Provide for emergency, short and long-term housing needs)

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

Vision for the Future

18. Please describe your vision of housing in Rialto.

Plan to House Our Rialto: 2021-2029 Housing Element Update

Thank You!

Thank you for taking the time to provide input on this important update. The following questions will allow us to learn about who is responding to the survey. Your private information will be kept private.

For more information, please check the Plan to House Our Rialto webpage: www.yourrialto.com/HouseOurRialto. If you have any questions about the survey or the Plan to House Our Rialto, please contact Siri Champion by email at schampion@rialtoca.gov or by phone at 909-421-8072.

19. Do you live in Rialto?

- ☐ Yes
- ☐ No

20. Do you work in Rialto?

- ☐ Yes
- ☐ No

21. Are you a renter or homeowner?

- ☐ Renter
- ☐ Homeowner
- ☐ I own property in Rialto that I rent to others
- ☐ I am currently unhoused
- ☐ Other: _____

22. What is your age range?

- ☐ Less than 18 years old
- ☐ 18-34 years
- ☐ 35-49 years
- ☐ 50-64 years
- ☐ 65 years or older

Thank you for taking our survey, please return this to staff to record your responses. Stay tuned for more information about the Plan to House our Rialto and visit www.yourrialto.com/HouseOurRialto!

Plan de Viviendas en Nuestro Rialto:
Actualización del Elemento de Vivienda 2021-2029

Fase 2 Encuesta Comunitaria

1. Nombre: _____

2. Email: _____

3. ¿Qué tipo(s) de vivienda le gustaría que se añadieran en Rialto?

(Por favor elija todas las respuestas que apliquen)

- ☐ Unidades de Viviendas Accesorias (ADUs)
- ☐ Viviendas Asequibles
- ☐ Apartamentos/Condominios para Renta
- ☐ Apartamentos/Condominios para Venta
- ☐ Viviendas para Personas con Discapacidades
- ☐ Viviendas para Ingresos Mixtos
- ☐ Multigeneracionales
- ☐ Viviendas para Personas Mayores
- ☐ Unifamiliares
- ☐ Viviendas de Apoyo o Transitorias
- ☐ Otras: _____

_____

4. ¿Ler gustaría ver más unidades de vivienda para renta o para venta?

- ☐ Renta
- ☐ Venta
- ☐ Ambas

5. ¿Cuáles son los sitios más adecuados para añadir nuevas viviendas? (Por favor seleccione todas las respuestas que apliquen)

- ☐ Cerca de centros comerciales regionales
- ☐ Dentro y alrededor del centro
- ☐ En pasillos principales (tales como Bloomington, el Bulevar Foothill, la Avenida Riverside, o la Avenida Baseline)
- ☐ Cerca de instalaciones públicas
- ☐ En vecindarios existentes (Más Unidades de Viviendas Accesorias, duplexes, triplexes, y tipos de viviendas similares)
- ☐ Cerca del transporte público

6. Para acomodar viviendas para todos los ingresos, la ciudad de Rialto deberá planificar desarrollos multifamiliares que superen los 3 pisos. ¿Qué ubicaciones son adecuadas para edificios residenciales de más de 3 pisos de altura?

- ☐ Cerca de centros comerciales regionales
- ☐ Dentro y alrededor del centro
- ☐ En pasillos principales (tales como Bloomington, el Bulevar Foothill, la Avenida Riverside, o la Avenida Baseline)
- ☐ Cerca de instalaciones públicas
- ☐ En vecindarios existentes (Más Unidades de Viviendas Accesorias, duplexes, triplexes, y tipos de viviendas similares)
- ☐ Cerca del transporte público

7. Para responder a una variedad de necesidades y opciones de estilo de vida, la ciudad de Rialto puede planificar viviendas de uso mixto. La vivienda de uso mixto se refiere a desarrollos que incluyen unidades residenciales junto con tiendas minoristas, servicios para el vecindario, instalaciones públicas, entretenimiento, oficinas u otros usos.

¿Qué ubicaciones son adecuadas para viviendas de uso mixto?

- ☐ Cerca de centros comerciales regionales
- ☐ Dentro y alrededor del centro
- ☐ En pasillos principales (tales como Bloomington, el Bulevar Foothill, la Avenida Riverside, o la Avenida Baseline)
- ☐ Cerca de instalaciones públicas
- ☐ En vecindarios existentes (Más Unidades de Viviendas Accesorias, duplexes, triplexes, y tipos de viviendas similares)
- ☐ Cerca del transporte público

8. ¿Tiene alguna recomendación de áreas en dónde puedan añadirse más viviendas?

_____

_____

_____

_____

_____

_____

_____

9. ¿Tiene alguna recomendación de áreas en dónde NO deban añadirse más viviendas?

_____

_____

_____

_____

_____

_____

_____

Políticas y Programas de Asistencia Comunitaria- Por favor califique lo siguiente según la importancia para la comunidad.

(1 es el menos importante y 5 el más importante)

10. Asistencia para compradores de vivienda (Identifique la asistencia financiera y los recursos para compradores de vivienda por primera vez)

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

11. Asistencia para el alquiler de viviendas (Identifique la asistencia financiera para inquilinos)

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

12. Mantenimiento de la propiedad (Programas para proporcionar fondos para la rehabilitación y el mantenimiento de las viviendas)

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

13. Información sobre viviendas (Información sobre oportunidades de viviendas asequibles y financiación disponible para el público)

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

Políticas y Programas para la Vivienda Justa- califique lo siguiente según la importancia para la comunidad.

(1 es el menos importante y 5 el más importante)

14. Promover la vivienda justa (Proporcionar programas y políticas para abordar los problemas de la vivienda justa)

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

15. Programas de Viviendas para Personas Mayores (Fomentar el desarrollo de viviendas de apoyo para personas mayores)

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

16. Personas con discapacidad (Fomentar el desarrollo de viviendas accesibles para personas con discapacidad)

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

17. Programas de Viviendas de Apoyo (para necesidades de vivienda de emergencia, a corto y largo plazo)

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

Visión para el Futuro

18. Por favor describa su visión para la vivienda en Rialto.

¡Gracias!

Gracias por tomarse el tiempo para brindar información sobre esta importante actualización. Las siguientes preguntas nos permitirán conocer quién está respondiendo a la encuesta. Su información privada se mantendrá privada.

Usted puede obtener más información en el sitio web del proyecto: www.yourrialto.com/HouseOurRialto. Si tiene alguna pregunta sobre la encuesta o la Actualización del Elemento de Vivienda, por favor comuníquese con Siri Champion por correo electrónico a schampion@rialtoca.gov o por teléfono al 909-421-8072.

19. ¿Vive usted en Rialto?

- ☐ Sí
- ☐ No

20. ¿Trabaja usted en Rialto?

- ☐ Sí
- ☐ No

21. ¿Es usted arrendatario o propietario?

- ☐ Arrendatario
- ☐ Propietario
- ☐ Soy propietario en Rialto y rento a otros
- ☐ Actualmente no tengo vivienda
- ☐ Otras: _____

22. ¿Cuál es su rango de edad?

- ☐ Menor de 18 años
- ☐ 18-34 años
- ☐ 35-49 años
- ☐ 50-64 años
- ☐ 65 o Mayor de 65 años

Gracias por participar en nuestra encuesta, por favor devuélvala al personal para registrar sus respuestas. Manténgase en contacto para recibir más información acerca del Plan de Viviendas para Nuestro Rialto y visite el sitio web www.yourrialto.com/HouseOurRialto!

C.3 City Council Meeting

This section contains all materials available for the July 13, 2021, City Council meeting. A recording of the meeting is available on the City's website.

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REGULAR MEETING
of the
CITY OF RIALTO
CITY COUNCIL
City of Rialto, acting as Successor Agency to the Redevelopment Agency

MINUTES
July 13, 2021

A regular meeting of the City Council of the City of Rialto was held in the City Council Chambers located at 150 South Palm Avenue, Rialto, California 92376, on Tuesday, July 13, 2021.

0o0

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

0o0

CALL TO ORDER

Mayor Robertson called the meeting to order at 5:00 p.m.

0o0

The roll was called, and the following were present: Mayor Deborah Robertson, Mayor Pro Tem Ed Scott, Council Member Rafael Trujillo, Council Member Andy Carrizales and Council Member Karla Perez.

Also present were City Manager Marcus Fuller, City Attorney Eric Vail, and City Clerk Barbara McGee.

City Treasurer Edward Carrillo was absent.

0o0

CLOSED SESSION

1. CONFERENCE WITH REAL PROPERTY NEGOTIATORS
   Pursuant to Government Code section 54956.8
   Property: : 1432 S. Riverside Avenue, Rialto, CA 92376
   Agency Negotiator: City Manager Marcus Fuller;
   City Attorney Eric Vail
   Negotiating Parties: NewMark Merrill Companies, LLC;
   City of Rialto
   Under Negotiation: Price and Terms of Sale

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CLOSED SESSION

2. CONFERENCE WITH REAL PROPERTY NEGOTIATORS
   Pursuant to Government Code section 54956.8
   Property: 261 S. Palm Avenue
   Agency Negotiator: City Manager Marcus Fuller;
   City Attorney Eric Vail
   Negotiating Parties: The Forum Blues Cafes (Terrance Harper);
   City of Rialto
   Under Negotiation: Price and Terms of Lease

3. CONFERENCE WITH LEGAL COUNSEL –
   ANTICIPATED LITIGATION
   Significant exposure to litigation Pursuant to
   Government Code section 54956.9(d)(2)
   Number of matters: three (3)

4. CONFERENCE WITH LEGAL COUNSEL –
   EXISTING LITIGATION
   Pursuant to Government Code section 54956.9(d)(1)
   Name of Case: Cynthia Balderas v. City of Rialto, CIV SB 2105830

5. CONFERENCE WITH LABOR NEGOTIATORS
   Pursuant to Government Code section 54957.6
   Agency Designated Representatives: City Manager Marcus Fuller
   Employee Organizations:
   - City Government Management Association
   - Rialto Fire Management Association
   - Rialto Mid-Management & Confidential Employee's Association
   - Rialto Policy Benefit Association – Management
   - Rialto City Employee's Association
   - Rialto Police Benefit Association – General
   - Rialto Professional Firefighters of California - Local 3688
   - Executive Management Team
   - Management Unrepresented Employees
   - Unrepresented Employees

0o0

Motion by Council Member Trujillo, second by Council Member Perez and carried by 5-0 vote to go into Closed Session at 5:02 p.m.

0o0

City Council returned from Closed Session at 6:36 p.m.

0o0

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CALL TO ORDER

Mayor Deborah Robertson called the meeting to order at 6:45 p.m.

0o0

The roll was called, and the following were present: Mayor Deborah Robertson, Mayor Pro Tem Ed Scott, Council Member Rafael Trujillo, Council Member Andy Carrizales and Council Member Karla Perez. Also present were City Manager Marcus Fuller, City Attorney Eric Vail, and City Clerk Barbara McGee.

City Treasurer Edward Carrillo was present via Zoom.

0o0

Pledge of Allegiance and Invocation

Council Member Karla Perez led the Pledge of Allegiance.

Pastor Harry Bratton – Greater Faith Grace Bible Church

0o0

City Attorney's Report on Closed Session

1. CONFERENCE WITH REAL PROPERTY NEGOTIATORS
   Pursuant to Government Code section 54956.8
   Property: : 1432 S. Riverside Avenue, Rialto, CA 92376
   Agency Negotiator: City Manager Marcus Fuller;
   City Attorney Eric Vail
   Negotiating Parties: NewMark Merrill Companies, LLC;
   City of Rialto
   Under Negotiation: Price and Terms of Sale

2. CONFERENCE WITH REAL PROPERTY NEGOTIATORS
   Pursuant to Government Code section 54956.8
   Property: 261 S. Palm Avenue
   Agency Negotiator: City Manager Marcus Fuller;
   City Attorney Eric Vail
   Negotiating Parties: The Forum Blues Cafes (Terrance Harper);
   City of Rialto
   Under Negotiation: Price and Terms of Lease

3. CONFERENCE WITH LEGAL COUNSEL –
   ANTICIPATED LITIGATION
   Significant exposure to litigation Pursuant to
   Government Code section 54956.9(d)(2)
   Number of matters: three (3)

.

4. CONFERENCE WITH LEGAL COUNSEL –
   EXISTING LITIGATION
   Pursuant to Government Code section 54956.9(d)(1)
   Name of Case: Cynthia Balderas v. City of Rialto, CIV SB 2105830

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City Attorney's Report on Closed Session

5. CONFERENCE WITH LABOR NEGOTIATORS
   Pursuant to Government Code section 54957.6
   Agency Designated Representatives: City Manager Marcus Fuller
   Employee Organizations:
   - City Government Management Association
   - Rialto Fire Management Association
   - Rialto Mid-Management & Confidential Employee's Association
   - Rialto Policy Benefit Association – Management
   - Rialto City Employee's Association
   - Rialto Police Benefit Association – General
   - Rialto Professional Firefighters of California - Local 3688
   - Executive Management Team
   - Management Unrepresented Employees
   - Unrepresented Employees

City Attorney Vail stated that the City Council was able have a discussion and give direction on each of the five items. There was no reportable action on any of the five items.

0o0

PRESENTATIONS AND PROCLAMATIONS

Introduction of New Employee by City Manager Marcus Fuller
City Engineer - David Hammer

Certificate of Recognition to Azyah Rice for Wrestling Championship - Mayor Robertson

0o0

ORAL COMMUNICATIONS

None.

0o0

City Council to Consider removing or continuing any items on the agenda

Mayor Robertson abstained from Voucher 218721 from Warrant Resolution No. 51 (07/01/2021) made out to the National Council of Negro Women.

0o0

E.4 Water Infrastructure Finance Innovation Act Program

Council Member Trujillo would like to pull Item E.4 for discussion.

He asked at what point are we going to start working on helping residents with that particular infrastructure.

0o0

Tom Crowley, Utilities Manager, stated some areas were identified that could be converted from septic to sewer. It's finding the design and the financial ability to install the infrastructure to get to the homes. The WIFIA application is for innovative-type projects in water and wastewater and the reason for the four projects identified and further along in the process than we're at with septic to sewer.

0o0

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E.4 Water Infrastructure Finance Innovation Act Program

Council Member Trujillo stated that is a good clarification.

0o0

Mr. Crowley stated we're still pursuing grant funding for some of projects that we got identified for the septic to sewer and continue to figure out how to install the infrastructure to get to those residents.

0o0

Mayor Robertson asked how many of the Rialto residents are on septic and what our process is. We have talked about it. We were provided a grant to review. This may be good opportunity to partner with the County on this application for the infrastructure in the Rancho Verde area. We already have a major project. And we won't be able to carry that. I would love to have a robust application. If we counted those numbers we can improve water quality in our region, but we could not afford the bill.

0o0

Council Member Trujillo stated the focus is on the Linden/Carter neighborhood.

0o0

Mr. Crowley stated we got that identified to go after that with the Proposition 1.

0o0

CONSENT CALENDAR

A. WAIVE FULL READING OF ORDINANCES

1. Waive reading in full, all ordinances considered at this meeting.

0o0

B. APPROVAL OF WARRANT RESOLUTIONS

B.1 Warrant Resolution No.50 (06/24/2021)

B.2 Warrant Resolution No.51 (07/01/2021)

B.3 Warrant Resolution No.52 (07/08/2021)

0o0

C. APPROVAL OF MINUTES

C.1 Regular City Council Meeting - June 8, 2021

C.2 Regular City Council Meeting - June 22, 2021

0o0

D. CLAIMS AGAINST THE CITY

Adrian Jones - Vehicle Damage

0o0

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TAB 4
Second Amendment to the Professional Services Agreement Between City of Rialto and Bureau Veritas North America, Inc. for Building Official Services

Mayor Pro Tem Scott stated we need to speak with the former Interim City Manager and ask why it was allowed to happen.

0o0

Mayor Robertson asked or did Mr. Hamilton inform the Interim City Manager.

0o0

Mayor Pro Tem Scott recommended anything that is not currently in plan check at Veritas will go somewhere else tomorrow. New plan checks go with somebody that can be negotiated based on the four or five proposals. And we continue with the contract with Trang Huynh.

0o0

Mayor Robertson requested the total workload in the plan checks. How long they have been there, status, number of reviews. If more than two, it needs to return to the applicant.

0o0

Motion by Mayor Pro Tem Scott, second by Council Member Trujillo and carried by a 4-1 vote to Continue the contract with Trang Huynh until the new person is in place. Any remaining plan checks at Veritas currently not being plan checked will be collected tomorrow along with any new plan checks and sent to a new contract vendor selected by Mr. Fuller based on the four proposals in place. Mr. Fuller has the City Council's authorization to negotiate that on a short-term basis until all proposals are back before the City Council and enter into a contract.

Mayor Robertson voted no.

0o0

TAB 5
Plan to House Our Rialto:2021-2029 Housing Element Update

Siri Champion, Senior Planner and Dave Barquist with Kimley-Horn & Associates presented staff report to Request City Council to Discuss the "Plan to House Our Rialto: 2021-2029 Housing Element Update" Presentation.

0o0

Public Comment

Marven Norman with CCAEJ Center for Community Action and Environmental Justice expressed his support with the Plan. He wanted to make certain that the housing and zoning provided will not infringe any new injustices.

0o0

Jeffrey Scott with Southwest Regional Council of Carpenters recommended hiring local, skilled and trained workforce because of its impact it can do on the community.

0o0

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TAB 5
Plan to House Our Rialto:2021-2029 Housing Element Update

Ana Gonzalez with Center for Community Action and Environmental Justice, CCAEJ, complimented Siri Champion and her team for being accessible and engaging with the community. She is impressed with the site location but expressed concerns with low-income housing in close proximity to freeways. They look forward to continue working with Siri and providing input from the community. She thanked the City Council for taking this matter seriously and moving in the right direction.

0o0

Maribel Nuñez provided a written statement and will be kept on file.

0o0

Mayor Pro Tem Scott asked about more opportunities north of the 210 Freeway.

0o0

Ms. Champion stated she will defer to Mr. Barquist. However, there are very specific State requirements for candidate sites. Rialto falls short north of the 210 Freeway.

0o0

Mayor Pro Tem Scott asked what the criteria is.

0o0

Mr. Barquist stated as part of the process of identification of sites, there's a Goldilocks provision. Not too big; not too small. There's an issue related to some of the sites that are in specific plan areas that are still in need in being brought into the City through the process of annexation. Some of those issues that will preclude that. We want to note that in the specific plan or other areas, for example, north of 210 Freeway, those are existing opportunities that are reflected in the policies that you have of available sites, so the sites that you see in the areas just are to get the remaining pieces of that.

Mr. Barquist stated that you still have opportunities of growth and residential above the 210 Freeway, but it's not a new or revised policy. It's existing policy that you have.

0o0

Mayor Pro Tem Scott stated he is not certain he understands what was communicated. He believes there are smaller sites north of the 210 Freeway. To say everything needs to happen south of the 210 Freeway sends a bad message to this community. He requested to look deeper north of the 210 Freeway.

He inquired about Opportunity Area 1 – Foothill Boulevard. Everything in the blue has the potential of being housing, correct?

0o0

Mr. Barquist stated it will be evaluated as a site for opportunity, yes.

0o0

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TAB 5
Plan to House Our Rialto:2021-2029 Housing Element Update

Mayor Pro Tem Scott asked if there is existing businesses along there, they will be rezoned as potential housing. Will there be an overlay?

0o0

Mr. Barquist stated it can be done in both ways. There are considerations that you can have in the next interim period as you adopt zoning as you preserve existing foundational policy. Overlay adds on residential opportunities.

0o0

Mayor Pro Tem Scott asked if you own a business in a blue area, does the owner have an opportunity to build housing or keep it as commercial property.

0o0

Ms. Champion stated the Foothill Boulevard Specific Plan currently reads, residential is allowed in all the blue parcels. The change for the housing element would be to increase the allowed density for projects that are smaller size.

0o0

Mayor Pro Tem Scott stated that there is a perception in the community that these areas picked will be forced to build housing on them and eliminate what's currently on them. I want to make certain that's not accurate.

0o0

Ms. Champion stated you are correct. That is not accurate.

0o0

Mayor Pro Tem Scott stated that message is out in the community, and I have received many calls about it.

0o0

Mayor Pro Tem Scott inquired about Opportunity Area 2 – North Riverside Avenue. If that property, a church, chose to sell it, somebody could build housing on it, but the church is not going to be forced to sell the property.

0o0

Ms. Champion stated correct. The church would not be forced to sell the property. Existing uses would remain legal. They would not be expected to change. The reason churches were included in these opportunity sites, is that in other communities' churches are finding themselves having a difficult time with their revenues due to decreases in participation in local churches. Churches are choosing to add housing to their sites to have new constituencies to their sites.

0o0

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TAB 5
Plan to House Our Rialto:2021-2029 Housing Element Update

Mayor Pro Tem Scott stated on the west side where there is a water tank. Is it suggested we remove a water tank to build houses?

0o0

Ms. Champion stated we will review and remove that.

0o0

Mayor Pro Tem Scott inquired about Opportunity Area 3 & 4 – Gateway Specific Plan. He's not sure the property will accommodate 251 units. Developers are estimating 150 to 200 units. He asked if there is anything from keeping us from allowing a developer to build 150 housing units versus 251 units.

0o0

Ms. Champion stated there is not. Mr. Barquist will expand on that. The potential to address is no net loss.

0o0

Mr. Barquist stated that if there is a site identified for "X" number of units, you will have to make up for that deficiency somewhere else. At the point that it is approved, you have to demonstrate that the remaining sites that you have in your community can accommodate your unaccommodating need at that point in time.

0o0

Mayor Pro Tem Scott inquired on Opportunity 5 – Central Area. There's an overlay over the Metrolink Station. Is there a possibility to build houses in the Metrolink Station parking lot.

0o0

Ms. Champion, stated those are City owned.

0o0

Mayor Pro Tem Scott stated I don't believe the parking lot is City owned. I think Metrolink owns the parking lot.

0o0

Ms. Champion stated she will double check.

0o0

Mayor Pro Tem Scott stated some properties may have been missed north of the tracks that are not indicated on the slide including Orange Avenue.

0o0

Ms. Champion stated we will look into it. It is possible that some sites have been identified in the fifth cycle. The opportunity areas for discussion tonight are new opportunities.

0o0

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TAB 5
Plan to House Our Rialto:2021-2029
Housing Element Update

Mayor Pro Tem Scott stated he is glad that was brought up.

0o0

Council Member Trujillo asked how market forces play into the arena allocation.

0o0

Ms. Champion stated the City is only responsible for creating opportunity for development. How it gets developed is up to the property owner.

0o0

Mr. Barquist explained further market forces.

0o0

Council Member Trujillo asked if there is a notification process to inform owners they're in an opportunity zone.

0o0

Ms. Champion stated if it is the pleasure of the City Council to begin reaching out to property owners, they can. When the plan amendments take place, zone changes, at that point, the City will be notifying property owners.

0o0

Council Member Trujillo stated he understands the challenges building north of the 210 Freeway, have those areas been captured in the previous plan.

0o0

Ms. Champion stated yes. That is the reason why the slide does not show north of the 210 Freeway in the five opportunity areas because we do have fifth cycle sites that are located north of the 210 Freeway.

Council Member Trujillo asked if shopping centers are magnets for opportunity zones.

0o0

Ms. Champion stated it is a preference seen and feedback received from community members.

0o0

Council Member Trujillo stated Baseline Avenue is also a business corridor but have not been seen as a focus of an opportunity zone.

0o0

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TAB 5
Plan to House Our Rialto:2021-2029 Housing Element Update

Ms. Champion stated they are open to any suggestions. It has not been recommended from the input received. Baseline Avenue does not have larger parcels or parcels likely to redevelop in the planning period. We can continue to study Baseline and return with more options if they become available.

0o0

Council Member Perez asked once categories are identified and opportunities are created, will owners have a set category that they are supposed to be set for.

0o0

Mr. Barquist stated yes and no. The State law provisions require to identify the assumed affordability when sites are identified. Ideas and assumptions are made at the forefront. The law cannot mandate developers affordability, but you still have to have a finding to makeup for that somewhere else.

0o0

Council Member Carrizales asked about feasibility studies on housing within shopping centers.

0o0

Ms. Champion stated there are examples that discuss repurposing older shopping centers. Foothill Boulevard is part of an idea that could happen. We can provide examples.

0o0

Council Member Carrizales suggested renovating older shopping centers to create a new environment. He believed all the zones identified were great and thanked Ms. Champion for her work.

0o0

City Attorney Vail clarified as it relates to opportunity zones. I want to make sure we are not talking about these areas becoming Federal opportunity zones that have preferable tax treatment. That's not what we're talking about, correct.

0o0

Mayor Robertson stated they are not. The one on Valley would be some concerns because of the proximity to the freeway.

She asked for clarification on the 8,000 plus unit designation and its income level category distribution across the metrics.

0o0

Ms. Champion stated that 8,000 plus number is distributed across all four different income categories from very low income to above moderate income, which is the full spectrum.

0o0

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TAB 5
Plan to House Our Rialto:2021-2029 Housing Element Update

Mayor Robertson requested to see what was captured in the fifth cycle. She inquired on Opportunity Area 2 – North Riverside Avenue and asked how does the coordination occur when you have old water infrastructure, and it is not under our jurisdiction since most of the water infrastructure north of Baseline Avenue is under the West Valley Water District. How do we coordinate when those projects happen? How do we ensure that they will address their old water infrastructure? We can only assure that our water infrastructure is addressed south of Baseline. We need to think about those things when you have multiple jurisdictions servicing the community.

0o0

Ms. Champion stated there are two points in which to address the concerns. If we learn of infrastructure problems that would seem to be insurmountable that would make development within the next eight years infeasible, we could take that off the list. In terms of going through the development process, we would look at infrastructure during the entitlement process and coordinate utilities at that point in time.

0o0

Mayor Robertson asked how many participants in the City from a 111,000 population have you had in this process. Ten? Five? One percent participation?

0o0

Ms. Champion stated that for a project like this, cities across the State will clamor to obtain one percent participation. Over 500 residents were contacted directly by mail and 30 community-based organizations were invited. Approximately, 50-85 participants responded between surveys. More participation is expected from Spanish speaking participants who have not been as active.

0o0

Mayor Robertson encouraged the community to participate in the workshop. She also asked about the "free parking" reference.

0o0

Ms. Champion stated the "free parking" comment came from a range of comments from the participants from "Your Vision for the Future of Rialto". It was part of a wide-range of comments in that category that may not have been related.

0o0

Council Member Trujillo stated in this area inter-generational homes with multiple families are common which make parking a problem. Was that taken into account when housing numbers were created?

0o0

Mayor Pro Tem Scott stated no. It reduces the parking.

0o0

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TAB 5
Plan to House Our Rialto:2021-2029 Housing Element Update

Council Member Trujillo stated everyone has cars. The public transportation is not the same as other bigger cities.

0o0

Ms. Champion stated no. Proximity to transit is one the features aimed for intended to help resolve transportation issues.

0o0

Mayor Pro Tem Scott believed property owners need to be contacted sooner than later and inform them of what is being suggested.

0o0

Council Member Perez reiterated Mayor Pro Tem Scott's suggestion that the property owners need to be informed in a timely manner.

0o0

Ms. Champion extended her assistance to the public to bring better understanding of the project.

0o0

Mayor Robertson requested a distribution of those who have participated to be able to increase participants and make others aware of the conversation.

0o0

TAB 6
Service Agreement with Soto Resources to Provide a Funding Research for Lake Rialto Project and As-Needed Grant Writing Assistance for Utility Authority and Utilities Division

Marcus Fuller, City Manager, presented staff report to Request City Council/Rialto Utility Authority Board to Approve the Professional Services Agreement with Soto Resources to Provide a Funding Research and Strategy Report for the Lake Rialto Project and As-Needed Grant Writing Assistance for Rialto Utility Authority and Utilities Division in an Amount Not to Exceed $50,250.

0o0

Council Member Trujillo asked if Waterwise Community Center is what was being thought of for the Lake Rialto Project.

0o0

Mayor Robertson stated there is an opportunity for the facility we would be able to have. The San Joaquin Marsh is an area for an educational platform.

0o0

Council Member Trujillo shared he has visited the Chino Basin Conservation District and envisions something like that with this project.

0o0

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TAB 15
Continued Local Emergency COVID-19 Outbreak

City Manager Marcus Fuller presented staff report to Request City Council to Receive an Update on, Confirm the Continued Existence of, and Provide any Further Direction in Relation to the Local Emergency Throughout the City of Rialto in Response to the COVID-19 Outbreak.

0o0

Council Member Trujillo gave an update on State COVID-19 funds. He reported $625,000 which turned out to be $1.2 million and approved in the last City budget. He stated the City will receive gain benefit in the near future.

0o0

Motion by Council Member Perez, second by Council Member Trujillo and carried by a 5-0 vote to Receive an Update on, Confirm the Continued Existence of, and provide any further direction in relation to the Local Emergency Throughout the City of Rialto in Response to the COVID-19 Outbreak.

0o0

REPORTS

The City Council gave their reports.

0o0

ADJOURNMENT

Motion by Mayor Pro Tem Scott second by Council Member Perez and carried by a 5-0 vote to adjourn the City Council Meeting at 11:18 p.m.

Deborah Robertson
MAYOR DEBORAH ROBERTSON

ATTEST:

Barbara A. McGee
CITY CLERK BARBARA A. McGEE

Plan to House Our Rialto:

2021-2029 Housing Element Update

City Council Study Session – June 23, 2021

Agenda

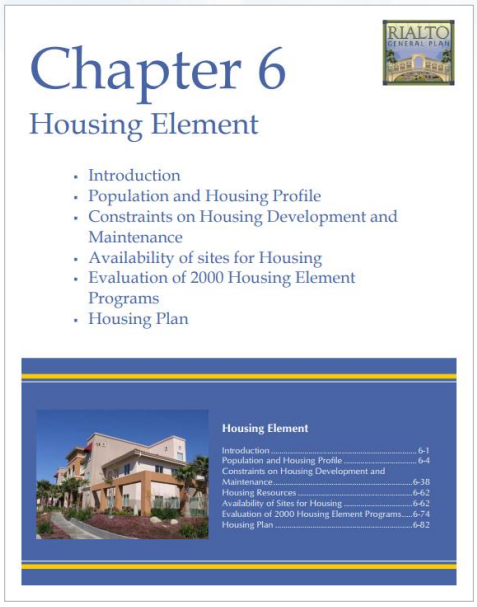
- Background
  - Housing Element Background
  - Community Engagement
- Sites Analysis
- Next Steps

Background

Housing Element Background

- Required element of the City's General Plan
- Requires adoption by the State Department of Housing and Community Development (HCD)
- Updated on 8-year cycles
- Requires a General Plan Amendment and at least one public hearing by Planning Commission and City Council

- Statutory Deadline: October 15, 2021
  - 120-day grace period beyond October 15



New Legislation for Housing Elements

- **Funding Measures**:
  - SB 2
  - SB 3
- **Streamlining Measures**:
  - SB 35
  - SB 540
  - AB 73
  - AB 2753
  - SB 765
  - SB 330
  - AB 1485
  - SB 744
- **Accountability Measures**:
  - SB 167
  - AB 678
  - AB 1515
- **ADU Measures:**
  - AB 68
  - AB 881
  - SB 13
  - AB 587
  - AB 670
  - AB 671
- **Other Measures**:
  - AB 1505
  - AB 879
  - AB 1397
  - AB 72
  - AB 2372
  - SB 1227
  - AB 2797
  - AB 3194
  - SB 765
  - And more

Housing Element Components

- Population and housing profile
- Evaluation of housing constraints and resources
- Evaluation of current programs and policies
- Analysis and identification of sites to accommodate the City's RHNA allocation
- Policies, programs, and quantified objectives to achieve the City's identified housing goals

Rialto 2021-2029 RHNA Allocation

Income Category	% of Area Median Income (AMI)	Income Range[1]		RHNA Allocation (Housing Units)
		Minimum	Maximum	
Very Low Income	0 - 50% AMI	--	$38,750	2,218 units
Low Income	51 – 80% AMI	$38,751	$62,000	1,206 units
Moderate Income	81 – 120% AMI	$62,001	$93,000	1,371 units
Above Moderate Income	>120% AMI	$93,001	--	3,477 units
			TOTAL:	8,272 units

1. Income range is based on the 2021 HUD Area Median Income (AMI) for San Bernardino County of $77,500 for a family of 4.

Housing Element Certification

What Does it Mean to Have a "Certified" Housing Element?

- Reviewed for compliance with state law by the Department of Housing and Community Development (HCD)
- "Certification" demonstrates substantial compliance with state law

Benefits of Certification

- Access to state-sponsored grants and alternative funding sources
- Protects the City from state penalties and fines due to non-compliance

Certification Non-Compliance

- Non-compliance risks:
  - Potential loss of eligibility for certain future State grant funds
  - Potential loss of some level of local control over development
  - A court may suspend the City's authority to issue building permits or other approvals
  - HCD may forward a noncompliance case to the California Office of the Attorney General
  - Outside groups may sue the City for a non-compliant Housing Element

Affirmatively Furthering Fair Housing (AFFH)

- Fair and equitable distribution of housing throughout the community
- Protects against communities being overburdened
- Takes into consideration:
  - A variety of housing types (single-family house, apartment, townhome, etc.)
  - Mix of affordability levels
  - Access to transportation and employment
- Considers access to public transit and community resources

Community Engagement

Summary of Outreach Efforts

- Completed Outreach:
  - Virtual community workshop on May 19th, 2021
  - Self-Guided Workshop - in person and online
  - Informational postcards sent to the community
  - Community surveys – in person and online
    - In progress
- Spanish translations provided
- Online advertising on social media and the City's website

PLAN DE VIVIENDAS EN NUESTRO RIALTO

6º Ciclo de la Actualización del Elemento de Vivienda de la Ciudad de Rialto

La ciudad está actualizando el Elemento de Vivienda para los años 2021-2029.
¡Trabajemos juntos para hacerlo Nuestro Plan!

El Elemento de Vivienda es el plan de la ciudad para adaptarse a las necesidades de vivienda de los residentes actuales y futuros de todos los niveles de ingreso en Rialto.

- Embarcarse en una serie de oportunidades de participación para escuchar su opinión,
- Revisar las normas y programas de vivienda actuales de la ciudad
- Analizar las condiciones de vivienda existentes y terrenos que se puedan adaptar para nuevas viviendas, y
- Actualizar el plan de vivienda de la ciudad para reflejar las necesidades de Rialto y crear oportunidades para el desarrollo residencial privado

¿Cuáles son las fechas para participar? Vea los horarios a continuación:

abril-mayo	Taller Comunitario #1 - mayo 19 - junio 6
mayo-julio	Mapa interactivo y encuesta en línea - junio 14-27
julio-agosto	Taller Comunitario #2 - julio 15 - 30
agosto-octubre	Revisión Pública del Documento para Comentarios - sep. 2021

Para obtener más información y registrarse para recibir mensajes por correo electrónico, visite el sitio web de la ciudad: www.yourrialto.com/HouseOurRialto

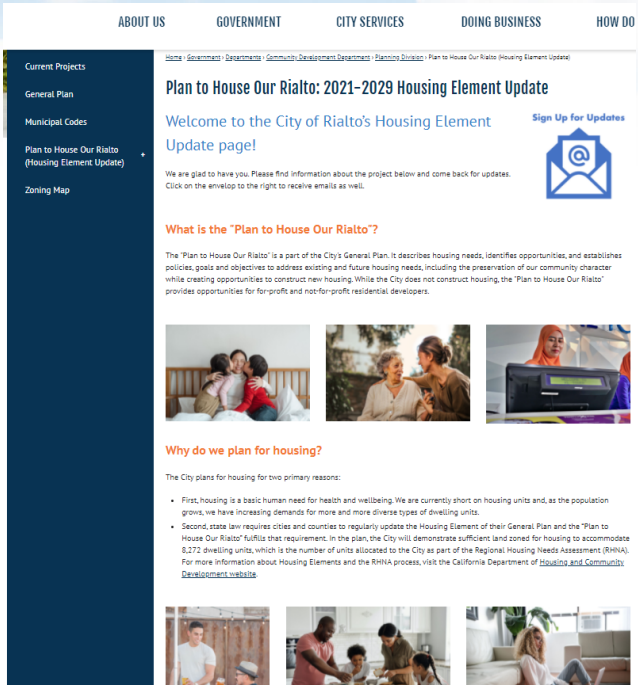
¡La ciudad necesita sus ideas y aportes!

Virtual Community Workshop

- Date: May 19, 2021
- Spanish translation available
- Overview:
  - Housing Element Update Process
  - Baseline demographics and housing data
  - Participant activities
- Feedback received:
  - Community needs affordable housing
  - Interest in mixed-use housing
  - Need for multi-generational housing and larger housing units
  - Focus on improving historic downtown
  - Access to public amenities (parks, etc.) and walking trails/bike lanes is important

House Our Rialto Webpage

- Webpage providing information on the Housing Element Update and opportunities for the community to participate
  - Email list
  - Self-Guided Workshop
  - Become and “Engagement Partner”
- Contact information



Sites Analysis & Identification

Sites Analysis

- Determine capacity for residential development at different levels of affordability under current regulations
- Accounts for:
  - Projects in the pipeline
  - Vacant parcels zoned for residential
  - Non-vacant parcels zoned for residential
  - Accessory Dwelling Units
  - 5th Cycle sites

Estimated Residential Dwelling Unit Potential

	Low- and Very-Low Income	Moderate- and Above-Moderate Income
Pipeline projects	0	0
Vacant residentially zoned parcels	289	11,789
Non-vacant residential parcels	228	5,265
Accessory Dwelling Units	72	53
TOTAL EXISTING CAPACITY	589	**17,107**
RHNA Allocation	3,415	4,837
Surplus/Shortfall	-2,826	12,270

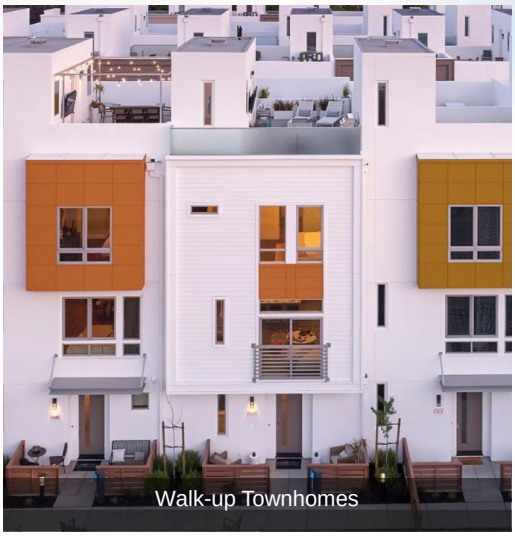
Estimated Residential Dwelling Unit Potential

	Low- and Very-Low Income
Pipeline projects	0
Vacant residentially zoned parcels	289
Non-vacant residential parcels	228
Accessory Dwelling Units	72
TOTAL EXISTING CAPACITY	589
RHNA Allocation	3,415
Surplus/Shortfall	-2,826

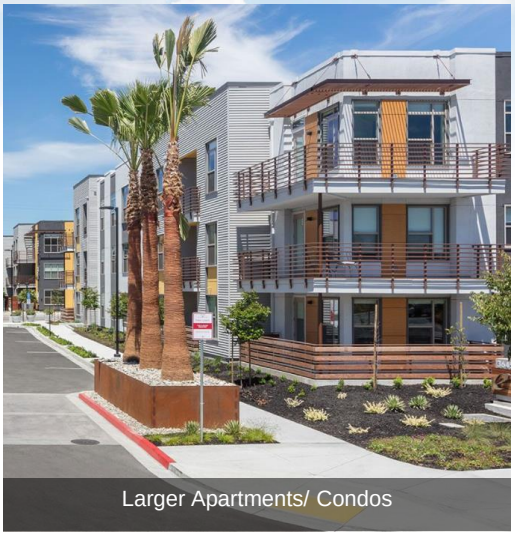
State law requires minimum of 30 dwelling units per acre

City of Rialto – 2021-2029 Housing Element Update

Photo Credit: KTGY Architecture



21 du/ac

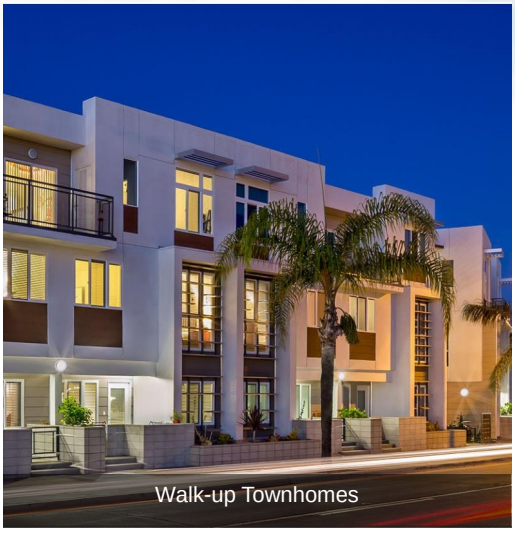


30 du/ac

36 du/ac (Affordable)

Density Examples – 20-35 DU/Acre

Photo Credit: KTGY Architecture



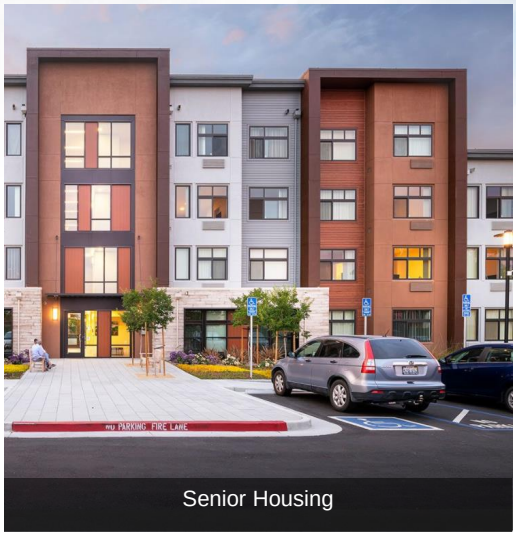
30 du/ac

30 du/ac

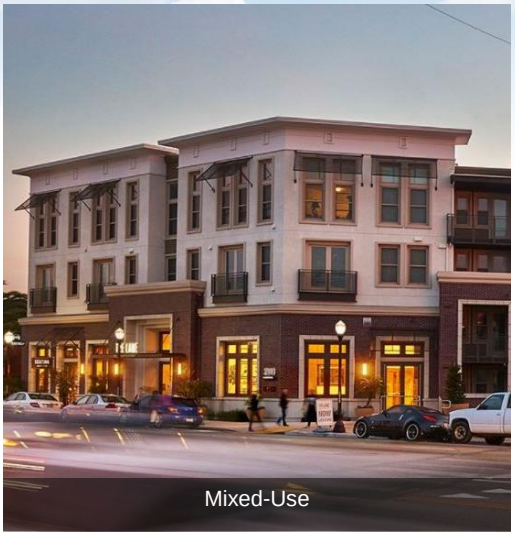
31 du/ac

Density Examples – 30 DU/Acre

Photo Credit: KTGY Architecture


Senior Housing

21 du/ac


Mixed-Use

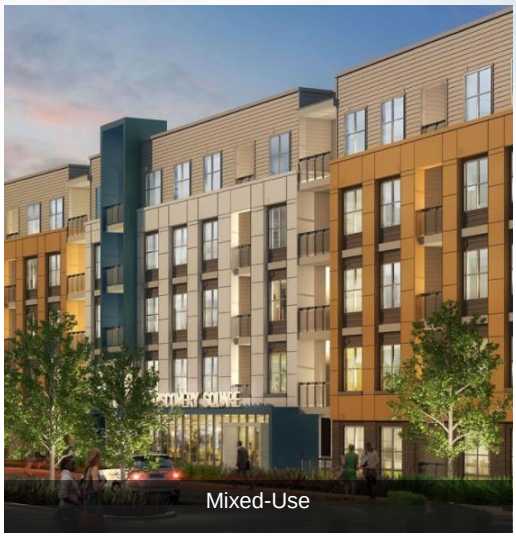
30 du/ac

Apartments/ Condos

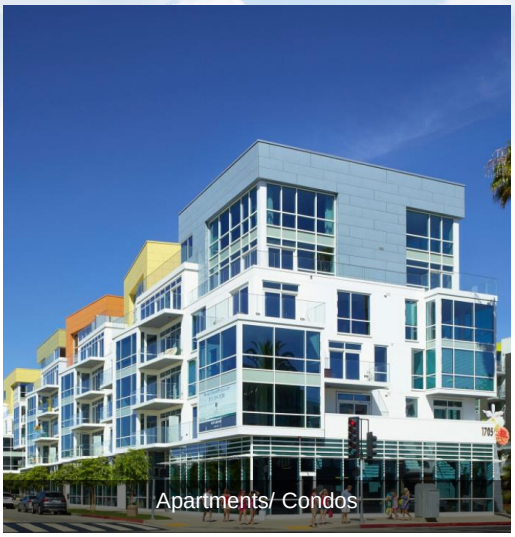
36 du/ac

Density Examples – 21-36 DU/Acre

Photo Credit: KTGY Architecture


Mixed-Use

21 du/ac


Apartments/ Condos

30 du/ac

Apartments/ Condos

36 du/ac

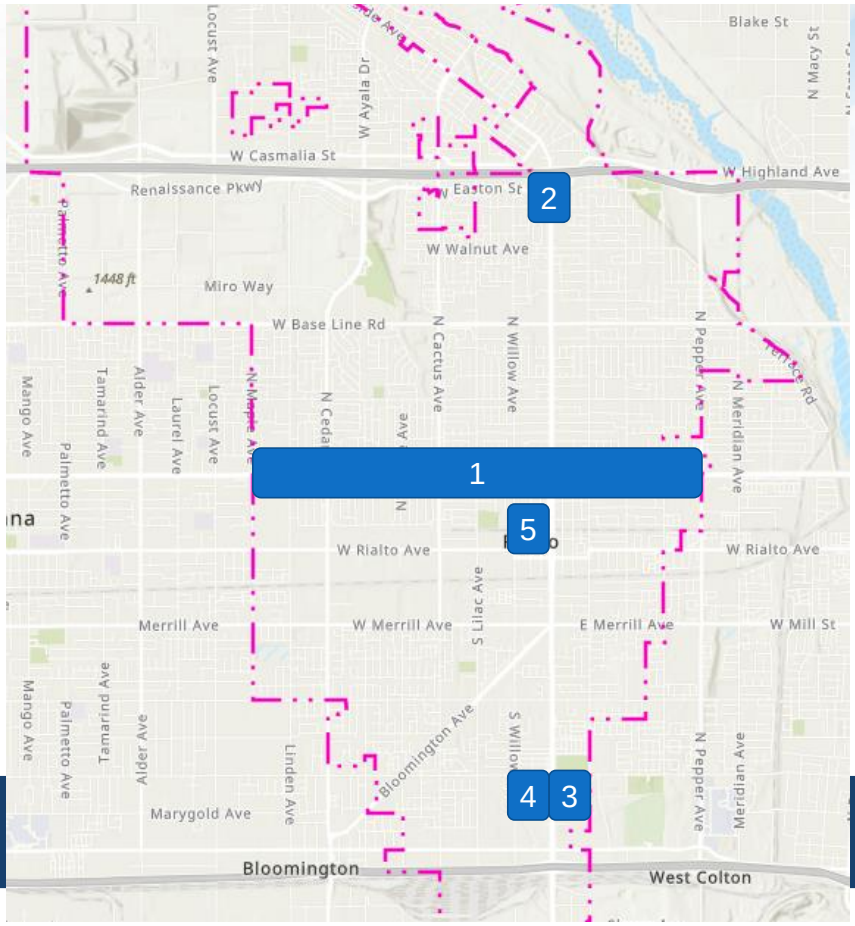
Density Examples – 21-36 DU/Acre

City of Rialto – 2021-2029 Housing Element Update

Sites Identification Process

- Site characteristics:
  - Vacant/underutilized
  - Lot size
  - Proximity to transit
  - Potential to develop at higher density
  - City-owned properties
  - Potential of existing non-residential sites capable to develop for residential use
- Consider the existing use and its realistic likelihood to redevelop for residential uses within the planning period

Opportunity Areas



1 - Foothill Blvd

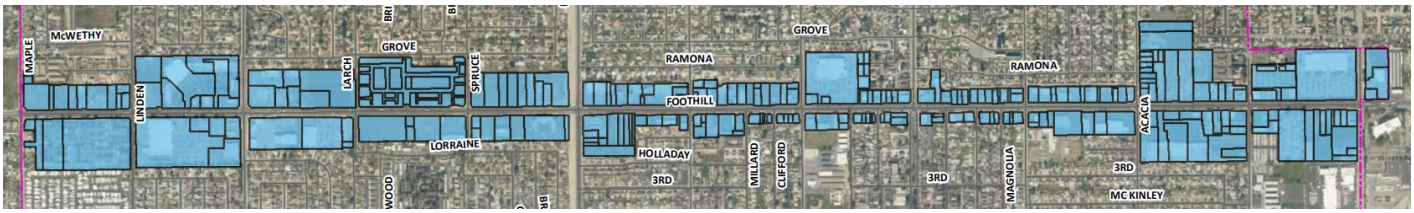
2 - North Riverside Ave

3 - South Riverside Ave

4 - Rialto Marketplace II

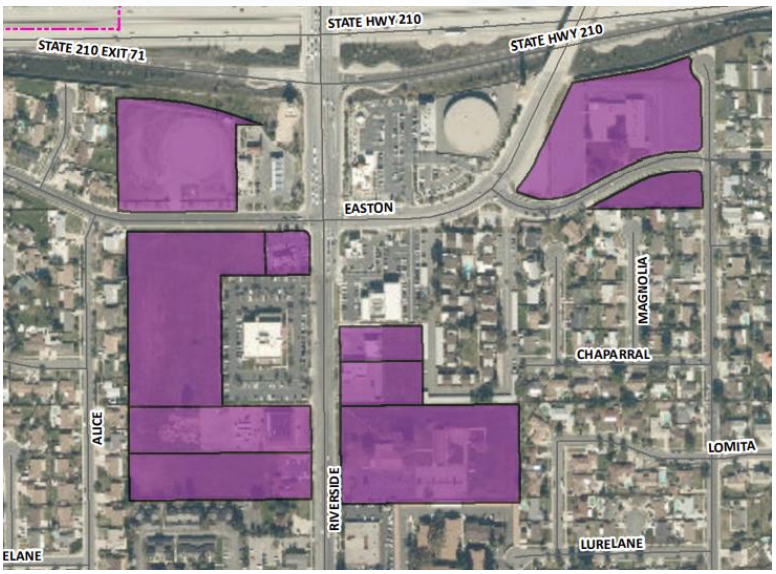
5 - Central Area

Opportunity Area 1 – Foothill Boulevard



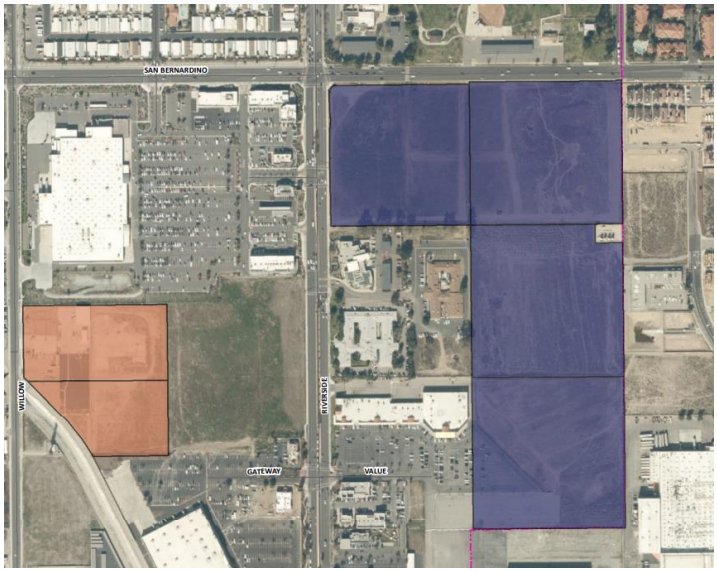
- Foothill Boulevard Specific Plan Amendment
  - Allow 30-dwelling units per acre on projects of all sizes

Opportunity Area 2 – North Riverside Ave



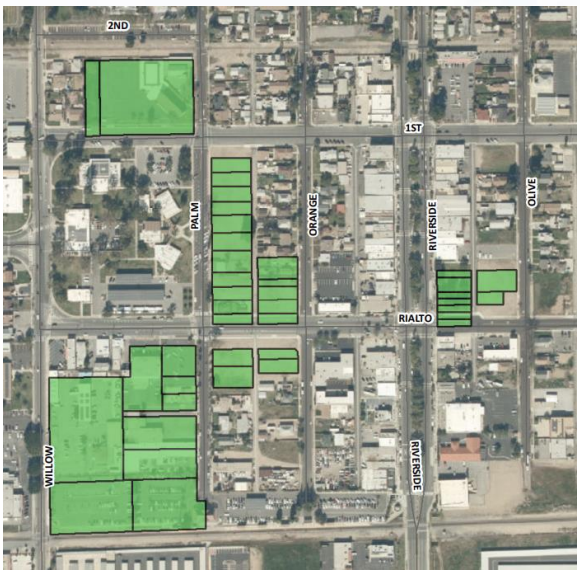
- Zoning Code Amendment
  - C-1 Neighborhood Commercial Zone and A-P Administrative-Professional-Institutional Zone to R-4 High Density Multiple Family Zone

Opportunity Area 3 & 4 – Gateway Specific Plan



- Gateway Specific Plan Amendment
  - Establish a new land use category and development standards for lots currently identified as Retail Commercial, Office Park, and Industrial Park

Opportunity Area 5 – Central Area



- Central Area Specific Plan Amendment
  - Change parcels from Core Commercial, Office Services, Support Facilities, and Cottage Commercial to Increased Density Residential

Key Policy Considerations

- Plan for higher density residential uses in five opportunity areas
- Buffer for No Net Loss provisions in anticipation of project approvals with fewer units than shown in the Housing Element
- Explore additional areas such as Baseline Avenue and Bloomington Avenue

Next Steps

Next Steps

Thank You!

Questions?

Please contact:

Siri Champion, Project Manager

Email: schampion@rialtoca.gov

Phone: (909) 820-8072

For more information, please visit the City's Housing Element Update webpage: www.yourrialto.com/HouseOurRialto

C.4 Planning Commission Study Session

This section contains all materials available for the July 14, 2021, Planning Commission Study Session. A recording of the Study Session is available on the City's website.

City of Rialto

Special Meeting - Final

Planning Commission

Wednesday, July 14, 2021 **5:00 PM** **Council Chambers,150 S. Palm Ave., Rialto, CA 92376**

HOUSING ELEMENT UPDATE STUDY SESSION

Public Participation Procedures

NOTICE IS GIVEN THAT THE CITY COUNCIL OF THE CITY OF RIALTO HAS DECLARED A LOCAL EMERGENCY RELATED TO COVID-19, AND IN COMPLIANCE WITH SOCIAL DISTANCING PROTOCOLS REQUIRED BY GOVERNOR NEWSOM'S EXECUTIVE ORDER N-29-20 AND THE STATE DEPARTMENT OF PUBLIC HEALTH, THE COUNCIL CHAMBERS WILL BE OPEN TO THE PUBLIC WITH LIMITED SEATING INSIDE. THE PUBLIC WILL HAVE AN OPPORTUNITY TO SPEAK USING THE PODIUM INSIDE THE COUNCIL CHAMBERS.

IF YOU ARE UNABLE TO ATTEND THE MEETING, YOU MAY SUBMIT COMMENTS BEFORE THE MEETING TIME, AS FOLLOWS:

- IN WRITING VIA MAIL TO: CITY OF RIALTO "ATTN: PLANNING COMMISSION, C/O COMMUNITY DEVELOPMENT," 150 S PALM AVE, RIALTO, CA 92376; OR
- BY EMAIL TO PLANNING@RIALTOCA.GOV.

Call To Order

Pledge of Allegiance

Roll Call

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

Study Session

PC-21-0437 Plan to House Our Rialto: 2021-2029 Housing Element Update Study Session

Adjournment

File #: PC-21-0437, **Version:** 1, **Agenda #:**

For Planning Commission Study Session [July 14, 2021]

TO: Honorable Chairman and Planning Commissioners

APPROVAL: Karen Peterson, Community Development Manager

FROM: Siri Champion, Senior Planner

Plan to House Our Rialto: 2021-2029 Housing Element Update Study Session

BACKGROUND

The intent of this study session is to provide background information, give an update on community engagement, and obtain policy direction regarding the City's approach to meeting the City's 2021-2029 RHNA allocation.

HOUSING ELEMENT REQUIREMENT

In compliance with State law and in support of housing production, jurisdictions, including the City of Rialto, are required to include a Housing Element in the General Plan. The purpose of the Housing Element Update is to adequately plan to meet anticipated housing needs of all incomes. As a policy plan, the Housing Element neither requires nor authorizes any housing units to be built. Instead, it identifies opportunities for for-profit and not-for-profit residential developers.

CERTIFICATION BY HOUSING AND COMMUNTIY DEVELOPMENT (HCD)

As part of the update process, the Housing Element is submitted to the California State Department of Housing and Community Development (HCD) for review and determination of compliance. By statute Housing Elements are required to be updated on a regular cycle. At this time, Rialto's Housing Element must be updated every four years. Provided that the City adopts the 6th Cycle Housing Element Update by October 15, 2021, the City may return to an eight-year schedule. The adoption process includes at least one Public Hearing by the Planning Commission and one public hearing by the City Council.

REGIONAL HOUSING NEEDS ASSESSMENT (RHNA)

The Plan to House Our Rialto will comply with State law and include goals, policies, objectives, and programs to preserve, improve, and promote the production of housing for all income levels. The plan will also address the City's share of the Regional Housing Needs Assessment (RHNA) and demonstrate how it can be accommodated. Overall, the Southern California Association of Governments (SCAG) region must accommodate 1,341,827 total units, which have been allocated by SCAG to all the jurisdictions in the region. Rialto's share is 8,252 dwelling units, which is more than three times the City's 5th Cycle allocation of 2,715.

RHNA allocations are broken into income categories as shown in Table 1.

Table 1. 2021-2029 (6th Cycle) Regional Housing Needs Assessment Allocation by Income Level* for City of Rialto				
Very-low income $37,650	Low income $60,250	Moderate Income $75,300	Above-moderate $90,350	Total
2,212	1,203	1,368	3,469	8,252
* 2020 State Income Limits for 4-person households in San Bernardino County				

COMMUNITY ENGAGEMENT AND CONTEXT

Public engagement is an important source of information to understand local housing conditions and potential approaches to meeting housing need. The engagement process initiated in March with the virtual Phase 1 Community Workshop

Major themes from the workshop include:

- Need for affordable housing
- Need for diverse housing options such as
    - Multi-generational housing
    - Large homes
    - Mixed use housing in commercial areas for young people
    - Homes for seniors and those who are disabled
- Visions of neighborhoods that are safe, equitable, revitalized, and with access to public amenities, transit, walking trails, and bike lanes
- A desire for programs to rehabilitate older homes and revitalize older areas such as the historic downtown

Other comments include a desire for environmentally friendly housing and good air quality as well as concerns about equity for BIPOC (black, indigenous, people of color) and transgender people when seeking a home.

ANALYSIS/DISCUSSION

The Plan to House Our Rialto team has completed a preliminary sites analysis following HCD's Site Inventory Guidebook. The results of the analysis are provided in this section. In short, the City has sufficient land zoned for residential to satisfy the RHNA allocation for moderate and above-moderate income dwelling units. However, the City does not have enough land zoned for residential to satisfy the RHNA allocation for the low- and very-low income categories.

Through this item, the project team seeks direction regarding where to accommodate residential uses at higher densities as required by HCD to accommodate low and very low income.

SITES ANALYSIS

To plan for the needs of current and future residents as anticipated by the City's RHNA, the Plan to House Our Rialto team has conducted a citywide analysis of sites for potential residential development. That analysis took into consideration state requirements for sites by income ranges. As shown in Table 2, the City has ample existing sites, meaning parcels already zoned appropriately, to meet and exceed the RHNA allocation for moderate income and above-moderate income dwelling units.

Table 2. Estimated Residential Dwelling Unit Potential *Moderate Income and Abo*	
Vacant residentially zoned parcels	11,789
Non-vacant residential parcels with propens	5,265
Accessory Dwelling Units	53
Total	17,107
Allocation	4,837
Sites Surplus	12,270

However, the City does not have sufficient sites to meet state requirements for low income categories. The state requires that sites be zoned for residential at a minimum of 30 dwelling units per acre to accommodate the development of housing affordable to lower-income households. While height, bulk, and aesthetic character can vary significantly, a few examples in the 30-35 dwelling unit per acre range appear below.
As shown in Table 3, Rialto's existing residential dwelling unit potential in the very-low and low-income categories has a shortfall of 2,826 dwelling units.

Table 3. Estimated Residential Dwelling Unit Potential *Very-Low and Low Income*	
Vacant residentially zoned parcels	289
Non-vacant residential parcels with propens	228
Accessory Dwelling Units	72
Total	589
Allocation	3,415
Dwelling Unit Shortfall	-2,826

OPPORTUNITY AREAS

To make up the 2,836 dwelling unit shortfall, the City must identify opportunities to upzone and/or rezone parcels. By upzoning, the City may increase the allowed density to 30 dwelling units per acre or more. By rezoning, the City may change a non-residential parcel to a residential parcel. For example, commercially zoned parcels may be changed to create opportunities for multiple family residential development.

To identify potential opportunities, the Plan to House Our Rialto team conducted a citywide analysis of parcel characteristics including existing zoning, existing use (vacant/underutilized), lot size, proximity to transit, and surrounding development patterns. As a result of that analysis, five opportunity areas have been identified for further consideration. The five opportunity areas are listed in Table 4.

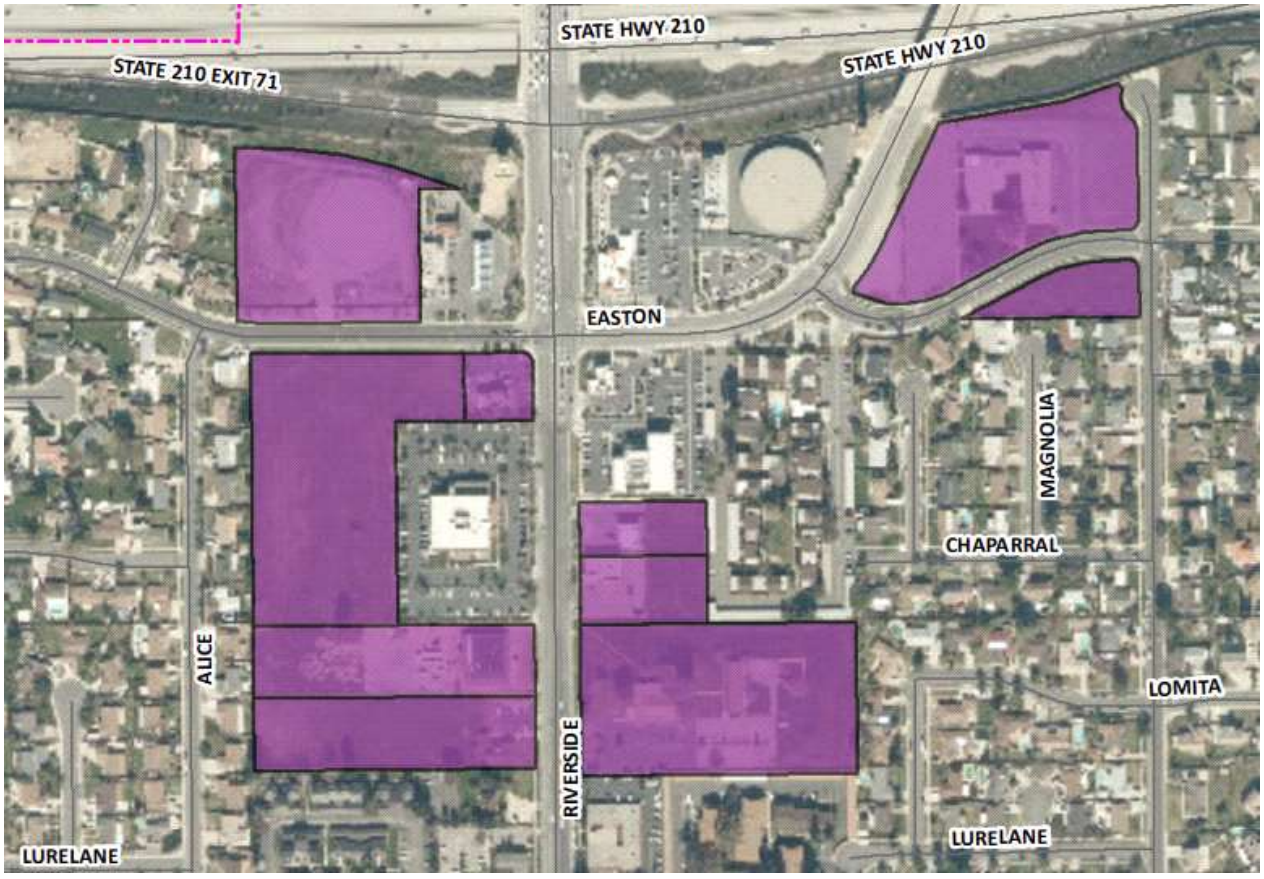
Table 4. Estimated Dwelling Unit Potential in Opportunity Areas Under Considera	
1 - Foothill Boulevard	1,470
2 - North Riverside Avenue near 210 Freew	678

3 - South Riverside Avenue (southeast of S Riverside Avenue)	570
4 - Rialto Marketplace II	251
5 - Central Area Specific Plan	184
Total	3,153

For each of the five opportunity areas, the City would need to implement Specific Plan or zoning code amendments. Those implementation activities are summarized as follows.

Opportunity Area 1 would require an amendment to the Foothill Boulevard Specific Plan. Currently, residential development is allowed in all land use districts. However, the allowed density varies with the project size. Currently, on projects over 3 acres, 30 dwelling units per acre are allowed. To meet state requirements and achieve more low- and very-low income dwelling units, the City would need to increase residential density for project sizes less than 3 acres.

Opportunity Area 2 - North Riverside Avenue



Opportunity Area 2 would require a change of zoning from C-1 Neighborhood Commercial Zone and A-P Administrative-Professional-Institutional Zone to R-4 High Density Multiple Family Zone.

Opportunity Area 3 and 4 - South Riverside Avenue and Rialto Marketplace II

Opportunity Area 3 and 4 would require an update to the Gateway Specific Plan. Opportunity Area 3 is in the vicinity of the Grace Vargas Senior Center and Rialto Assisted Living and Opportunity Area 4 is a portion of the Rialto Marketplace II development. Currently, the opportunity areas are identified as Retail Commercial (R-C), Office Park (O-P), and Industrial Park (I-P). Through a Specific Plan Amendment, the City would establish a new land use category and accompanying development standards.

Opportunity Area 5 - Central Area

Opportunity Area 5 would require an amendment to the Central Area Specific Plan to change several parcels from Core Commercial, Office Services, Support Facilities, and Cottage Commercial to Increased Density Residential.

NO NET LOSS

The City should consider identifying an excess of opportunity sites due to SB 166, which requires no net loss. SB 166 is intended to ensure development opportunities remain available throughout the planning period to accommodate a jurisdiction's RHNA. As a result of SB 166, if the City approves development of a parcel identified in the Housing Element sites inventory with fewer units than shown in the Housing Element, it must either make findings that the Housing Element's remaining sites have

sufficient capacity to accommodate the remaining unmet RHNA by income level or identify and make available sufficient sites to accommodate the remaining unmet RHNA for each income category.

NEXT STEPS

The next steps in the development of the Plan to House Our Rialto includes continued analysis of opportunity sites and public engagement. During July, the Plan to House Our Rialto team will complete the site inventory and identification and draft the Housing Plan. The draft plan will be available for review during the month of August. A Public Hearing on the draft is planned for the Planning Commission September and a Public Hearing on the draft plan is planned for the City Council on October 12.

Phase 2 Community Survey and Interactive Mapping

The Phase 2 Community Survey opened on June 14 and is currently live. The survey includes questions about housing type, location, and policy priorities.

As requested by City Council and public stakeholders, the Plan to House Our Rialto team is preparing an interactive map to illustrate candidate sites and receive comments from the public.

Phase 3 Community Workshop

The Phase 3 Community Workshop is scheduled for July 15, 2021. The meeting will include a report on public input to date, an introduction to the Plan to House Our Rialto, and a demonstration of the interactive map.

GENERAL PLAN CONSISTENCY

The Housing Element and its implementation plan are a required component of the General Plan. This activity is consistent with Goal 6-2, which is to “promote and encourage housing development that adequately meets the needs of all socioeconomic segments of the community and region.”

RECOMMENDATION

Staff recommends that the Planning Commission receive and file this report and provide direction to staff regarding the five opportunity areas which may be used to meet the state’s RHNA allocation for low-income categories.

Plan to House Our Rialto:

2021-2029 Housing Element Update

City Council Study Session – June 23, 2021

Agenda

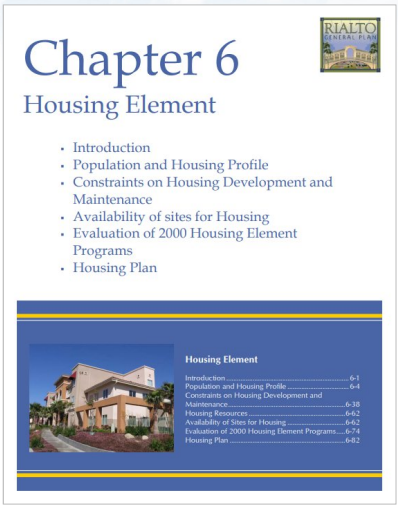
- Background
  - Housing Element Background
  - Community Engagement
- Sites Analysis
- Next Steps

Background

Housing Element Background

- Required element of the City's General Plan
- Requires adoption by the State Department of Housing and Community Development (HCD)
- Updated on 8-year cycles
- Requires a General Plan Amendment and at least one public hearing by Planning Commission and City Council

- Statutory Deadline: October 15, 2021
  - 120-day grace period beyond October 15



New Legislation for Housing Elements

- **Funding Measures**:
  - SB 2
  - SB 3
- **Streamlining Measures**:
  - SB 35
  - SB 540
  - AB 73
  - AB 2753
  - SB 765
  - SB 330
  - AB 1485
  - SB 744
- **Accountability Measures**:
  - SB 167
  - AB 678
  - AB 1515
- **ADU Measures:**
  - AB 68
  - AB 881
  - SB 13
  - AB 587
  - AB 670
  - AB 671
- **Other Measures**:
  - AB 1505
  - AB 879
  - AB 1397
  - AB 72
  - AB 2372
  - SB 1227
  - AB 2797
  - AB 3194
  - SB 765
  - And more

Housing Element Components

- Population and housing profile
- Evaluation of housing constraints and resources
- Evaluation of current programs and policies
- Analysis and identification of sites to accommodate the City's RHNA allocation
- Policies, programs, and quantified objectives to achieve the City's identified housing goals

Rialto 2021-2029 RHNA Allocation

Income Category	% of Area Median Income (AMI)	Income Range[1]		RHNA Allocation (Housing Units)
		Minimum	Maximum	
Very Low Income	0 - 50% AMI	--	$38,750	2,218 units
Low Income	51 – 80% AMI	$38,751	$62,000	1,206 units
Moderate Income	81 – 120% AMI	$62,001	$93,000	1,371 units
Above Moderate Income	>120% AMI	$93,001	--	3,477 units
			TOTAL:	8,272 units

1. Income range is based on the 2021 HUD Area Median Income (AMI) for San Bernardino County of $77,500 for a family of 4.

Housing Element Certification

What Does it Mean to Have a "Certified" Housing Element?

- Reviewed for compliance with state law by the Department of Housing and Community Development (HCD)
- "Certification" demonstrates substantial compliance with state law

Benefits of Certification

- Access to state-sponsored grants and alternative funding sources
- Protects the City from state penalties and fines due to non-compliance

Certification Non-Compliance

- Non-compliance risks:
  - Potential loss of eligibility for certain future State grant funds
  - Potential loss of some level of local control over development
  - A court may suspend the City's authority to issue building permits or other approvals
  - HCD may forward a noncompliance case to the California Office of the Attorney General
  - Outside groups may sue the City for a non-compliant Housing Element

Affirmatively Furthering Fair Housing (AFFH)

- Fair and equitable distribution of housing throughout the community
- Protects against communities being overburdened
- Takes into consideration:
  - A variety of housing types (single-family house, apartment, townhome, etc.)
  - Mix of affordability levels
  - Access to transportation and employment
- Considers access to public transit and community resources

Community Engagement

Summary of Outreach Efforts

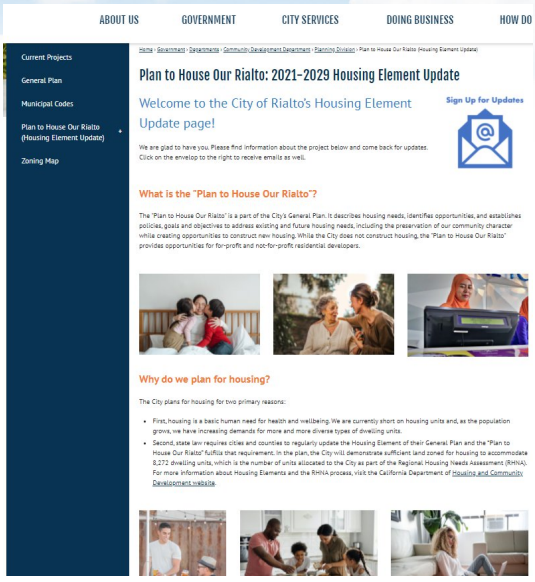
- Completed Outreach:
  - Virtual community workshop on May 19th, 2021
  - Self-Guided Workshop - in person and online
  - Informational postcards sent to the community
  - Community surveys – in person and online
    - In progress
- Spanish translations provided
- Online advertising on social media and the City's website

Virtual Community Workshop

- Date: May 19, 2021
- Spanish translation available
- Overview:
  - Housing Element Update Process
  - Baseline demographics and housing data
  - Participant activities
- Feedback received:
  - Community needs affordable housing
  - Interest in mixed-use housing
  - Need for multi-generational housing and larger housing units
  - Focus on improving historic downtown
  - Access to public amenities (parks, etc.) and walking trails/bike lanes is important

House Our Rialto Webpage

- Webpage providing information on the Housing Element Update and opportunities for the community to participate
  - Email list
  - Self-Guided Workshop
  - Become and “Engagement Partner”
- Contact information



Sites Analysis & Identification

Sites Analysis

- Determine capacity for residential development at different levels of affordability under current regulations
- Accounts for:
  - Projects in the pipeline
  - Vacant parcels zoned for residential
  - Non-vacant parcels zoned for residential
  - Accessory Dwelling Units
  - 5th Cycle sites

Estimated Residential Dwelling Unit Potential

	Low- and Very-Low Income	Moderate- and Above-Moderate Income
Pipeline projects	0	0
Vacant residentially zoned parcels	289	11,789
Non-vacant residential parcels	228	5,265
Accessory Dwelling Units	72	53
TOTAL EXISTING CAPACITY	589	**17,107**
RHNA Allocation	3,415	4,837
Surplus/Shortfall	-2,826	12,270

Estimated Residential Dwelling Unit Potential

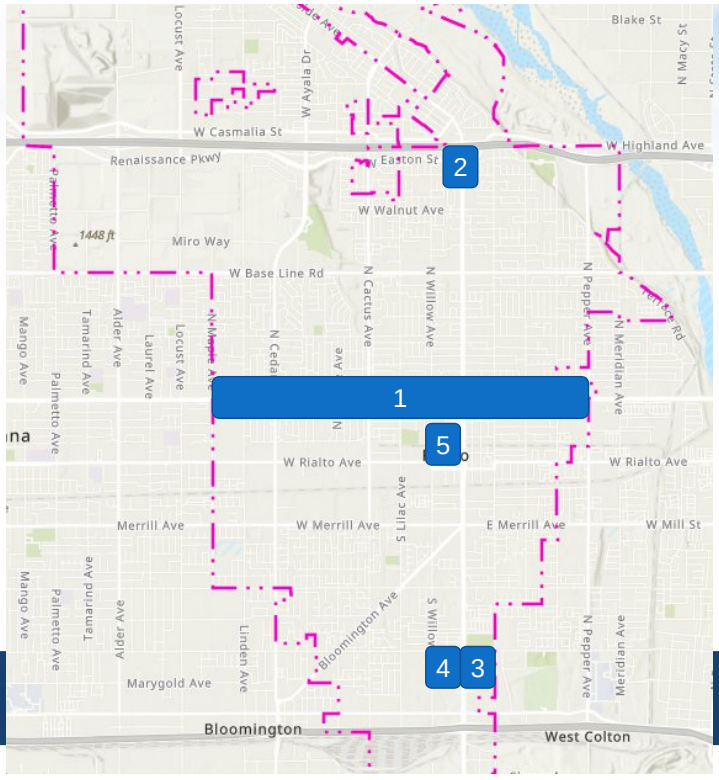
	Low- and Very-Low Income
Pipeline projects	0
Vacant residentially zoned parcels	289
Non-vacant residential parcels	228
Accessory Dwelling Units	72
TOTAL EXISTING CAPACITY	589
RHNA Allocation	3,415
Surplus/Shortfall	-2,826

State law requires minimum of 30 dwelling units per acre

Sites Identification Process

- Site characteristics:
  - Vacant/underutilized
  - Lot size
  - Proximity to transit
  - Potential to develop at higher density
  - City-owned properties
  - Potential of existing non-residential sites capable to develop for residential use
- Consider the existing use and its realistic likelihood to redevelop for residential uses within the planning period

Opportunity Areas



1 - Foothill Blvd

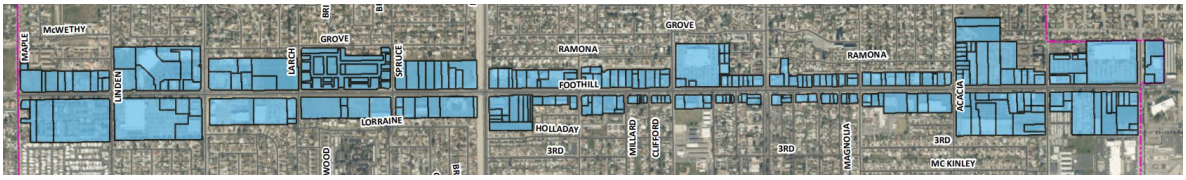
2 - North Riverside Ave

3 - South Riverside Ave

4 - Rialto Marketplace II

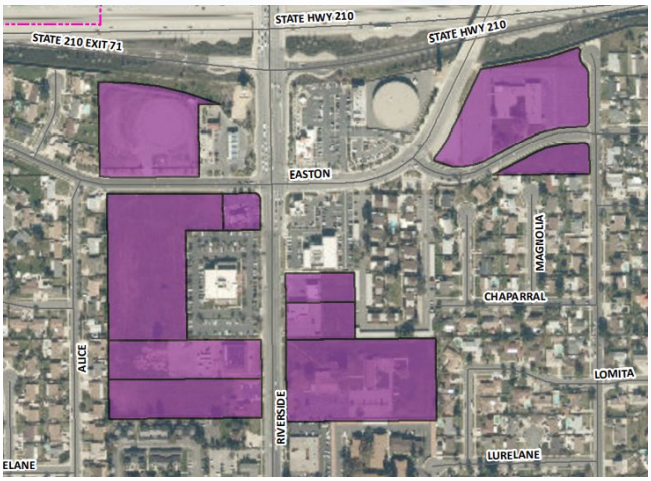
5 - Central Area

Opportunity Area 1 – Foothill Boulevard



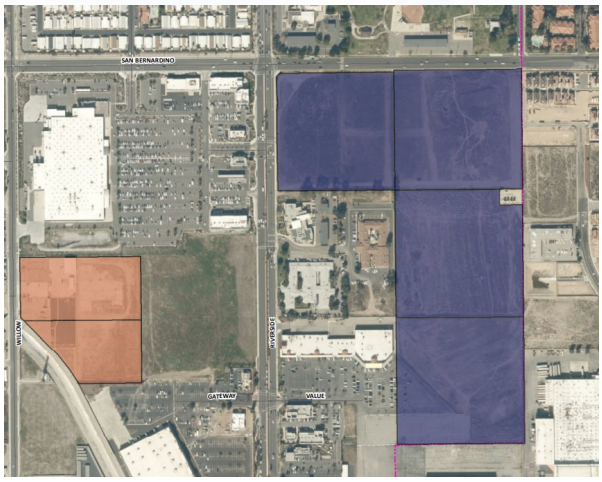
- Foothill Boulevard Specific Plan Amendment
  - Allow 30-dwelling units per acre on projects of all sizes

Opportunity Area 2 – North Riverside Ave



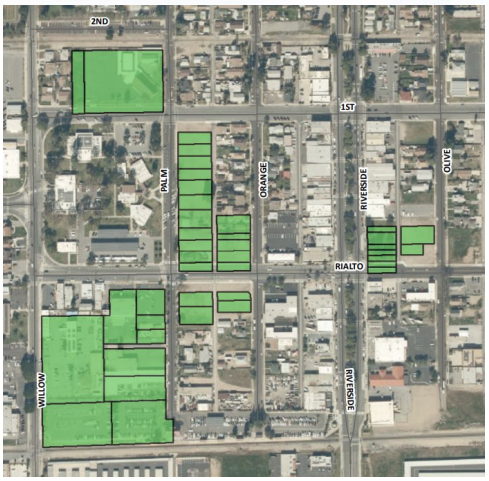
- Zoning Code Amendment
  - C-1 Neighborhood Commercial Zone and A-P Administrative-Professional-Institutional Zone to R-4 High Density Multiple Family Zone

Opportunity Area 3 & 4 – Gateway Specific Plan



- Gateway Specific Plan Amendment
  - Establish a new land use category and development standards for lots currently identified as Retail Commercial, Office Park, and Industrial Park

Opportunity Area 5 – Central Area



- Central Area Specific Plan Amendment
  - Change parcels from Core Commercial, Office Services, Support Facilities, and Cottage Commercial to Increased Density Residential

Key Policy Considerations

- Plan for higher density residential uses in five opportunity areas
- Buffer for No Net Loss provisions in anticipation of project approvals with fewer units than shown in the Housing Element
- Explore additional areas such as Baseline Avenue and Bloomington Avenue

Next Steps

Next Steps

Thank You!

Questions?

Please contact:
Siri Champion, Project Manager
Email: schampion@rialtoca.gov
Phone: (909) 820-8072

For more information, please visit the City's Housing Element Update webpage: www.yourrialto.com/HouseOurRialto

C.5 Community Workshop #2

This section contains all available materials created for the virtual community workshop and following in-person outreach. Public comments for the workshop were received verbally and through the Zoom chat function. The recorded workshop is available for viewing on the Housing Element Update webpage:https://www.rialtoca.gov/633/Plan-to-House-Our-Rialto-Housing-Element.

PLAN TO HOUSE OUR RIALTO

City of Rialto 2021-2029 Housing Element Update

Community Workshop #2

The City of Rialto is preparing to release the draft "Plan to House Our Rialto: 2021-2029 Housing Element Update." The plan will guide decisions about and create opportunities for developers to build new housing. Please join us for virtual a workshop to learn about the different parts of the plan and provide feedback.

WHEN: July 15, 2021, 6-8 p.m.

WHERE: Online via Zoom at: https://bit.ly/3An3yCK

WEBSITE: www.yourrialto.com/HouseOurRialto

Upcoming Public Meetings

City Council Meeting - July 13, 2021, at 6:30 p.m.

Planning Commission Study Session - July 14, 2021, at 5:00 p.m.

For questions, please contact Siri Champion, Project Planner by email at schampion@rialtoca.org

PLAN DE VIVIENDAS EN NUESTRO RIALTO

ACTUALIZACIÓN DEL ELEMENTO DE VIVIENDA DE LA CIUDAD DE RIALTO 2021-2029

Taller Comunitario #2

La ciudad de Rialto se está preparando para publicar el borrador del "Plan de Viviendas en Nuestro Rialto." El plan guiará y creará oportunidades para que los desarrolladores inmobiliarios construyan nuevas viviendas. Únase a nosotros en un taller virtual para aprender sobre las diferentes partes del borrador y cómo puede proporcionar comentarios durante el período de revisión pública.

FECHA Y HORA: 15 de julio del 2021, 6-8 p.m.

LUGAR: Reunión en línea: https://kimley-horn.zoom.us/j/98352198501

SITIO WEB: www.yourrialto.com/HouseOurRialto

Próxima Reunión Pública

Reunión del Concejo de la Ciudad - 13 de julio del 2021, 6:30 p.m.

Sesión de Estudio de la Comisión de Planificación - 14 de julio del 2021, 5:00 p.m.

Si tiene alguna pregunta, por favor comuníquese con Siri Champion, Planificadora del Proyecto por correo electrónico a schampion@rialtoca.org

C.6 Interactive Feedback Map

This section contains all available data and information collected through the interactive map.

Rialto Housing Element Update Survey Map-Copy

Housing Recommendations

- Good location for additional housing
- Location not well suited for additional housing
- Comment

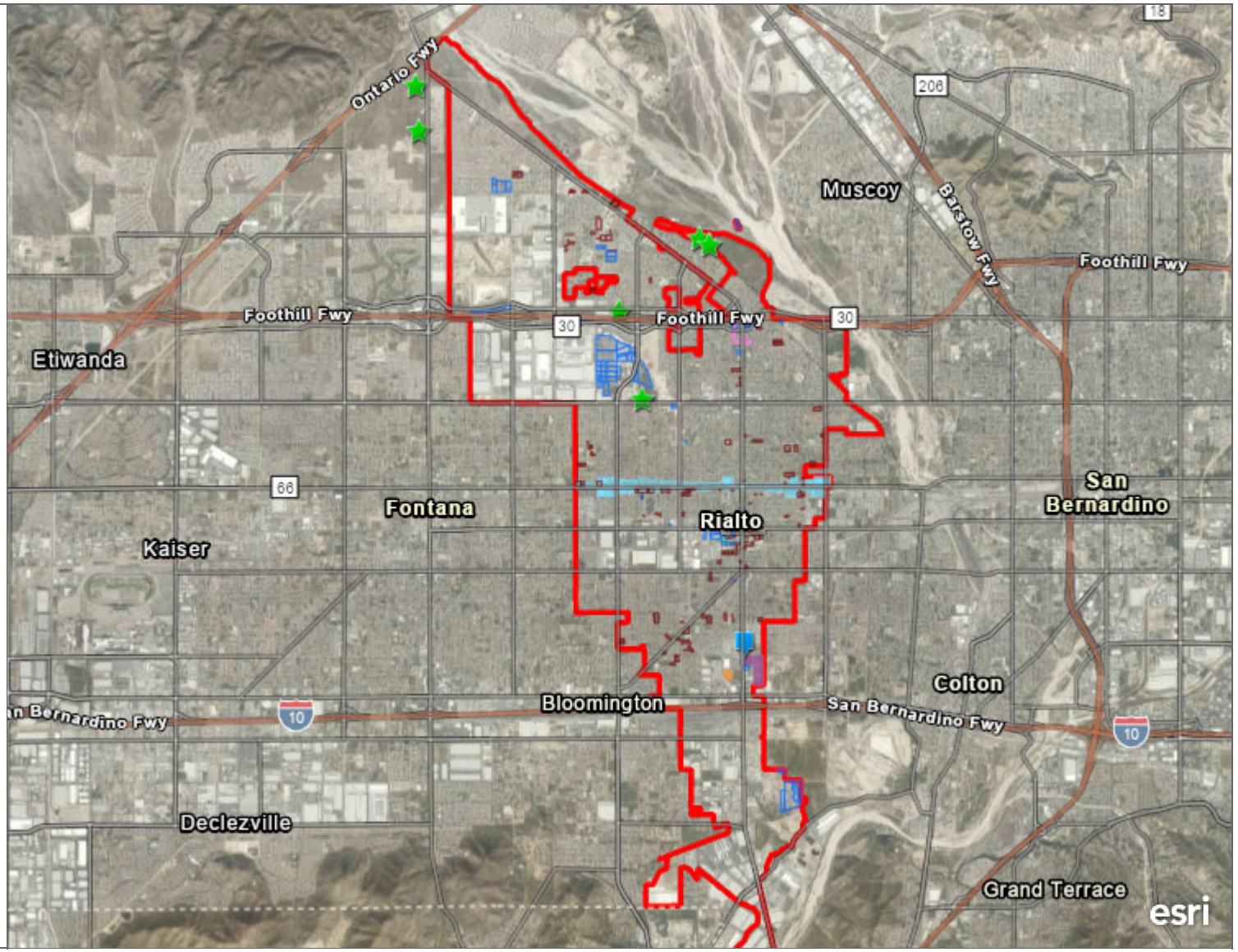
City-Owned Sites

5th Cycle Sites

Opportunity Areas

- 1 - Foothill Blvd.
- 2 - North Riverside Ave.
- 3 - South Riverside Ave.
- 4 - Rialto Marketplace II
- 5 - Central Ave.

City of Rialto



This interactive map gathers public feedback on the potential location of future housing in Rialto, as well as related information.

San Bernardino County, Earthstar Geographics | Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

Rialto Housing Element Update Survey Map-Copy

Housing Recommendations

- Good location for additional housing
- Location not well suited for additional housing
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City-Owned Sites

5th Cycle Sites

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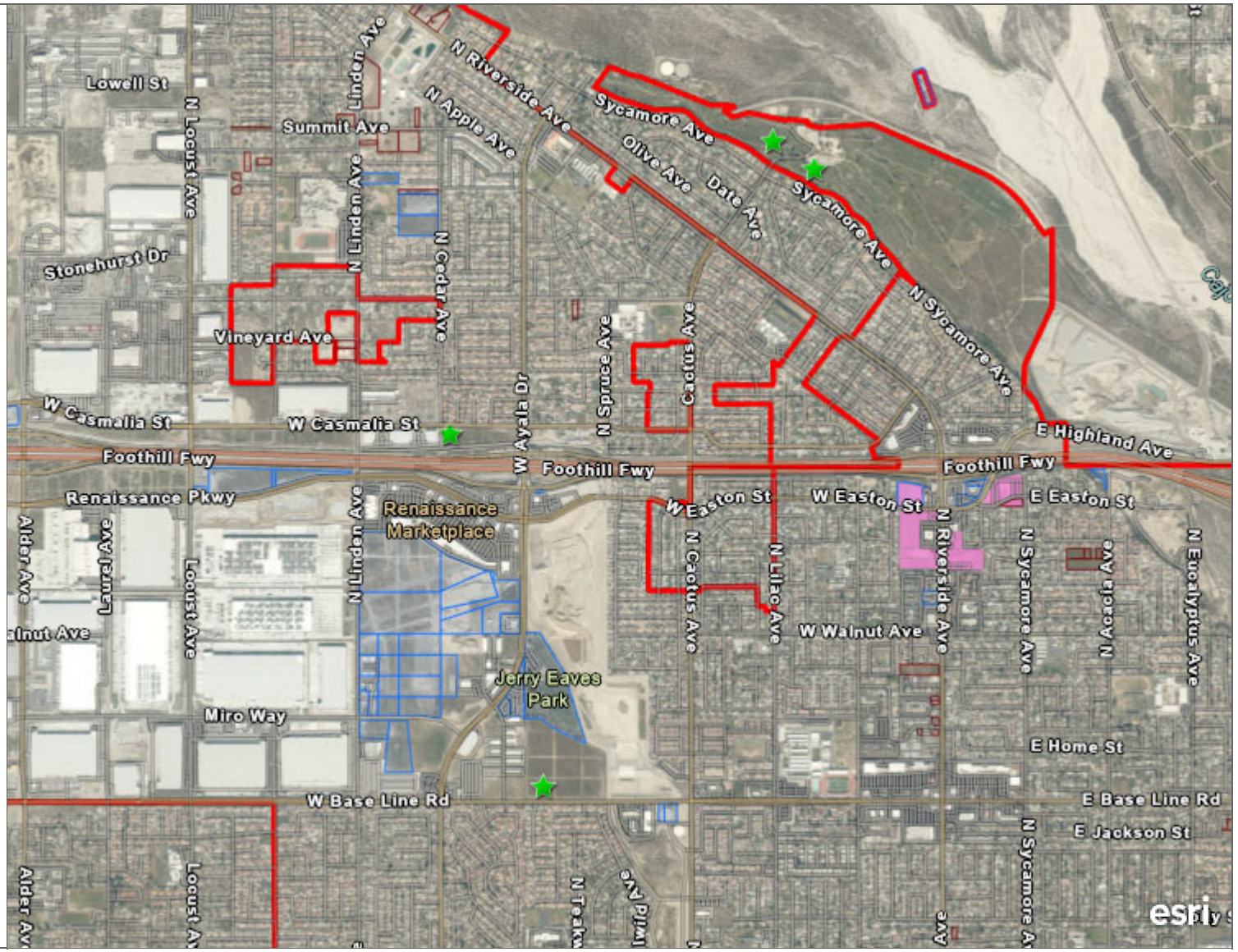
City of Rialto



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San Bernardino County, Maxar | Esri Community Maps Contributors, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA

Recommended Housing Locations

Double-click a value in the table to change it.

Data Last Updated: Jul 21, 2021, 10:11:09 PM

Point layer (Features: 7, Selected: 0)

Comments	Photos and Files
This corner lot would be great for multi-use housing	(0) Add
The old golf course would be a great place to put a senior housing community (with amenities). I am tired of seeing neighbors move to Beaumont because we don't have any senior community (housing) locally.	(1) Show
The old golf course would be a great place to put a senior housing community (with amenities).	(0) Add
townhomes (moderate income)	(0) Add
moderate to low income townhomes, homes, or apartments	(0) Add
low to moderate income homes, townhomes, or apartments	(0) Add
low income or transitional housing	(0) Add

Photos and Files

Plan to House Our Rialto

The City is updating its Housing Element for 2021-2029 and is requesting community input.

City of Rialto - Planning Division
June 9, 2021

The Housing Element is a required chapter of the City's General Plan. It guides future housing growth at all income levels in the City and addresses housing needs of current and future residents. The City will not be building housing, but it will create policies and programs that promote and facilitate the development of housing to meet the needs of the community. If you would like to learn more please visit: www.yourrialto.com/HouseOurRialto.

The following map will ask for your input on potential locations for future housing development. and policies/programs. Your responses will help us in identifying opportunity areas that could accommodate future housing growth in Rialto, as well as help us create policies and programs to meet the needs of all economic segments of the community. Your input is very important to us - all your information will be kept private.

Click to restore the map extent and layers visibility where you left off.

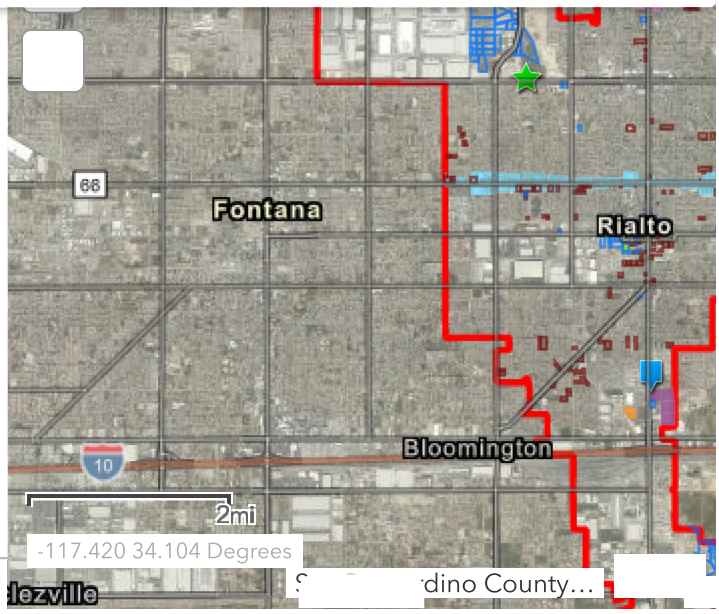
Legend

Housing Recommendations

- Good location for additional housing
- Location not well suited for additional housing
- Comment

City-Owned Sites

5th Cycle Sites



ArcGIS Web Application

Thank you for taking the time to provide input into this important update process. Please help us get the word out by sharing this site with your family, friends, neighbors, and colleagues.

If you have any questions or comments about the survey, the map, or the Plan to House Our Rialto please contact: Siri Champion (Project Manager) by email at schampion@rialtoca.gov or by phone at 909-421-8072.

C.7 Spanish-Speaking Workshop

This section contains all available materials created for the in-person community workshop. The workshop was held solely in Spanish and presented the same information as the workshop on July 15, 2021.

Plan de Vivienda de Nuestro Rialto:

Actualización del Elemento de Vivienda 2021-2029

Taller Comunitario Virtual #2 – 15 de julio de 2021

1

Agenda de Esta Noche

- Antecedentes del Elemento de Vivienda
- Esfuerzos de Participación Comunitaria Hasta la Fecha
- Análisis del Inventario de Sitios y Estrategia Potencial
- Comentarios de la Comunidad
- Borrador de Políticas y Programas
- Próximos Pasos

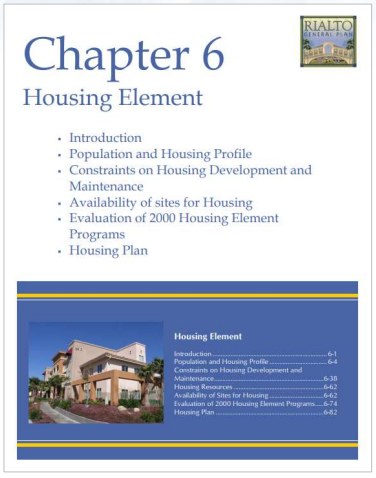
2

Antecedentes del Elemento de Vivienda

3

Antecedentes del Elemento de Vivienda

- Es un Elemento Requerido por El Plan General de la Ciudad
- Requiere la adopción por parte del Departamento de Vivienda y Desarrollo Comunitario del Estado (HCD por sus siglas en inglés)
- Periodo de planificación de 8 años
- Requiere una Enmienda al Plan General y al menos una audiencia pública por parte de la Comisión de Planificación y el Concejo Municipal



4

Componentes del Elemento de la Vivienda

- Perfil de población y vivienda
- Restricciones y recursos de vivienda
- Evaluación de programas y políticas actuales
- Análisis e identificación de sitios para acomodar la distribución de RHNA de la ciudad
- Políticas, programas y objetivos para lograr las metas de vivienda identificadas por la ciudad

5

Distribución 2021-2029 de RHNA para Rialto

Categoría de Ingresos	% del Ingreso Medio del Área (AMI)	Escala de Ingresos[1]		Distribución de RHNA (Unidades Habitacionales)
		Mínimo	Máximo	
Ingresos Muy Bajos	0 - 50% AMI	--	$38,750	2,218 unidades
Ingresos Bajos	51 – 80% AMI	$38,751	$62,000	1,206 unidades
Ingresos Moderados	81 – 120% AMI	$62,001	$93,000	1,371 unidades
Ingresos Superiores a Ingresos Moderados	>120% AMI	$93,001	--	3,477 unidades
			TOTAL:	8,272 unidades

1. La escala de ingresos se basa en el Ingreso Medio del Área (AMI) del HUD de 2021 para el Condado de San Bernardino de $77,500 considerando una familia de 4.

6

Promoción Afirmativa de la Vivienda Justa (AFFH)

- Distribución justa y equitativa de la vivienda en toda la comunidad
- Promueve las comunidades inclusivas
- Aborda los patrones de segregación
- Consideraciones :
  - Una variedad de tipos de vivienda (casas unifamiliares, apartamentos, casas adosadas, etc.)
  - Combinación de niveles de asequibilidad
  - Acceso al transporte Público y al empleo
- Considera el acceso al Transporte Público y a los recursos comunitarios

7

Esfuerzos de Participación Comunitaria hasta la Fecha

8

Actividades de Participación– Taller Fase 1

Taller Comunitario de mayo 19
36 participantes

Taller Autoguiado en Línea
3 participantes

Taller Autoguiado en Persona
5 participantes

City of Rialto – 2021-2029 Housing Element Update

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Actividades de Participación– Encuesta Comunitaria Fase 2

Junio 23 Farmers Market
12 participantes

Encuesta en Línea
55 participantes

Julio 9 Pop It Up BBQ
26 participantes

City of Rialto – 2021-2029 Housing Element Update

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Actividades de Participación – Divulgación y Publicidad

- Sitio Web del Proyecto
- Correo Electrónico (128 contactos)
- 20 Socios Participantes
- Postales/volantes informativos enviados por correo a casi 20,000 personas
- Residentes en vecindarios de ingresos bajos e ingresos moderados
  - Solicitantes de financiamiento CARES
- Publicidad en línea en las redes sociales y en el sitio web de la ciudad

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Taller Comunitario Virtual

- Comentarios Recibidos:
  - *La comunidad necesita viviendas asequibles*
  - *Interés por la vivienda de uso mixto*
  - *Necesidad de viviendas multigeneracionales y unidades de vivienda más grandes*
  - *Enfocarse en mejorar el centro histórico*
  - *Es importante el acceso a servicios públicos (parques, etc.) y senderos para caminar / carriles para bicicletas*

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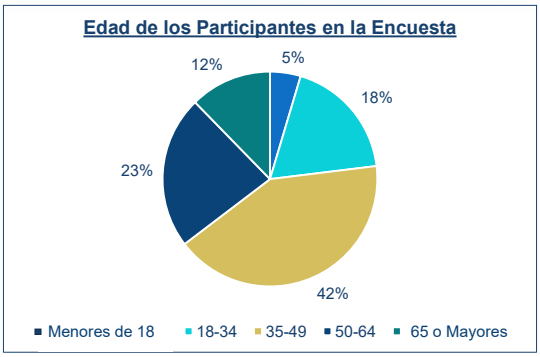
Encuesta Comunitaria de Fase 2

Participantes de la Encuesta

- El 83% vive en Rialto
- El 44% trabaja en Rialto
- El 28% son arrendatarios
- El 66% son propietarios



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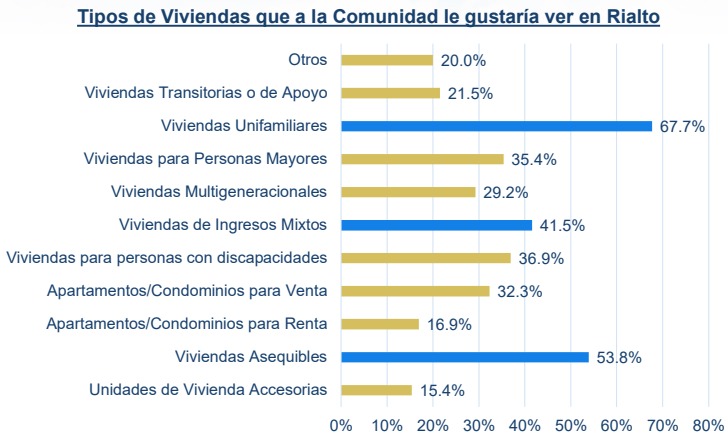
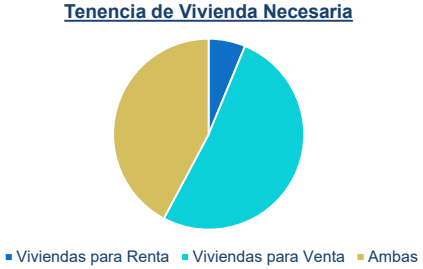
Respuestas a la Encuesta – Tipos de Vivienda





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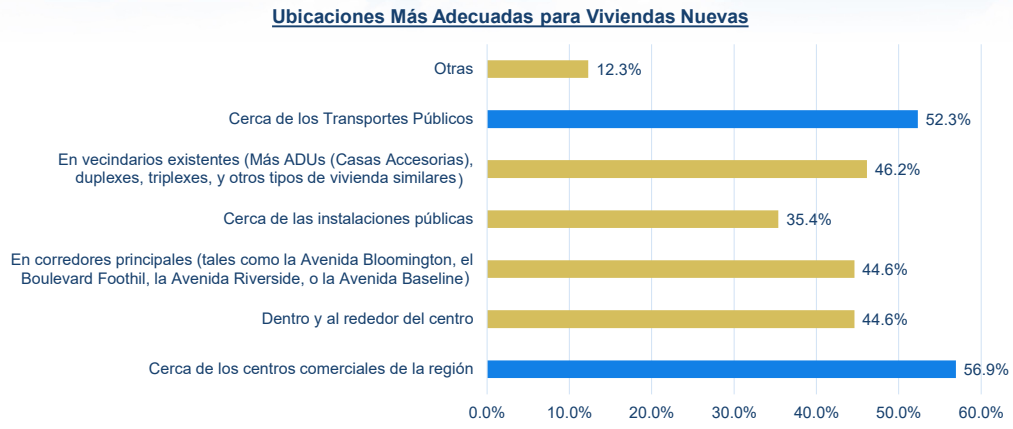
Respuestas a la Encuesta – Ubicación de las Viviendas



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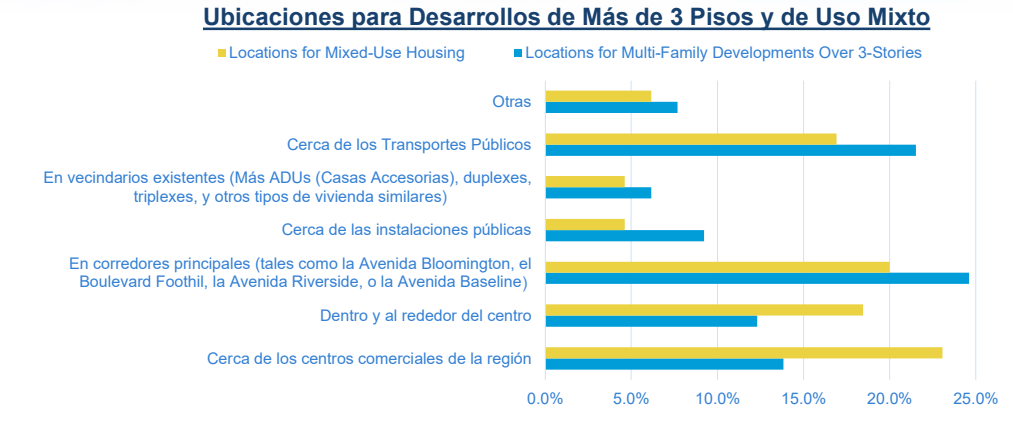
Respuestas a la Encuesta – Ubicación de las Viviendas



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Análisis del Inventario de Sitios y Estrategia Potencial

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Paso 1: ¿Cuál es nuestra capacidad actual para el desarrollo residencial?

	Ingresos Bajos y Muy Bajos	Ingresos Moderados y Superiores a los Moderados
Proyectos en proceso	0	0
Parcelas desocupadas divididas en zonas residenciales	289	11,789
Parcelas residenciales no desocupadas	228	5,265
Unidades de Viviendas Accesorias	72	53
CAPACIDAD EXISTENTE TOTAL	589	**17,107**
Distribución de RHNA	3,415	4,837
Excedente/Déficit	-2,826	12,270

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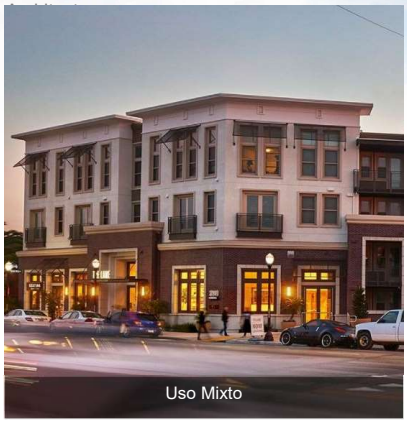
Paso 2: ¿Qué sitios podrían usarse para compensar el déficit de RHNA?

- Criterio para la identificación de Sitios:
  - Sitios vacantes
  - Parcelas con baja utilización
  - Sitios residenciales existentes con capacidad para un desarrollo de mayor densidad
  - Sitios propiedad de la ciudad
  - Sitios no residenciales existentes con capacidad para su rezonificación para uso residencial
- Sitios evaluados para determinar si existe una probabilidad realista de volver a desarrollarlos para uso residencial dentro del período de planificación

Crédito de la Fotografía: KTGY


Uso Mixto

30 unidades/ac

Más GrandesApartmentos/ Condos

30 unidades/ac

Casas Adosadas/Apartamentos

36 unidades/ac (Asequible)

Ejemplos de Densidad– 20-36 Unidades/Acre

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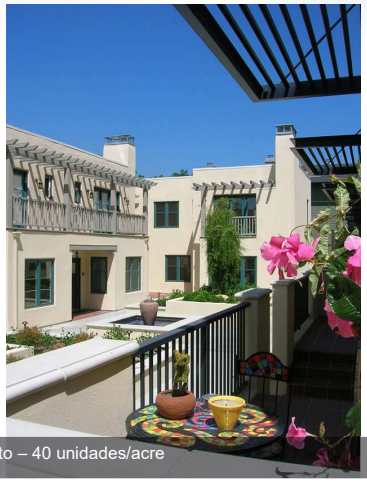
Mission Meridian Village South Pasadena, California



67 condominios en un Desarrollo de uso mixto orientado al tránsito – 40 unidades/acre

City of Rialto – 2021-2029 Housing Element Update

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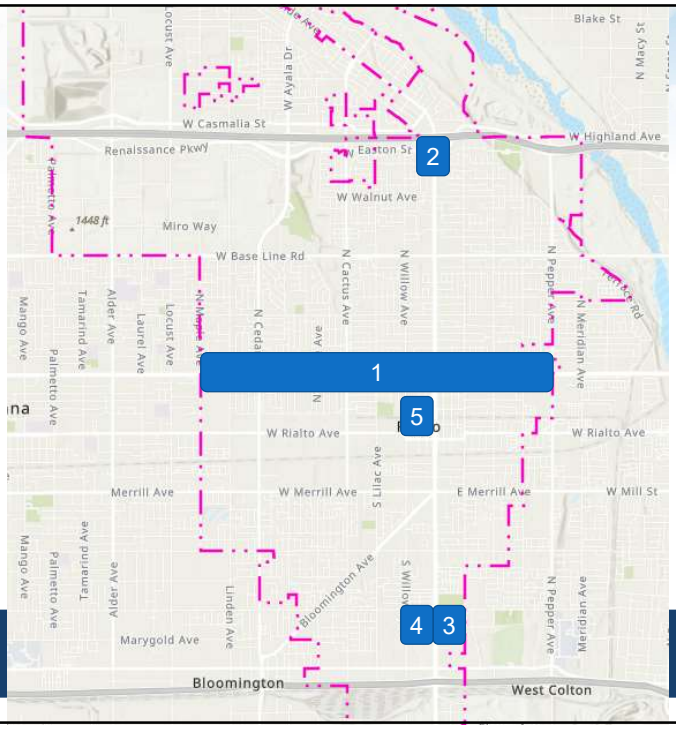
Áreas de Oportunidad



1 - Foothill Blvd
2 - North Riverside Ave
3 - South Riverside Ave
4 - Rialto Marketplace II
5 - Central Area

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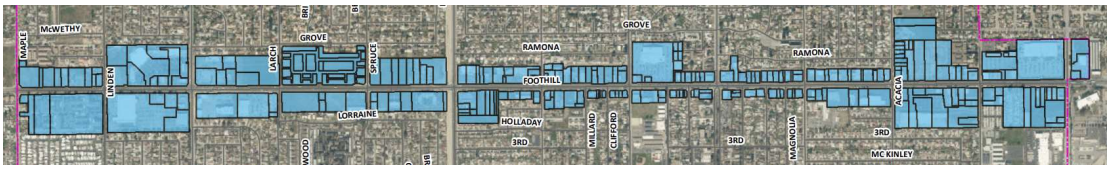
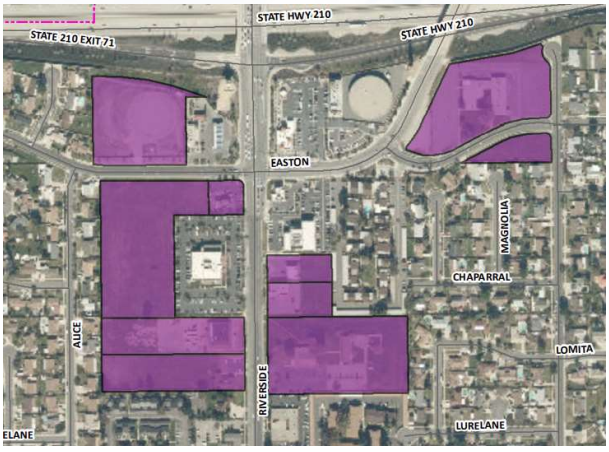
Área de Oportunidad 1 – Foothill Boulevard



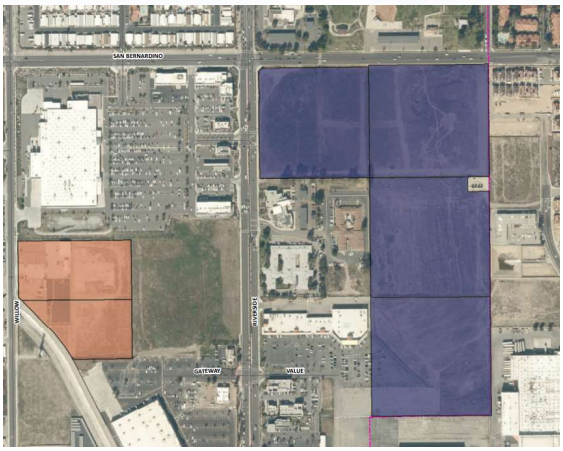
- Enmienda al Plan Específico de Foothill Boulevard
  - Permite 30 unidades de vivienda por acre en proyectos de todos los tamaños

Área de Oportunidad 2 – North Riverside Ave



- Enmienda al Código de Zonificación
  - Zona Commercial del Vecindario C-1 y Zona Administrativa-Profesional-Institucional A-P a la Zona Multifamiliar de Alta Densidad R-4

Área de Oportunidad 3 y 4 – Plan Específico de Gateway



- Enmienda al Plan Específico de Gateway
  - Establecer una nueva categoría de uso del terreno y estándares de desarrollo para los lotes actualmente identificados como Comercial Minorista, Centro de Oficinas y Centro Industrial.

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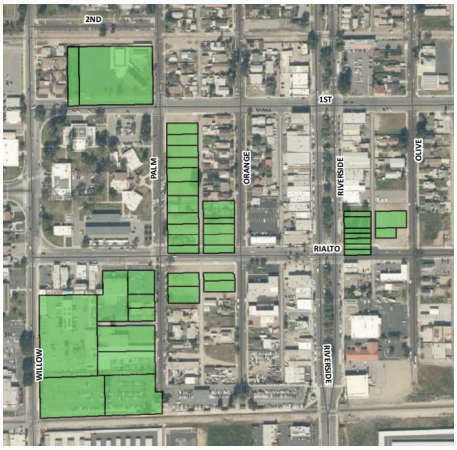
Área de Oportunidad 5 – Área Central



- Enmienda al Plan Específico del Área Central
  - Cambiar las parcelas que son Principalmente Comerciales, los Servicios de Oficina, las Instalaciones de Apoyo y la Cabaña Comercial a las de tipo Residencial de Mayor Densidad

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Oportunidad para Comentarios

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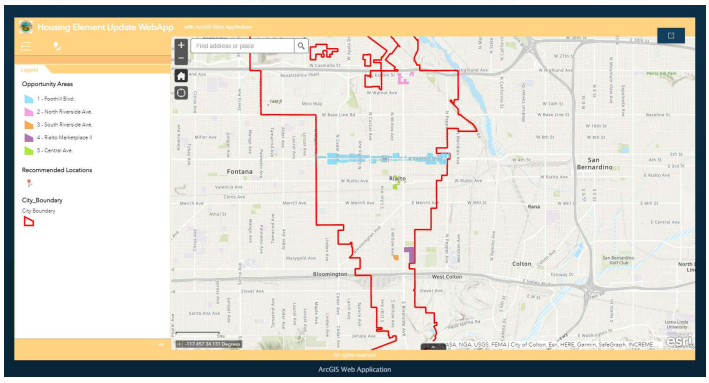
Comentarios de la Comunidad – Mapa Interactivo

- El mapa interactivo permite a los participantes:
  - Recomendar ubicaciones para posibles futuros desarrollos de viviendas
  - Ver áreas de oportunidad
- Disponible en la página web de la Actualización del Elemento de Vivienda: www.yourrialto.com/HouseOurRialto



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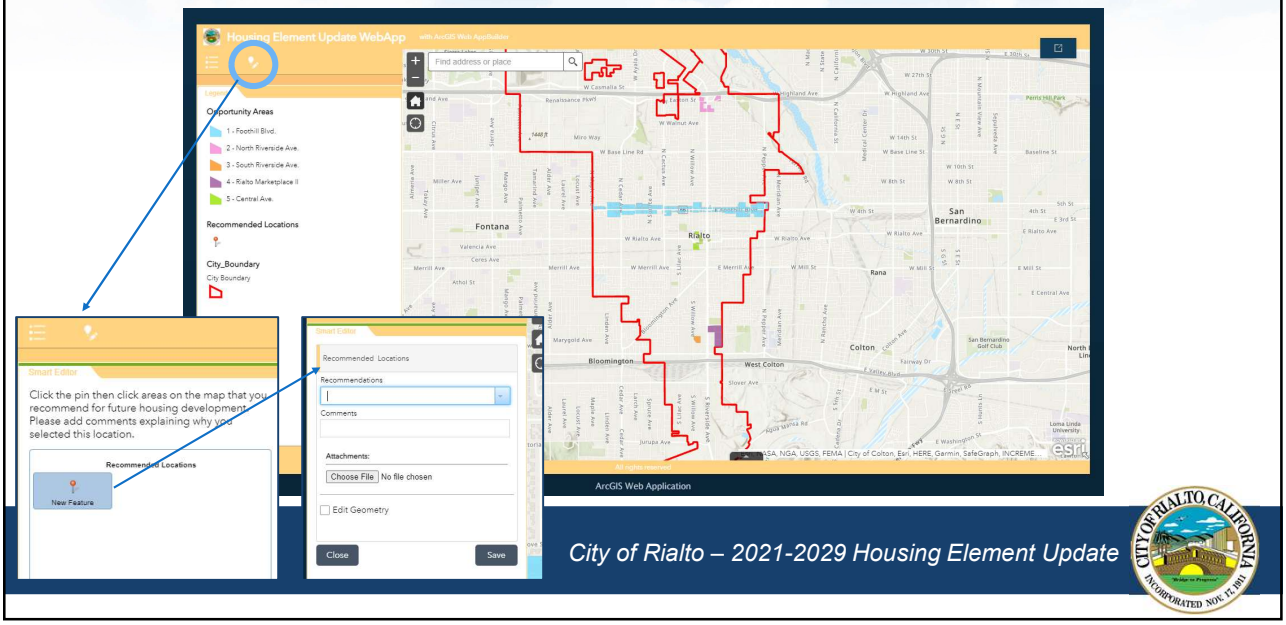
Mapa Interactivo



City of Rialto – 2021-2029 Housing Element Update

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Borrador de Políticas y Programas

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Metas Propuestas para la Política de Vivienda

- Las acciones para la política de vivienda del 5to Ciclo de 2014-2021 que actualmente funcionan bien, continúan para el 6to Ciclo 2021-2029
- Se agregaron nuevas acciones de política para acomodar nuevas disposiciones de la ley estatal
- Se han agregado acciones de política adicionales basadas en el análisis de vivienda justa

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Metas de Vivienda Existentes

- **Objetivo 1**: Mantener y mejorar la calidad de las viviendas y los vecindarios existentes en Rialto
- **Objetivo 2**: Promover y fomentar el desarrollo habitacional que satisfaga adecuadamente las necesidades de todos los segmentos socioeconómicos de la comunidad y la región
- **Objetivo 3**: Maximizar el uso de los recursos financieros disponibles y buscar métodos creativos e ingeniosos para reducir el costo total de la vivienda
- **Objetivo 4**: Aliviar las posibles limitaciones gubernamentales a la producción y asequibilidad de la vivienda
- **Objetivo 5**: Promover la igualdad de oportunidades para que todos los residentes residan en la vivienda de su elección.

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Ejemplo de una Política de Vivienda

Programa 5.4A - Bonificación por Densidad

Para facilitar el desarrollo, la ciudad ofrece a los desarrolladores la oportunidad de aprovechar el Programa de Bonificación por Densidad, que es un aumento de densidad del 35 por ciento más los incentivos de desarrollo para proyectos asequibles calificados. La ciudad proporcionará información sobre el Programa de Densidad en las oficinas del concejo de la ciudad y en el sitio web de la ciudad.

La ciudad actualizará su ordenanza de bonificación por densidad para cumplir con la ley estatal actual.

Plazo: En curso, 2014-2021; Proporcionar una actualización anual sobre el progreso de la Ordenanza de Bonificación de densidad como parte de la revisión y documentación del Informe anual de la ciudad.

Agencia Responsable: División de Planificación

Fuentes de Financiación: Fondo General

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Próximos Pasos

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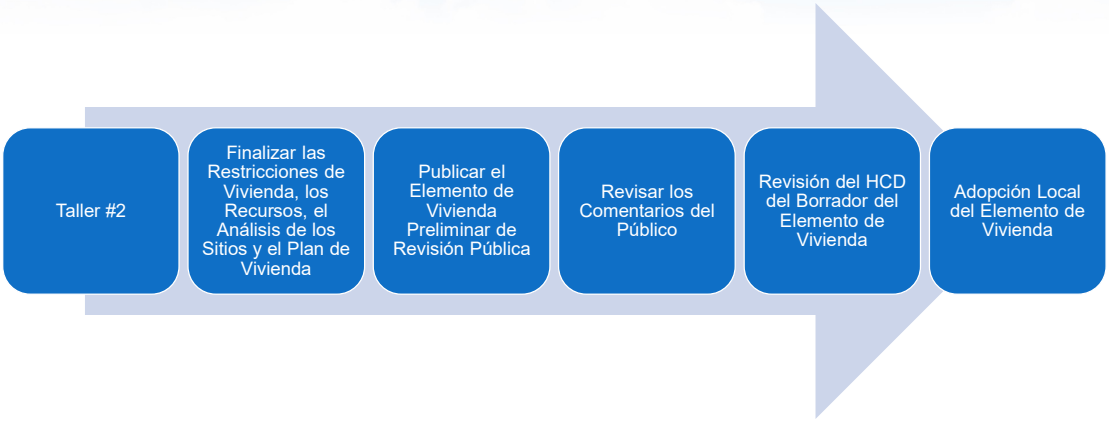
Próximos Pasos



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¡Gracias!

Si tiene preguntas o comentarios, por favor comuníquese con:

Siri Champion, Gerente del Proyecto

Correo Electrónico: schampion@rialtoca.gov

Teléfono: (909) 820-8072

Para proporcionar sus comentarios en el mapa interactivo o para más información, visite el sitio web de La Actualización del Elemento de Vivienda: www.yourrialto.com/HouseOurRialto

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C.8 Stakeholder Meeting

This section contains all available materials created for the virtual stakeholder meeting, including the presentation and the Zoom chat.

PLAN TO HOUSE OUR RIALTO

City of Rialto 6th Cycle Housing Element Update

Stakeholder Meeting

The City of Rialto has recently released the Public Review Draft of the 2021-2029 Housing Element. The Draft Housing Element includes the strategies the City will undertake to meet the RHNA allocation, the policies and programs that will implement these strategies, as well as background analysis on the City of Rialto.

The City is requesting stakeholder feedback on the Draft document. Please join us and fellow community experts for a virtual meeting to discuss the different parts of the Draft Housing Element and provide feedback.

WHEN: September 15, 2021, 3-4 p.m.

WHERE: Zoom (kimley-horn.zoom.us/j/96589096839)

WEBSITE: www.yourrialto.com/HouseOurRialto

Please visit the Housing Element Update website to view the Public Review Draft and learn more about the update process.

For questions, please contact Siri Champion, Project Planner at schampion@rialtoca.org or (909) 820-8072

PLAN DE VIVENDAS EN NUESTRO RIALTO

6o Ciclo de la Actualización del Elemento de Vivienda

Reunión de Partes Interesadas

La Ciudad de Rialto ha publicado recientemente el plan preliminario de Revisión Pública del Elemento de Vivienda 2021-2029. El plan preliminario del Elemento de Vivienda incluye las estrategias que la ciudad emprenderá para cumplir con la distribución de RHNA, las políticas y programas que implementarán estas estrategias, así como el análisis de antecedentes sobre la ciudad de Rialto.

La Ciudad está solicitando comentarios de las partes interesadas acerca del plan preliminario del documento. Por favor únase a nosotros y a otros expertos de la comunidad en una reunión virtual para discutir las diferentes partes del Proyecto de Elemento de Vivienda y para proporcionar sus comentarios.

FECHA: 15 de septiembre de 2021, 3-4 p.m.

LUGAR: Zoom (kimley-horn.zoom.us/j/96589096839)

SITIO WEB: www.yourrialto.com/HouseOurRialto

Por favor visite el sitio web de la Actualización del Elemento de Vivienda para ver el plan preliminario de la Revisión Pública y obtener más información acerca del proceso de actualización.

Si tiene preguntas, por favor comuníquese con Siri Champion, Planificadora del Proyecto en schampion@rialtoca.org o (909) 820-8072.

Plan to House Our Rialto:

2021-2029 Housing Element Update

Stakeholder Workshop

1

Agenda

- Housing Element Update Background
- Community Engagement
- Candidate Housing Sites and Strategy
- Goals, Policies, and Programs
- Next Steps

2

Housing Element Update

3

Housing Element Background

- Required element of the City's General Plan
- Requires adoption by the State Department of Housing and Community Development (HCD)
- Updated on 8-year cycles
- Statutory Deadline: October 15, 2021

Income Category	% of Area Median Income (AMI)	Income Range[1]		RHNA Allocation (Housing Units)
		Minimum	Maximum	
Very Low Income	0 - 50% AMI	--	$38,750	2,218 units
Low Income	51 – 80% AMI	$38,751	$62,000	1,206 units
Moderate Income	81 – 120% AMI	$62,001	$93,000	1,371 units
Above Moderate Income	>120% AMI	$93,001	--	3,477 units
			TOTAL:	8,272 units

1. Income range is based on the 2021 HUD Area Median Income (AMI) for San Bernardino County of $77,500 for a family of 4.

4

New Legislation for Housing Elements

- **Funding Measures**:
  - SB 2
  - SB 3
- **Streamlining Measures**:
  - SB 35
  - SB 540
  - AB 73
  - AB 2753
  - SB 765
  - SB 330
  - AB 1485
  - SB 744
- **Accountability Measures**:
  - AB 167
  - AB 678
  - AB 1515
- **ADU Measures:**
  - AB 68
  - AB 881
  - SB 13
  - AB 587
  - AB 670
  - AB 671
- **Other Measures**:
  - AB 1505
  - AB 879
  - AB 1397
  - AB 72
  - AB 2372
  - SB 1227
  - AB 2797
  - AB 3194
  - SB 765
  - And more

5

Affirmatively Furthering Fair Housing (AFFH)

- Fair and equitable distribution of housing throughout the community
- Protects against communities being overburdened
- Takes into consideration:
  - A variety of housing types (single-family house, apartment, townhome, etc.)
  - Mix of affordability levels
  - Access to transportation and employment
- Considers access to public transit and community resources

6

Housing Element Components

- Section 1 - Introduction
- Section 2 - Population and housing profile
- Section 3 - Evaluation of housing constraints and resources
- Section 4 - Policies, programs, and quantified objectives to achieve the City's identified housing goals
- Appendix A - Evaluation of current programs and policies
- Appendix B - Analysis and identification of sites to accommodate the City's RHNA allocation
- Appendix C - Summary of Community Outreach
- Appendix D - Glossary of Housing Terms

7

Community Engagement

8

Summary of Outreach Efforts

- Completed Outreach:
  - Virtual community workshop #1 - May 19th, 2021
  - Virtual community workshop #2 - July 15th, 2021
  - Spanish-speaking workshop – July 17th, 2021
  - Self-Guided Workshop - in person and online
  - Informational postcards sent to the community
  - Community surveys – in person and online
  - Interactive Map
  - Public comments at City Council and Planning Commission meetings
- Spanish translations provided
- Online advertising on social media and the City's website

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Candidate Housing Sites and Strategy

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Sites Analysis

- Projects “In-the-Pipeline”
- Projected ADU development
- 5th Cycle sites
- Existing capacity in entitled Specific Plan (Lytle Creek Ranch and Renaissance)
- Capacity under existing zoning in identified Opportunity Areas

	Very Low Income	Low Income	Moderate Income	Above Moderate Income	Total
RHNA (2021-2029)	2,218	1,206	1,371	3,477	8,272

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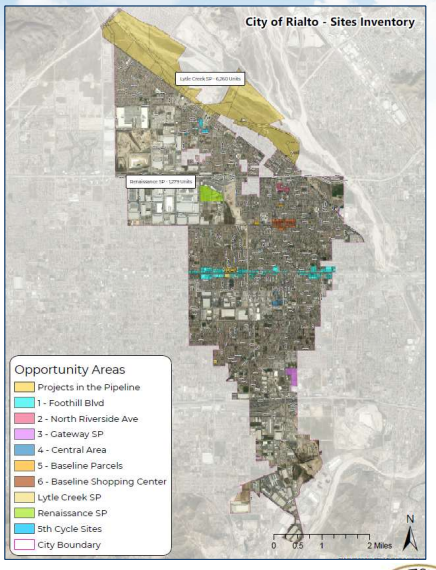
Opportunity Areas

- 6 areas identified for upzone/rezone
  - 1 – Foothill Blvd. Specific Plan
  - 2 – North Riverside Ave.
  - 3 – Gateway Specific Plan
  - 4 – Rialto Central Area Specific Plan
  - 5 – Baseline Parcels
  - 6 – Baseline Shopping Center
- Default density for lower-income housing: 30 dwelling units/acre



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1 - Foothill Blvd. Specific Plan

Opportunity Area 1 - Foothill Boulevard Specific Plan Analysis					
Feasible Acreage	Assumed Density	Capacity of Sites			
		Low/Very Low	Moderate	Above Moderate	Total
162 acres	35 du/acre	3,096	284	2,242	5,622

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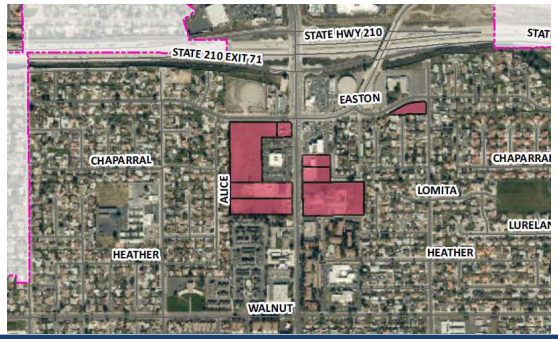
2 – North Riverside Ave

Opportunity Area 2 – North Riverside Avenue Analysis					
Feasible Acreage	Assumed Density	Capacity of Sites			
		Low/Very Low	Moderate	Above Moderate	Total
17 acres	39 du/acre	220	19	160	399



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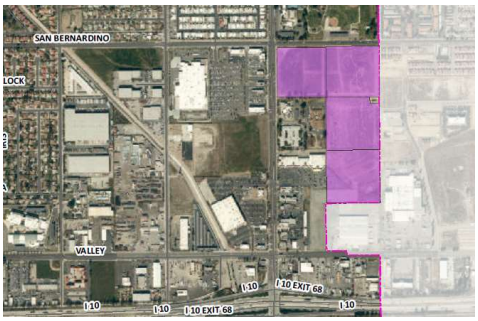
3 – Gateway Specific Plan

Opportunity Area 3 – Gateway Specific Plan Analysis					
Feasible Acreage	Assumed Density	Capacity of Sites			
		Low/Very Low	Moderate	Above Moderate	Total
38 acres	35 du/acre	734	67	531	1,332



15

4 – Rialto Central Area Specific Plan

Opportunity Area 4 – Rialto Central Area Specific Plan Analysis					
Feasible Acreage	Assumed Density	Capacity of Sites			
		Low/Very Low	Moderate	Above Moderate	Total
14 acres	38 du/acre	255	11	204	470

16

5 – Baseline Parcels

Opportunity Area 5 – Baseline Parcels Analysis					
Feasible Acreage	Assumed Density	Capacity of Sites			
		Low/Very Low	Moderate	Above Moderate	Total
9 acres	35 du/acre	112	8	84	204

17

6 – Baseline Shopping Center

Opportunity Area 6 – Baseline Shopping Center Analysis					
Feasible Acreage	Assumed Density	Capacity of Sites			
		Low/Very Low	Moderate	Above Moderate	Total
57 acres	30 du/acre	466	44	336	846

18

Sites Buffer

- Sites strategy considers future developments may be at lower densities than permitted
- Future development may be at different affordability levels than assumed
- Avoids “no-net loss” implications

	Very Low Income	Low Income	Moderate Income	Above Moderate Income	Total
RHNA (2021-2029)	2,218	1,206	1,371	3,477	8,272
Total Potential Development Capacity	**4,957**		**1,505**	**10,520**	**16,982**
Sites Surplus/Shortfall (%)		45%	10%	203%	105%
Sites Surplus/Shortfall (#)		1,533	134	7,043	8,710

19

Goals, Policies, and Programs

20

Housing Element Goals

- **Housing Goal #1**: Maintain and improve the quality of existing housing and neighborhoods in Rialto.
- **Housing Goal #2**: Promote and encourage housing development that adequately meets the needs of all socioeconomic segments of the community and region.
- **Housing Goal #3**: Maximize the use of available financial resources and pursue creative and resourceful methods to reduce the overall cost of housing.
- **Housing Goal #4**: Alleviate potential governmental constraints to housing production and affordability.
- **Housing Goal #5**: Promote equal opportunity for all residents to reside in the housing of their choice.

21

Policy Program – ADU Monitoring

Housing Program 2C: Accessory Dwelling Unit Monitoring Program

- The City will establish an ADU Monitoring Program during the 2021-2029 Housing Element Planning Period to formally track ADU development. The analysis will track applications for ADUs, location, and other important features. The intent of the Monitoring Program is to track progress in meeting 2021-2029 ADU construction goals and to evaluate the need to adjust programs and policies if the pace of construction is less than anticipated.

Timeframe: Annually, 2021-2029
Responsible Agency: Planning Division
Funding Sources: General Fund

22

Sample Policy Programs

- Promotion of Accessory Dwelling Unit (ADU) and Junior Accessory Dwelling Unit (JADU) Development
- Objective Development Standards
- SB 35 Streamlining
- Emergency Shelters, Transitional and Supportive Housing, and Lower Barrier Navigation Centers
- Housing for Persons with Developmental Disabilities

Sample Policy Programs

- Farmworker Housing
- Funding and Rental Assistance Programs
- Preserve and Monitor At-Risk Units
- Mobile Home Park Preservation
- Housing Voucher Program
- Density Bonus
- Remove Development Constraints
- Fair Housing

Next Steps

25

Next Steps

Send Housing Element to HCD for first review

Adopt the Housing Element Locally
- Removes Mid-Cycle Review requirement

Review potential comments/edits from HCD and re-submit final document

Adopt locally an amendment with the corrections from HCD

26

Thank You!

Questions?

Please contact:

Siri Champion, Project Manager

Email: schampion@rialtoca.gov

Phone: (909) 820-8072

For more information, please visit the City's Housing Element Update webpage: www.yourrialto.com/HouseOurRialto

01:08:54 Pablo Ramirez: Thank you. I have another meeting, but i will send Siri my questions.
01:13:24 Maria Delgado: I also noticed that in the AFFH section the cityâ€™s analysis is focused at a local level. Under the new AFFH requirement, the city must also analyze components at a regional level.
01:13:59 Ines Galmiche: Thank you Maria for your comment, we've taken note of it.
01:14:16 Maria Delgado: Thank you!
01:14:23 Jeff Green Inland Equity Community Land Trust: Thank you

C.9 Planning Commission Public Hearing

This section contains all materials available for the September 29, 2021, Planning Commission Public Hearing. A recording of the hearing is available on the City's website.

City of Rialto

Regular Meeting - Final

Planning Commission

Wednesday, September 29, 2021 **6:00 PM**

Public Participation Procedure

NOTICE IS GIVEN THAT THE CITY COUNCIL OF THE CITY OF RIALTO HAS DECLARED A LOCAL EMERGENCY RELATED TO COVID-19, AND IN COMPLIANCE WITH SOCIAL DISTANCING PROTOCOLS REQUIRED BY GOVERNOR NEWSOM'S EXECUTIVE ORDER N-29-20 AND THE STATE DEPARTMENT OF PUBLIC HEALTH, THE COUNCIL CHAMBERS WILL BE OPEN TO THE PUBLIC WITH LIMITED SEATING INSIDE. THE PUBLIC WILL HAVE AN OPPORTUNITY TO SPEAK ON ANY ITEM USING THE PODIUM INSIDE THE COUNCIL CHAMBERS.

IF YOU ARE UNABLE TO ATTEND THE MEETING, YOU MAY SUBMIT COMMENTS ON ANY AGENDA ITEM AT LEAST TWO (2) HOURS BEFORE THE MEETING TIME, AS FOLLOWS:

- IN WRITING VIA MAIL TO: CITY OF RIALTO "ATTN: PLANNING COMMISSION, C/O COMMUNITY DEVELOPMENT," 150 S PALM AVE, RIALTO, CA 92376; OR
- BY EMAIL TO PLANNING@RIALTOCA.GOV.

Call To Order

Pledge of Allegiance

Roll Call

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

Oral Communications from the Audience on items not on the Agenda

Planning Commission Minutes

PC-21-0666

Minutes from the July 14, 2021 Special Workshop meeting.

Attachments: PC Minutes 7-14-2021 Special Workshop Meeting.docx

PC-21-0671

Minutes from the July 28, 2021 Planning Commission meeting.

Attachments: PC Minutes 7-28-2021.docx

Public Hearings

PC-21-0670

Conditional Development Permit No. 2021-0033: A request to allow the establishment and operation of an undergraduate college within approximately 11,000 square feet of an existing church development located 2759 North Ayala Drive (APNs: 1133-361-01) within the Single Family Residential (R-1A 10,000) zone. This project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15301 (Existing Facilities Projects) of the State CEQA Guidelines (Environmental Assessment Review No. 2021-0036).

Attachments: EXHIBIT A - Location Map
EXHIBIT B - Project Site
EXHIBIT C - Floor Layout
EXHIBIT D - Draft Resolution

Presentation

PC-21-0677

Request the Planning Commission receive and file a status update on the Draft 6th Cycle Housing Element Update 2021-2029

Attachments: Attachment 1 - Draft 6th Cycle Housing Element Update.pdf
Attachment 2 - Letter to Property Owners.pdf
Attachment 3 - Property Owner Responses.pdf
Attachment 4 - Comment Letter.pdf

Planning Division Comments

PC-21-0672

Planning Commission - Miscellaneous Items Tracking Report

Attachments: PC Misc. Items Tracking Report - 9-29-2021

Commissioner Reports

Adjournment

C.10 City Council Public Hearing

This section contains all materials available for the October 12, 2021, City Council Public Hearing. A recording of the hearing is available on the City's website.

C.11 Additional Public Comments

This section contains all additional public comments received by the City during the 2021-2029 Housing Element Update process. Comments received through surveys, workshops, and meetings are included in the previous sections.

City of Rialto
California

August 13, 2021

<<Mailing Address>>

RE: RIALTO HOUSING ELEMENT UPDATE – HOUSING OPPORTUNITY SITES

Dear Property Owner:

The City of Rialto is in the process of updating the General Plan Housing Element for the 2021-2029 planning period. Under State mandate, all cities are required to plan for future housing need, including affordable housing. As part of this update, the City will identify potential sites that might accommodate more residential development in the future. It is important to understand, the Housing Element will not affect property rights or change what is currently allowed on your property; it will only identify your property as having the potential to accommodate residential development should you or a future property owner want to pursue such development – entirely at your choice.

We have identified your property at <<Site Address>> as a potential "Opportunity Site" for future residential development. This will not change the existing land use or your current property rights. More importantly, being identified as a potential "Opportunity Site" does not indicate that the City is considering the acquisition of your property for construction of new housing. **The City through the Housing Element Update process is not acquiring any property**. The Housing Element Update will only identify ***potential*** sites where residential development ***might*** occur in the future. As property owner, you will retain your right to choose what to do with your property and identifying your property for potential housing development will not mandate or require you or future owners to do or change anything.

The purpose of this letter is to provide you the opportunity to review and comment on the City's public draft 2021-2029 Housing Element Update and the identification of your property as a potential "Opportunity Site." We are very interested to hear from you. Please contact me via email, phone, or letter at:

Siri Champion, Senior Planner
City of Rialto
150 S Palm Avenue
Rialto, CA 92376
schampion@rialtoca.gov
909-820-8072

We hope to hear from you by September 13. Please contact us at your earliest convenience. To view the public draft "Plan to House Our Rialto: 2021-2029 Housing Element Update", please visit www.yourrialto.com/HouseOurRialto.

Thank you for your time and attention to this matter.

Respectfully,

Siri A. Champion, Senior Planner

From: julies418 <julies418@aol.com>
Sent: Tuesday, August 17, 2021 9:40 AM
To: Siri Champion <schampion@rialtoca.gov>
Subject: RE: 230 S Orange

We are open to selling 230 s orange to the city for future development.
Thank you
Julie Salazar

From: jose vindel <jvindel@att.net>
Sent: Thursday, August 26, 2021 11:03 AM
To: Siri Champion <schampion@rialtoca.gov>
Subject: Responding to your letter: Rialto Methodist Church as potential "Opportunity Site" for future residential development

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Siri

Thank you for your letter identifying Rialto United Methodist Church at 1230 N. Lilac Ave as a potential "Opportunity Site" for future development. When the time comes, and if considered by the city, Rialto UMC is willing enter in conversation regarding this matter.

Thank you very much for you letter

Rev. Jose Vindel

Pastor, Rialto UMC

From: Jared Sopko <jared@sopkoprojects.com>
Sent: Friday, September 17, 2021 1:43 PM
To: Siri Champion <schampion@rialtoca.gov>
Subject: Housing Opportunity Site: APN 012725114

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Ms. Champion,

Thank you for your outreach and interest in including our site, APN: 012725114, into the Housing Opportunity Sites. We are interested in the offer to add our parcel to consideration for an eventual overlay zone that would allow residential development.

Please contact me should you need any additional information.

Regards,

Jared Sopko
Project Manager,
Cloverfield Management, LLC,
Manager for Allied Farms, Inc.

--
Jared Sopko, LEED AP
jared@sopkoprojects.com
O: (424) 214-2164

Galmiche, Ines

From: Siri Champion <schampion@rialtoca.gov>
Sent: Thursday, October 7, 2021 4:19 PM
To: Galmiche, Ines
Cc: Barquist, Dave
Subject: FW: Rialto Parcels

Categories: External

Hi Ines,
Please find William Lee's request to include his parcels below.
Thanks,
Siri

Siri A. Champion
Community Development – Planning Division
CITY OF RIALTO
150 S. Palm Avenue, Rialto, CA 92376
Office: 909-820-8072 | **Email:** schampion@rialtoca.gov | **Website:** www.yourrialto.com

---

From: William Lee <w.y.lee.913@gmail.com>
Sent: Thursday, October 7, 2021 4:17 PM
To: Siri Champion <schampion@rialtoca.gov>
Subject: Re: Rialto Parcels

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Siri, appreciate the prompt response. Yes please include our properties on the opportunity area list. The 6 APNs are below:

0132-021-03
0132-021-12
0132-021-13
0132-021-14
0132-021-15
0132-021-04

Thank you,
William Lee
(626) 922-7799

On Thu, Oct 7, 2021 at 3:27 PM Siri Champion <schampion@rialtoca.gov> wrote:

Hi William,

Inclusion in the housing element as an opportunity area does not change the zoning. If your properties are included, they will be considered for a rezone in the future. That rezone could, but would not necessarily, establish a minimum density. If your properties are not included, you still have the opportunity as the property owner to request a zone change in the future. If you'd like to be included, we need something from you in writing by tomorrow.

Many thanks,

Siri

Siri A. Champion

Community Development – Planning Division

CITY OF RIALTO
150 S. Palm Avenue, Rialto, CA 92376
Office: 909-820-8072 **| Email:** schampion@rialtoca.gov **| Website:** www.yourrialto.com

---

From: William Lee <w.y.lee.913@gmail.com>
Sent: Thursday, October 7, 2021 3:20 PM
To: Siri Champion <schampion@rialtoca.gov>
Subject: Re: Rialto Parcels

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi Siri,

Thanks for following up. I've been reading your Draft Housing Element Update and doing some research. I've been trying to understand if being included in these potential changes means that future development **MUST** meet a minimum density? For example, if the zoning is changed to R4, and in the future we wanted to do something in the 12-21 DU/acre range, is that still allowed? Or does any new development have to be at

least in the 30DU/acre range? Any further info you can give me would be greatly appreciated.

Also, is there a deadline you need this request by?

Thanks,

William Lee

(626) 922-7799

On Wed, Oct 6, 2021 at 9:30 PM Siri Champion <schampion@rialtoca.gov> wrote:

> Hi William,
>
> I am writing in regards to the six parcels you own in Rialto south of Randall Avenue and between Lilac Ave and S. Millard Avenue. We corresponded about them previously and discussed the Housing Element Update. Do you want those properties incorporated in the Housing Element as an opportunity area for increased density residential? If so, would you please prepare an email that lists the parcels and requesting that they be included?
>
> Many thanks,
>
> Siri
>
> **Siri A. Champion**
>
> Community Development – Planning Division
>
> **CITY OF RIALTO**
> 150 S. Palm Avenue, Rialto, CA 92376
> **Office:** 909-820-8072 | **Email:** schampion@rialtoca.gov | **Website:** www.yourrialto.com
> **CUSTOMERCARE|SAME DAY RESPONSE**

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Real Estate Development, Acquisition and Management

September 21, 2021

Ms. Siri Champion
Senior Planner
Community Development Department
City of Rialto
150 S. Palm Avenue, Rialto, CA 92376

Re: Housing Element Update, Gateway Specific Plan Amendment, Site Inventory #122-123

Dear Ms. Champion:

We are an established Southern California real estate development firm that is under contract to acquire and develop the two properties consisting of 18 +/- acres on the Southeast corner of South Riverside Avenue and East San Bernardino Avenue (APNs 0132-092-01 & 0132-252-01) in South Rialto (the "Property"). It has come to our attention that the City is in the process of updating the Housing Element of its General Plan, which will ultimately result in changes in policy as well as amendments to both the City's General Plan and the Gateway Specific Plan (which applies to our Property). We appreciate the opportunity to review and comment on the proposed Housing Element Update.

To begin, we appreciate and support the City's interest in allowing the development of residential on the Property. Housing demand is at historic levels, and providing developers the ability to develop more housing for the City's constituents is essential to meet such demands and combat the rising costs of home ownership and rental. It also happens to be a good use for a substantial portion of our Property. Retail is the best and highest use for the part closest to Riverside Avenue, but neither retail nor office are economically viable uses for the rear or East portion of the Property. Residential would be a good fit behind the retail since it is surrounded by other residential and in close proximity to freeway access and regional retail and services. As a result, we are currently in the process of preparing plans to submit to the City for the development of retail on the portion of the Property adjacent to Riverside Avenue and residential for the balance of the Property.

We are writing this letter, however, because we are deeply concerned about the City's proposed identification of our Property as a suitable site for high-density and affordable housing in the General Plan's Housing Element Update. High density and affordable housing in this South Rialto submarket – and in particular on this Property – are not economically feasible now or in the forseeable future. The construction costs for this type of product require a rent structure or sale price that is not achievable in this submarket. Further, projects of this size and type typically require structured debt financing, and such financing is almost uniformly not available for this type of product in the Inland Empire (exceptions being premium rent / sale price locations such as TOD sites and affluent denser areas like in Rancho Cucamonga). Enclosed for your consideration is a letter from Land Advisors – residential brokers with

17 Corporate Plaza Drive, Suite 250, Newport Beach CA, 92660 | t. 949.566.8021 | ccostanzo@costanzoinv.com

extensive experience in the IE residential market – in support of our view that such residential product type is not feasible in this submarket and won't be in the forseeable future.

This is especially true for our Property. In addition to general market challenges, our Property will be more costly to develop because of mitigation costs associated with the federally-protected endangered species, the Delhi Flower-Loving Sand Fly (the "Sand Fly"). Habitat assessments have identified significant suitable Sand Fly habitat on the Property. As such, we will have to purchase sufficient Sand Fly conservation land elsewhere to mitigate the displacement of Sand Fly habitat on our Property in order to develop it. Our environmental consultant is in the process of working with the US Fish and Wildlife to determine the full extent and cost of such mitigation, but the range of such mitigation costs based on current mitigation agreements with surrounding landowners are all in the several millions of dollars. This additional financial burden to develop our Property makes it one of the least likely locations in this submarket for a high density / affordable housing project. In fact, based on the above and our/Land Advisor's experience and market analysis, the only economically viable residential development that can be pursued at this location is a market rate one with a density of 8 and 16 units per acre. Higher densities make a residential development here uneconomic and therefore infeasible. And without the residential development, the retail component of the development will also not be viable.

For the reasons stated above, we strongly encourage the City to reconsider its identification of the Property for high density and affordable housing in the Housing Element Update and plan amendments. Such designation may satisfy paper mandates from the State, but it is simply not realistic. More importantly, it might complicate the City's ability to approve our mixed use project with an economically viable residential component (especially in light of the recently passed laws, including SB-8 (https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220SB8)). At the very least, we urge the City to remove any reference to a potential minimum density on our Property, even if it's not binding, and allow for lower densities between 8-16 du/ac. This would allow the City to comply with the State's RHNA requirements without unnecessarily complicating the City's policies and its ability to maintain local control and flexibility in determining whether to approve our forthcoming plan amendments and project application. By doing the above, the City avoids the potential for misuse and abuse of the State law's "consistency" requirement as a tool to frustrate the City's efforts to address the immediate need of housing and additional retail/services for its constituents.

Thank you for your consideration of our concerns and comments. Please don't hesitate to contact us if you would like to discuss this further or need any additional information.

Best Regards,

Chris Costanzo
Managing Member

17 Corporate Plaza Drive, Suite 250, Newport Beach CA, 92660 | t. 949.566.8021 | ccostanzo@costanzoinv.com

Land Advisors ORGANIZATION

September 21, 2021

Siri Champion
Senior Planner
Community Development Department
City of Rialto
150 South Palm Avenue
Rialto, CA 92376

RE: Housing Element Update, Gateway Specific Plan, Site Inventory #122-123
Assessor's Parcel Numbers: 0132-092-01, 0132-252-01

Dear Ms. Siri,

We are residential land brokers with approximately 40 years of experience focused exclusively on the Inland Empire. We are currently engaged by the County of San Bernardino as consultants to assist in its sale of 2,900 units in Rancho Cucamonga. This week, we hosted the auction and sale of more than 1,600 acres in the City of Highland on behalf of the County of Orange. And, last year, we managed the sale of 328 units in the City of Loma Linda on behalf of its Success Agency. We are intimately familiar with the goals proposed by the Regional Housing Needs Allocation (RHNA) and the municipalities needs to update their Housing Elements accordingly.

We received notification that the above-referenced parcels ("Subject Property") have been identified as an opportunity area within the Housing Element Update currently in process by the City of Rialto. It is our understanding the Housing Element Update plans an amendment to the Gateway Specific Plan to add a new residential zoning district to facilitate high-density residential development. This new residential zone would assume an average density for the Subject Property of 35 dwelling units per acre — yielding an estimated 635 units on approximately 18 acres.

The proposed density does not fit with current or anticipated market conditions. In the last five years, there have been zero new residential developments to achieve the proposed density. There has been only one community with a density over 20 dwelling units per acre. Built in December 2017, Santa Barbara Luxury Apartments, located at 606 South Riverside Avenue, yields a density of approximately 22 dwelling units per acre. Otherwise, all recent and anticipated new home development in this submarket has consisted of conventional single-family residences or attached townhomes with densities less than 12 dwelling units per acre. Higher density product at the Subject Property is unachievable because base home pricing does not support its development, nor do we see any prospect of this changing in the near or forseeable future.

We understand and support the City's need to meet its RHNA goals. We recommend the City propose a density for the Subject Property ranging from 8 to 16 dwelling units per acre. Any density above 16 dwelling units per acre will result in attached three-story product, which is not financially feasible for the Subject Property in the current market. If the City proposed a density up to 16 dwelling unit per acre for the Subject Property, then it would generate much needed new housing in the near future.

We want to see new housing built on the Subject Property; however, the proposed density will not achieve that goal. Any high-density or affordable housing designation will have a substantial negative impact on the Subject Property's land value. We believe the recommended density (8-16 du/ac) will better contribute to the fulfillment of the City's vision as established in the General Plan Update.

We thank you for your time and consideration. We have enclosed a copy of our biographies. Please feel free to contact us with any questions.

Sincerely,

Doug Jorritsma
Doug Jorritsma
Senior Vice President
Land Advisors Organization
d. (949) 656-8004
e. djorritsma@landadvisors.com

Ian Sinderhoff
Ian Sinderhoff
Vice President
Land Advisors Organization
d. (949) 656-8005
e. isinderhoff@landadvisors.com

Enclosed: Land Advisors Organization, West San Bernardino Team Flyer

WEST SAN BERNARDINO COUNTY
LAND TEAM

Land Advisors ORGANIZATION

Team Stats

- 120+ Closed Land Sales
- $2+ Billion in Closed Land Sales
- 30,000+ Residential Lots Sold
- 38+ Years of Combined Experience

Sold $44,000,000
856 Residential Lots | Fontana, CA

Sold $19,250,000
148 Residential Lots | Highland, CA

Sold $8,500,000
3,056 Residential Lots | Calimesa, CA

A ROCK-SOLID ROAD MAP FOR ACQUIRING AND SELLING LAND

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Our land teams are local market specialists with decades of boots-on-the-ground experience navigating challenges such as development issues, asset positioning, and other make-or-break factors in land deal-making.

Utilizing our extensive list of prequalified local and national buyers, unmatched market intelligence, proprietary list of future development, and understanding of capital requirements, we are able to consistently deliver the highest market land value.

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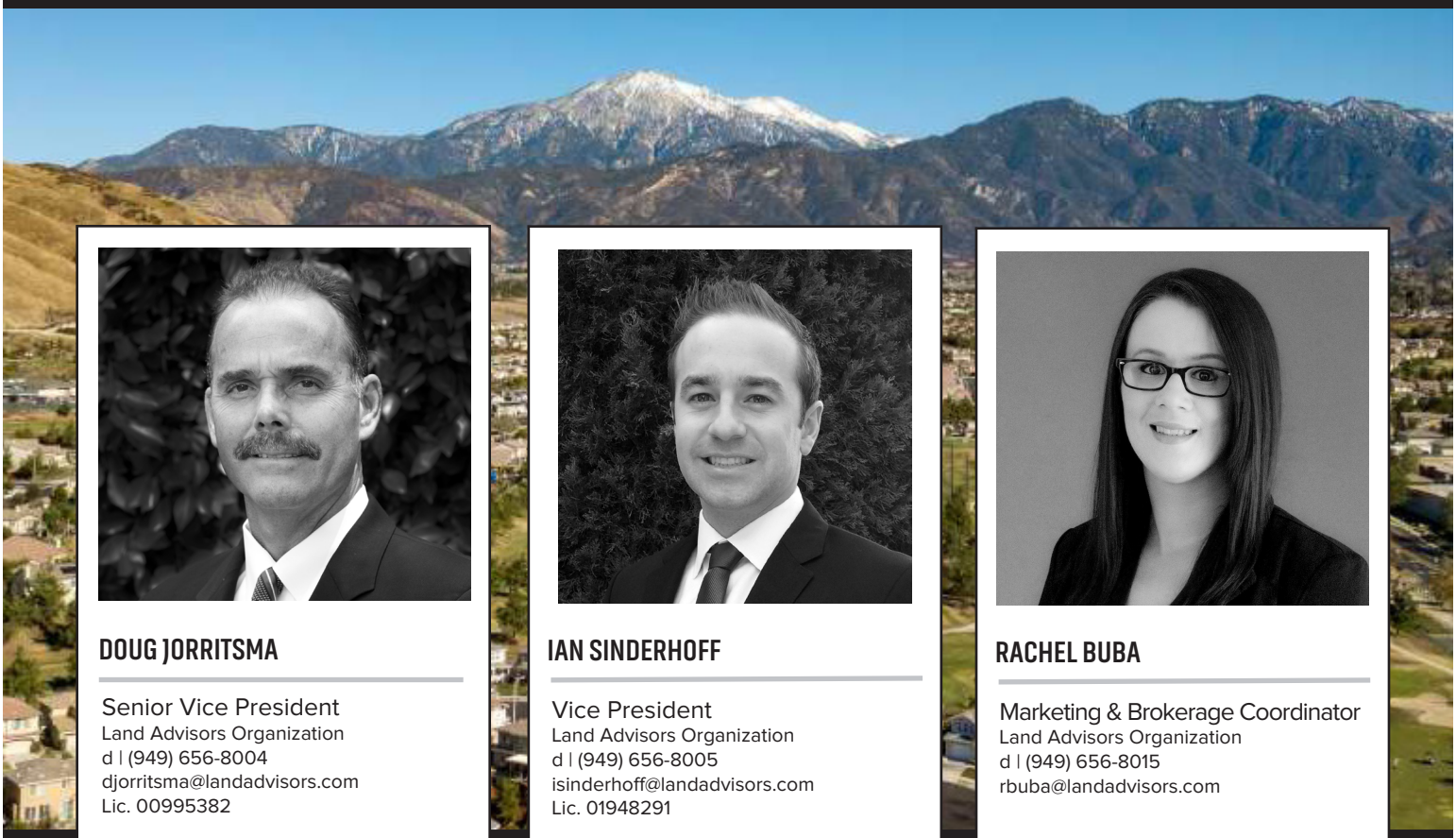
OUR TEAM

SAN BERNARDINO COUNTY'S TOP LAND EXPERTS



DOUG JORRITSMA

Senior Vice President
Land Advisors Organization
d | (949) 656-8004
djorritsma@landadvisors.com
Lic. 00995382

Experience

- 30+ years of experience in land brokerage
- Successfully closed more than 30,000 residential lots for consideration over $2 billion.
- Strong relationships with buyers, investors, capital and municipalities.
- Top Salesperson of the Year (2000, 2001, 2003, 2004, 2007, 2009, 2013 and 2017)

Land Advisors® ORGANIZATION

IAN SINDERHOFF

Vice President
Land Advisors Organization
d | (949) 656-8005
isinderhoff@landadvisors.com
Lic. 01948291

Experience

- 8+ years of experience in land brokerage
- Successfully closed more than 10,000 residential lots for consideration over $200 million.
- Great at sourcing new team opportunities, maintaining current market data, and directing the transaction process.
- Environmental Law Attorney

Land Advisors® ORGANIZATION

RACHEL BUBA

Marketing & Brokerage Coordinator
Land Advisors Organization
d | (949) 656-8015
rbuba@landadvisors.com

Experience

- 10+ years of experience in marketing & real estate
- Specializes in researching and analyzing market trends, maintaining marketing metrics and the coordination and implementation of marketing materials including the preparation of proposals, Broker Opinion of Values, Offering Memorandums and Market Overviews

Land Advisors® ORGANIZATION

WHY CHOOSE US?

We take a personal approach with every assignment. The team you list with is the team that is creating and implementing a customized marketing strategy, making the calls to potential buyers, and personally working on all aspects of the disposition. We believe in transparency and strive to be your trusted advisor and partner for life.

Contact us at 949-656-8005 to see how we can maximize the value of your land!

P: (626) 381-9248
F: (626) 389-5414
E: info@mitchtsailaw.com

Mitchell M. Tsai
Attorney At Law

139 South Hudson Avenue
Suite 200
Pasadena, California 91101

VIA E-MAIL

September 7, 2021

Siri Champion
Senior Planner
City of Rialto
150 South Palm Avenue
Rialto, CA 92376
Em: schampion@rialtoca.gov

RE: City of Rialto 6th Cycle RHNA Housing Element Update.

Dear Ms. Champion

On behalf of the Southwest Regional Council of Carpenters ("**Commenter**" or "**Carpenter**"), my Office is submitting these comments on the City of Rialto's ("**City**") 6th Cycle Draft Housing Element Update ("**Project**").

The Southwest Carpenters is a labor union representing more than 50,000 union carpenters in six states and has a strong interest in well ordered land use planning and addressing the environmental impacts of development projects.

Individual members of the Southwest Carpenters live, work and recreate in the City and surrounding communities and would be directly affected by the Project's environmental impacts.

Commenters expressly reserves the right to supplement these comments at or prior to hearings on the Project, and at any later hearings and proceedings related to this Project. Cal. Gov. Code § 65009(b); Cal. Pub. Res. Code § 21177(a); *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal. App. 4th 1184, 1199-1203; see *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal. App. 4th 1109, 1121.

Commenters incorporates by reference all comments raising issues regarding the EIR submitted prior to certification of the EIR for the Project. *Citizens for Clean Energy v City of Woodland* (2014) 225 Cal. App. 4th 173, 191 (finding that any party who has objected

to the Project's environmental documentation may assert any issue timely raised by other parties).

Moreover, Commenter requests that the Lead Agency provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act ("**CEQA**"), Cal Public Resources Code ("**PRC**") § 21000 *et seq*, and the California Planning and Zoning Law ("**Planning and Zoning Law**"), Cal. Gov't Code §§ 65000–65010. California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

The City should require the use of a local skilled and trained workforce to benefit the community's economic development and environment. The City should require the use of workers who have graduated from a Joint Labor Management apprenticeship training program approved by the State of California, or have at least as many hours of on-the-job experience in the applicable craft which would be required to graduate from such a state approved apprenticeship training program or who are registered apprentices in an apprenticeship training program approved by the State of California.

Community benefits such as local hire and skilled and trained workforce requirements can also be helpful to reduce environmental impacts and improve the positive economic impact of the Project. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project Site can reduce the length of vendor trips, reduce greenhouse gas emissions and providing localized economic benefits. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project Site can reduce the length of vendor trips, reduce greenhouse gas emissions and providing localized economic benefits. As environmental consultants Matt Hagemann and Paul E. Rosenfeld note:

> [A]ny local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling.

Skilled and trained workforce requirements promote the development of skilled trades that yield sustainable economic development. As the California Workforce Development Board and the UC Berkeley Center for Labor Research and Education concluded:

> . . . labor should be considered an investment rather than a cost – and investments in growing, diversifying, and upskilling California's workforce can positively affect returns on climate mitigation efforts. In other words, well trained workers are key to delivering emissions reductions and moving California closer to its climate targets.[1]

Local skilled and trained workforce requirements and policies have significant environmental benefits since they improve an area's jobs-housing balance, decreasing the amount of and length of job commutes and their associated greenhouse gas emissions. Recently, on May 7, 2021, the South Coast Air Quality Management District found that that the "[u]se of a local state-certified apprenticeship program or a skilled and trained workforce with a local hire component" can result in air pollutant reductions.[2]

Cities are increasingly adopting local skilled and trained workforce policies and requirements into general plans and municipal codes. For example, the City of Hayward 2040 General Plan requires the City to "promote local hiring . . . to help achieve a more positive jobs-housing balance, and reduce regional commuting, gas consumption, and greenhouse gas emissions."[3]

In fact, the City of Hayward has gone as far as to adopt a Skilled Labor Force policy into its Downtown Specific Plan and municipal code, requiring developments in its Downtown area to requiring that the City "[c]ontribute to the stabilization of regional construction markets by spurring applicants of housing and nonresidential

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[1] California Workforce Development Board (2020) Putting California on the High Road: A Jobs and Climate Action Plan for 2030 at p. ii, *available at* https://laborcenter.berkeley.edu/wp-content/uploads/2020/09/Putting-California-on-the-High-Road.pdf

[2] South Coast Air Quality Management District (May 7, 2021) Certify Final Environmental Assessment and Adopt Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions Program, and Proposed Rule 316 – Fees for Rule 2305, Submit Rule 2305 for Inclusion Into the SIP, and Approve Supporting Budget Actions, *available at* http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10

[3] City of Hayward (2014) Hayward 2040 General Plan Policy Document at p. 3-99, *available at* https://www.hayward-ca.gov/sites/default/files/documents/General_Plan_FINAL.pdf.

developments to require contractors to utilize apprentices from state-approved, joint labor-management training programs, . . ."[4] In addition, the City of Hayward requires all projects 30,000 square feet or larger to "utilize apprentices from state-approved, joint labor-management training programs."[5]

Locating jobs closer to residential areas can have significant environmental benefits. As the California Planning Roundtable noted in 2008:

> People who live and work in the same jurisdiction would be more likely to take transit, walk, or bicycle to work than residents of less balanced communities and their vehicle trips would be shorter. Benefits would include potential reductions in both vehicle miles traveled and vehicle hours traveled.[6]

In addition, local hire mandates as well as skill training are critical facets of a strategy to reduce vehicle miles traveled. As planning experts Robert Cervero and Michael Duncan noted, simply placing jobs near housing stock is insufficient to achieve VMT reductions since the skill requirements of available local jobs must be matched to those held by local residents.[7] Some municipalities have tied local hire and skilled and trained workforce policies to local development permits to address transportation issues. As Cervero and Duncan note:

> In nearly built-out Berkeley, CA, the approach to balancing jobs and housing is to create local jobs rather than to develop new housing." The city's First Source program encourages businesses to hire local residents, especially for entry- and intermediate-level jobs, and sponsors vocational training to ensure residents are employment-ready. While the program is voluntary, some 300 businesses have used it to date, placing more than 3,000 city residents in local jobs since it was launched in 1986. When

[4] City of Hayward (2019) Hayward Downtown Specific Plan at p. 5-24, *available at* https://www.hayward-ca.gov/sites/default/files/Hayward%20Downtown%20Specific%20Plan.pdf.

[5] City of Hayward Municipal Code, Chapter 10, § 28.5.3.020(C).

[6] California Planning Roundtable (2008) Deconstructing Jobs-Housing Balance at p. 6, *available at* https://cproundtable.org/static/media/uploads/publications/cpr-jobs-housing.pdf

[7] Cervero, Robert and Duncan, Michael (2006) Which Reduces Vehicle Travel More: Jobs-Housing Balance or Retail-Housing Mixing? Journal of the American Planning Association 72 (4), 475-490, 482, *available at* http://reconnectingamerica.org/assets/Uploads/UTCT-825.pdf.

needed, these carrots are matched by sticks, since the city is not shy about negotiating corporate participation in First Source as a condition of approval for development permits.

The City should consider utilizing skilled and trained workforce policies and requirements to benefit the local area economically and mitigate greenhouse gas, air quality and transportation impacts.

Sincerely,

Mitchell M. Tsai
Attorneys for Southwest Regional
Council of Carpenters

Attached:

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling (Exhibit A);

Air Quality and GHG Expert Paul Rosenfeld CV (Exhibit B); and

Air Quality and GHG Expert Matt Hagemann CV (Exhibit C).

EXHIBIT A

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

2656 29th Street, Suite 201
Santa Monica, CA 90405

Matt Hagemann, P.G, C.Hg.
(949) 887-9013
mhagemann@swape.com

Paul E. Rosenfeld, PhD
(310) 795-2335
prosenfeld@swape.com

March 8, 2021

Mitchell M. Tsai
155 South El Molino, Suite 104
Pasadena, CA 91101

Subject: Local Hire Requirements and Considerations for Greenhouse Gas Modeling

Dear Mr. Tsai,

Soil Water Air Protection Enterprise ("SWAPE") is pleased to provide the following draft technical report explaining the significance of worker trips required for construction of land use development projects with respect to the estimation of greenhouse gas ("GHG") emissions. The report will also discuss the potential for local hire requirements to reduce the length of worker trips, and consequently, reduced or mitigate the potential GHG impacts.

Worker Trips and Greenhouse Gas Calculations

The California Emissions Estimator Model ("CalEEMod") is a "statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects."[1] CalEEMod quantifies construction-related emissions associated with land use projects resulting from off-road construction equipment; on-road mobile equipment associated with workers, vendors, and hauling; fugitive dust associated with grading, demolition, truck loading, and on-road vehicles traveling along paved and unpaved roads; and architectural coating activities; and paving.[2]

The number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.[3]

[1] "California Emissions Estimator Model." CAPCOA, 2017, *available at:* http://www.aqmd.gov/caleemod/home.
[2] "California Emissions Estimator Model." CAPCOA, 2017, *available at:* http://www.aqmd.gov/caleemod/home.
[3] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.

Specifically, the number and length of vehicle trips is utilized to estimate the vehicle miles travelled ("VMT") associated with construction. Then, utilizing vehicle-class specific EMFAC 2014 emission factors, CalEEMod calculates the vehicle exhaust, evaporative, and dust emissions resulting from construction-related VMT, including personal vehicles for worker commuting.[4]

Specifically, in order to calculate VMT, CalEEMod multiplies the average daily trip rate by the average overall trip length (see excerpt below):

> "$VMT_d = \Sigma(\text{Average Daily Trip Rate}_i * \text{Average Overall Trip Length}_i)_n$
>
> Where:
>
> n = Number of land uses being modeled."[5]

Furthermore, to calculate the on-road emissions associated with worker trips, CalEEMod utilizes the following equation (see excerpt below):

> "$\text{Emissions}_{pollutant} = VMT * EF_{running,pollutant}$
>
> Where:
>
> $\text{Emissions}_{pollutant}$ = emissions from vehicle running for each pollutant
>
> VMT = vehicle miles traveled
>
> $EF_{running,pollutant}$ = emission factor for running emissions."[6]

Thus, there is a direct relationship between trip length and VMT, as well as a direct relationship between VMT and vehicle running emissions. In other words, when the trip length is increased, the VMT and vehicle running emissions increase as a result. Thus, vehicle running emissions can be reduced by decreasing the average overall trip length, by way of a local hire requirement or otherwise.

Default Worker Trip Parameters and Potential Local Hire Requirements

As previously discussed, the number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.[7] In order to understand how local hire requirements and associated worker trip length reductions impact GHG emissions calculations, it is important to consider the CalEEMod default worker trip parameters. CalEEMod provides recommended default values based on site-specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type. If more specific project information is known, the user can change the default values and input project-specific values, but the California Environmental Quality Act ("CEQA") requires that such changes be justified by substantial evidence.[8] The default number of construction-related worker trips is calculated by multiplying the

[4] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14-15.
[5] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 23.
[6] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.
[7] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.
[8] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 1, 9.

number of pieces of equipment for all phases by 1.25, with the exception of worker trips required for the building construction and architectural coating phases.[9] Furthermore, the worker trip vehicle class is a 50/25/25 percent mix of light duty autos, light duty truck class 1 and light duty truck class 2, respectively."[10] Finally, the default worker trip length is consistent with the length of the operational home-to-work vehicle trips.[11] The operational home-to-work vehicle trip lengths are:

> "[B]ased on the *location* and *urbanization* selected on the project characteristic screen. These values were *supplied by the air districts or use a default average for the state*. Each district (or county) also assigns trip lengths for urban and rural settings" (emphasis added). [12]

Thus, the default worker trip length is based on the location and urbanization level selected by the User when modeling emissions. The below table shows the CalEEMod default rural and urban worker trip lengths by air basin (see excerpt below and Attachment A).[13]

Worker Trip Length by Air Basin		
Air Basin	**Rural (miles)**	**Urban (miles)**
Great Basin Valleys	16.8	10.8
Lake County	16.8	10.8
Lake Tahoe	16.8	10.8
Mojave Desert	16.8	10.8
Mountain Counties	16.8	10.8
North Central Coast	17.1	12.3
North Coast	16.8	10.8
Northeast Plateau	16.8	10.8
Sacramento Valley	16.8	10.8
Salton Sea	14.6	11
San Diego	16.8	10.8
San Francisco Bay Area	10.8	10.8
San Joaquin Valley	16.8	10.8
South Central Coast	16.8	10.8
South Coast	19.8	14.7
Average	**16.47**	**11.17**
Minimum	**10.80**	**10.80**
Maximum	**19.80**	**14.70**
Range	**9.00**	**3.90**

[9] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.
[10] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.
[11] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14.
[12] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 21.
[13] "Appendix D Default Data Tables." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-84 – D-86.

As demonstrated above, default rural worker trip lengths for air basins in California vary from 10.8- to 19.8-miles, with an average of 16.47 miles. Furthermore, default urban worker trip lengths vary from 10.8- to 14.7-miles, with an average of 11.17 miles. Thus, while default worker trip lengths vary by location, default urban worker trip lengths tend to be shorter in length. Based on these trends evident in the CalEEMod default worker trip lengths, we can reasonably assume that the efficacy of a local hire requirement is especially dependent upon the urbanization of the project site, as well as the project location.

Practical Application of a Local Hire Requirement and Associated Impact

To provide an example of the potential impact of a local hire provision on construction-related GHG emissions, we estimated the significance of a local hire provision for the Village South Specific Plan ("Project") located in the City of Claremont ("City"). The Project proposed to construct 1,000 residential units, 100,000-SF of retail space, 45,000-SF of office space, as well as a 50-room hotel, on the 24-acre site. The Project location is classified as Urban and lies within the Los Angeles-South Coast County. As a result, the Project has a default worker trip length of 14.7 miles.[14] In an effort to evaluate the potential for a local hire provision to reduce the Project's construction-related GHG emissions, we prepared an updated model, reducing all worker trip lengths to 10 miles (see Attachment B). Our analysis estimates that if a local hire provision with a 10-mile radius were to be implemented, the GHG emissions associated with Project construction would decrease by approximately 17% (see table below and Attachment C).

Local Hire Provision Net Change	
Without Local Hire Provision	
Total Construction GHG Emissions (MT CO_2e)	3,623
Amortized Construction GHG Emissions (MT CO_2e/year)	120.77
With Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,024
Amortized Construction GHG Emissions (MT CO_2e/year)	100.80
% Decrease in Construction-related GHG Emissions	***17%***

As demonstrated above, by implementing a local hire provision requiring 10 mile worker trip lengths, the Project could reduce potential GHG emissions associated with construction worker trips. More broadly, any local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

This serves as an example of the potential impacts of local hire requirements on estimated project-level GHG emissions, though it does not indicate that local hire requirements would result in reduced construction-related GHG emission for all projects. As previously described, the significance of a local hire requirement depends on the worker trip length enforced and the default worker trip length for the project's urbanization level and location.

[14] "Appendix D Default Data Tables." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-85.

Disclaimer

SWAPE has received limited discovery. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

Sincerely,

Matt Hagemann, P.G., C.Hg.

Paul E. Rosenfeld, Ph.D.

EXHIBIT B

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

SOIL WATER AIR PROTECTION ENTERPRISE
2656 29th Street, Suite 201
Santa Monica, California 90405
Attn: Paul Rosenfeld, Ph.D.
Mobil: (310) 795-2335
Office: (310) 452-5555
Fax: (310) 452-5550
Email: prosenfeld@swape.com

Paul Rosenfeld, Ph.D.

Chemical Fate and Transport & Air Dispersion Modeling

Principal Environmental Chemist

Risk Assessment & Remediation Specialist

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Thesis on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years' experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from unconventional oil drilling operations, oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, and many other industrial and agricultural sources. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at dozens of sites and has testified as an expert witness on more than ten cases involving exposure to air contaminants from industrial sources.

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H_2O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health.* 18:48

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Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society.* Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution.* Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluoroctanoic Acid (PFOA) and Perfluoroactane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States" Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water.* Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The *23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florala, Alabama. *The AEHS Annual Meeting.* Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition.* Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference.* Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference.* Lecture conducted from Hilton Hotel in Irvine, California.

Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference.* Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference.* Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants*.. Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington..

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conferenc*e. Lecture conducted from Indianapolis, Maryland.

Rosenfeld. P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation.* Lecture conducted from Anaheim California.

Rosenfeld. P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest.* Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell.* Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest.* Lecture conducted from Lake Chelan, Washington.

Rosenfeld, P.E, C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. $41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: $10,000 grant awarded to San Diego State University.
Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. $100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. $20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: $10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: $15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. $500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

In the United States District Court For The District of New Jersey
Duarte et al, *Plaintiffs,* vs. United States Metals Refining Company et. al. *Defendant.*
Case No.: 2:17-cv-01624-ES-SCM
Rosenfeld Deposition. 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division
M/T Carla Maersk, *Plaintiffs,* vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS "Conti Perdido" *Defendant.*
Case No.: 3:15-CV-00106 consolidated with 3:15-CV-00237
Rosenfeld Deposition. 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants
Case No.: No. BC615636
Rosenfeld Deposition, 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants
Case No.: No. BC646857
Rosenfeld Deposition, 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado
Bells et al. Plaintiff vs. The 3M Company et al., Defendants
Case: No 1:16-cv-02531-RBJ
Rosenfeld Deposition, 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112th Judicial District
Phillip Bales et al., Plaintiff vs. Dow Agrosciences, LLC, et al., Defendants
Cause No 1923
Rosenfeld Deposition, 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa
Simons et al., Plaintiffs vs. Chevron Corporation, et al., Defendants
Cause No C12-01481
Rosenfeld Deposition, 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants
Case No.: No. 0i9-L-2295
Rosenfeld Deposition, 8-23-2017

In The Superior Court of the State of California, For The County of Los Angeles
Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC
Case No.: LC102019 (c/w BC582154)
Rosenfeld Deposition, 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division
Brenda J. Cooper, et al., *Plaintiffs,* vs. Meritor Inc., et al., *Defendants*
Case Number: 4:16-cv-52-DMB-JVM
Rosenfeld Deposition: July 2017

In The Superior Court of the State of Washington, County of Snohomish
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
Case No.: No. 13-2-03987-5
Rosenfeld Deposition, February 2017
Trial, March 2017

In The Superior Court of the State of California, County of Alameda
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No.: RG14711115
Rosenfeld Deposition, September 2015

In The Iowa District Court In And For Poweshiek County
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No.: LALA002187
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Jerry Dovico, et al., Plaintiffs vs. Valley View Sine LLC, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Doug Pauls, et al.,, et al., Plaintiffs vs. Richard Warren, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. v. Antero, et al.
Civil Action N0. 14-C-30000
Rosenfeld Deposition, June 2015

In The Third Judicial District County of Dona Ana, New Mexico
Betty Gonzalez, et al. Plaintiffs vs. Del Oro Dairy, Del Oro Real Estate LLC, Jerry Settles and Deward DeRuyter, Defendants
Rosenfeld Deposition: July 2015

In The Iowa District Court For Muscatine County
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No 4980
Rosenfeld Deposition: May 2015

In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida
Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant.
Case Number CACE07030358 (26)
Rosenfeld Deposition: December 2014

In the United States District Court Western District of Oklahoma
Tommy McCarty, et al., Plaintiffs, v. Oklahoma City Landfill, LLC d/b/a Southeast Oklahoma City Landfill, et al. Defendants.
Case No. 5:12-cv-01152-C
Rosenfeld Deposition: July 2014

In the County Court of Dallas County Texas
Lisa Parr et al, *Plaintiff*, vs. Aruba et al, *Defendant.*
Case Number cc-11-01650-E
Rosenfeld Deposition: March and September 2013
Rosenfeld Trial: April 2014

In the Court of Common Pleas of Tuscarawas County Ohio
John Michael Abicht, et al., *Plaintiffs,* vs. Republic Services, Inc., et al., *Defendants*
Case Number: 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
Rosenfeld Deposition: October 2012

In the United States District Court of Southern District of Texas Galveston Division
Kyle Cannon, Eugene Donovan, Genaro Ramirez, Carol Sassler, and Harvey Walton, each Individually and on behalf of those similarly situated, *Plaintiffs,* vs. BP Products North America, Inc., *Defendant.*
Case 3:10-cv-00622
Rosenfeld Deposition: February 2012
Rosenfeld Trial: April 2013

In the Circuit Court of Baltimore County Maryland
Philip E. Cvach, II et al., *Plaintiffs* vs. Two Farms, Inc. d/b/a Royal Farms, Defendants
Case Number: 03-C-12-012487 OT
Rosenfeld Deposition: September 2013

EXHIBIT C

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

1640 5th St.., Suite 204 Santa
Santa Monica, California 90401
Tel: (949) 887-9013
Email: mhagemann@swape.com

Matthew F. Hagemann, P.G., C.Hg., QSD, QSP

Geologic and Hydrogeologic Characterization
Industrial Stormwater Compliance
Investigation and Remediation Strategies
Litigation Support and Testifying Expert
CEQA Review

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.
B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certifications:

California Professional Geologist
California Certified Hydrogeologist
Qualified SWPPP Developer and Practitioner

Professional Experience:

Matt has 25 years of experience in environmental policy, assessment and remediation. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) while also working with permit holders to improve hydrogeologic characterization and water quality monitoring.

Matt has worked closely with U.S. EPA legal counsel and the technical staff of several states in the application and enforcement of RCRA, Safe Drinking Water Act and Clean Water Act regulations. Matt has trained the technical staff in the States of California, Hawaii, Nevada, Arizona and the Territory of Guam in the conduct of investigations, groundwater fundamentals, and sampling techniques.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2014;
- Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);

- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt's responsibilities have included:

- Lead analyst and testifying expert in the review of over 100 environmental impact reports since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, Valley Fever, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at industrial facilities.
- Manager of a project to provide technical assistance to a community adjacent to a former Naval shipyard under a grant from the U.S. EPA.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.
- Expert witness on two cases involving MTBE litigation.
- Expert witness and litigation support on the impact of air toxins and hazards at a school.
- Expert witness in litigation at a former plywood plant.

With Komex H2O Science Inc., Matt's duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.

- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9. Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, Oxygenates in Water: Critical Information and Research Needs.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt taught physical geology (lecture and lab and introductory geology at Golden West College in Huntington Beach, California from 2010 to 2014.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Coloradao.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal repesentatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

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Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examination, 2009-2011.

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September 28, 2021

Planning Commission, City of Rialto
Siri Champion, Community Development Department
150 S. Palm Avenue
Rialto, CA 92376

Re: City of Rialto's Draft 6th Cycle Housing Element (2021-2029)

Dear Planning Commission and Ms. Champion,

Inland Counties Legal Services (ICLS) writes to provide comments regarding the City of Rialto's Draft Sixth Cycle Housing Element, dated August 2021 (Draft). While we are pleased that the City has prepared a Draft and is moving toward adoption of its Sixth Cycle Housing Element, we have identified multiple substantive deficiencies in the Draft, described below. We provide these comments to the City to encourage the City's correction of these deficiencies before adopting the Draft. We also encourage the City to submit its draft housing element to the California Department of Housing and Community Development (HCD) for review prior to adoption of the Draft. ICLS previously commented by email of September 1, 2021, that the City's plan to adopt the Draft before submitting it to HCD is in violation of Government Code section 65585(b)(1).

1. Sites Inventory Analysis

The inventory of sites available for housing development does not satisfy the requirements of Housing Element law. "The inventory shall specify for each site the number of units that can realistically be accommodated on that site and whether the site is adequate to accommodate lower-income housing, moderate-income housing, or above moderate-income housing." Gov. Code § 65583.2(c). The Draft does not identify adequate sites with a realistic capacity to accommodate the lower income Regional Housing Needs allocation (RHNA) during the current planning period consistent with its duty to affirmatively further fair housing.

a. Realistic Capacity

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For all sites identified, the housing element must describe the methodology used to determine the number of units calculated based on following factors: (1) land use controls and site improvements requirements, (2) realistic development

capacity for the site, (3) typical densities of existing or approved residential developments at a similar affordability level in that jurisdiction, (4) the current or planned availability and accessibility of sufficient water, sewer, and dry utilities. Government Code section 65583.2(c)(2); see also Housing Element Sites Inventory Guidebook (June 10, 2020), 19. The realistic capacity calculation must be adjusted to reflect capacity limits, especially when the site has a potential to be developed with nonresidential uses or has an overlay zone. Housing Element Sites Inventory Guidebook, 20. The Draft relies on six opportunity areas, described below, which require rezoning programs or overlay zoning to allow residential development.

Foothill Boulevard Specific Plan. According to Table B-1: Summary of RHNA Status and Sites Inventory in Appendix B, Inventory of Adequate Sites, the Draft relies on 1,472 low income and very-low income units within the Foothill Boulevard Specific Plan with the existing zoning. Draft, B-3. The current zoning allows for 30 dwelling units per acre when developing on at least three acres. Draft, B-15. According to Table B-1: Summary of RHNA Status and Sites Inventory, the Draft also relies on 1,624 units within the Foothill Boulevard Specific Plan with an rezone/upzone programs. While the Draft mentions that an amendment to 35 dwelling units per acre "would create the opportunity for 2,532 very low-/low-income housing units" in Appendix B, Inventory of Adequate Sites, the programs included in the Draft do not include any specific action to rezone/upzone the Foothill Boulevard area. Draft, B-15. Without a specific program that includes concrete steps to make sites available for lower income households, the City cannot rely on the additional 1,624 units in the Foothill Boulevard Specific Plan.

North Riverside Avenue. According to Table B-1: Summary of RHNA Status and Sites Inventory, the Draft relies on 1 low income or very-low income unit in North Riverside Avenue with existing commercial zoning, and 219 low income and very-low income units with rezone/upzone programs, a total of 220 units. Draft, B-3. However, on page B-17 of the Appendix B, Inventory of Adequate Sites, the Draft states that this opportunity area "has potential to accommodate 399 housing units, including 179 housing units affordable to very low-/low-income households. This would require the creation of an overlay . . . to allow residential development at a maximum density of 48.4 dwelling units per acre and an assumed density of 39 dwelling units per acre". Draft, B-17. But the programs included in the Draft do not include any specific action for an overlay with a specific timeframe for completion. Without a program to adopt an overlay zone to make sites available for lower income households, the City cannot rely on the 219 units for low income and very-low income households.

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Central Area Specific Plan. Sites smaller than one half acre may only count toward lower income units when the Draft demonstrates "that sites of equivalent size were successfully developed during the prior planning period for an equivalent number of lower income household units" or other evidence that demonstrates the sites are adequate to accommodate lower income units. Gov. Code Section 65583.2(c)(2)(A). The Draft relies on the Central Area Specific Plan to accommodate 255 lower income units, only 15 units of which could be accommodated with the existing zoning, according to Table B-1: Summary of RHNA Status and Sites Inventory. Draft, B-3. The Draft acknowledges that an overlay district is required to accommodate more lower income units, including 255 lower income household units; however, the programs in the Draft do not include a specific program with overlay requirements. Moreover, the Draft relies on 58 sites that are smaller than one half acre within the Central Area Specific Plan. Draft, B-21. The Draft does not include the analysis required under Government Code Section 65583.2(c)(2)(A) for sites smaller than one half acre.

Baseline Parcels and Baseline Shopping Center. Finally, the Draft is also relying on rezone programs in Baseline Parcels and a Baseline Shopping Center to accommodate lower income household units. Most of the parcels in Baseline Parcels are less than one half acre. However, the Draft does not include a program to facilitate the consolidation of small lots in the Baseline Parcels opportunity area, nor does it include a program to rezone commercial zoning in the Baseline Shopping Center. California Department of Housing and Community Development, Housing Element Site Inventory Guidebook (Site Inventory Guidebook), page 16 (available at https://www.hcd.ca.gov/community-development/housing-element/docs/sites_inventory_memo_final06102020.pdf).

Therefore, the sites inventory does not identify sufficient available sites with the capacity to accommodate the lower income RHNA in the sixth cycle planning period.

b. Infrastructure Availability

The housing element must include an analysis "describing existing or planned water, sewer, and other dry utilities supply, including the availability and access to parcels on the site inventory, distribution facilities, general plan programs or other mandatory program or plan (including a program or plan of a public or private entity to secure water or sewer service) to support housing development on the site." Sites Inventory Guidebook, page 8. The Sites Inventory in Appendix B of the Draft does not provide specific information about infrastructure availability for each identified site. HCD's Sites Inventory Form, now mandatory pursuant to SB 6, requires this analysis be included on a site-specific basis. The Draft mentions infrastructure as a potential constraint because it can increase costs of new construction; however, it does not evaluate the infrastructure availability for the sites identified. The Draft must include an analysis of its infrastructure availability.

c. Affirmatively Furthering Fair Housing

The Draft fails to evaluate adequately the identified sites relative to the City's duty to affirmatively further fair housing required by Government Code section 65583(c)(10)(A). The Draft does not include a discussion of whether or how development the selected sites will integrate the community; nor does it discuss how such development will transform racially and ethnically concentrated areas of poverty into areas of opportunity. See California Department of Housing and Community Development, Affirmatively Furthering Fair Housing Guidance (AFFH Guidance), pg. 21 (available at https://www.hcd.ca.gov/community-development/affh/docs/affh_document_final_4-27-2021.pdf); Gov. Code §§ 65583(c)(5). Further analysis is necessary to ensure that development of the identified sites will affirmatively further fair housing.

2. Assessment of Fair Housing

Assembly Bill 686 now requires that housing elements include a robust assessment and analysis of contributing factors to fair housing issues that limit or deny fair housing choice or access to opportunity, including (1) ongoing and concentrated segregation and integration, (2) disparities in access to opportunity, (3) racially concentrated areas of poverty, and (4) disproportionate housing needs and displacement risk. See https://www.hcd.ca.gov/community-development/affh/index.shtml. The Draft needs more analysis of these contributing factors to comply with the requirements of AB 686, as set forth below.

a. Ongoing and Concentrated Segregation and Integration

The analysis must address areas of ongoing and concentrated segregation and integration and compare concentrations of protected characteristics and incomes at both a regional and local level. AFFH Guidance, pg. 31, citing Gov. Code §§ 65583(c)(10). The Draft identifies native Hawaiians as experiencing the highest levels of segregation at 40.6%. Draft, 3-36. However, the Draft does not provide an analysis of the trends and factors contributing to segregation, nor does it include an analysis of ongoing and concentrated segregation and integration at a regional level. The Draft also acknowledges high concentrations of Latinx population based on HCD's AFFH data and mapping resources, but it does not include an analysis of the contributing factors. Draft, 3-57. Moreover, the Draft mentions integration and segregation for race and ethnicity, but there is no discussion of integration and segregation for income, familial status, persons with disabilities.

b. Racially Concentrated Areas of Poverty

The analysis in the Draft must include racially and ethnically concentrated areas of poverty on a regional and a local level, where concentrated areas of poverty are discussed relative to concentrated areas of affluence. AFFH Guidance, pg. 32, citing Gov. Code §§ 65583(c)(10). The

Draft identifies one racially or ethnically concentrated areas of poverty in the City's downtown area, where it partly relies on to accommodate lower income household units. Draft, 3-37. The Draft does not analyze racially and ethnically concentrated areas of poverty at a regional level, nor does it include a discussion of local concentrated areas of poverty relative to concentrated areas of affluence.

c. Disparities in Access to Opportunity

The Draft must identify and analyze significant disparities in access to opportunity for education, transportation, economic development, and environment at a regional and local level. AFFH Guidance, pg. 34-35. According to the Draft, majority of the City is classified as low to moderate opportunity. Draft, 3-39. However, it does not analyze access to opportunity for education, transportation, economic development, and environment.

d. Disproportionate Housing Needs/Displacement Risk

The Draft acknowledges higher rates of overcrowding and severe overcrowding compared to the County and the State, but does not address it relative to the City's duty to affirmatively further fair housing. Draft, 3-49. The Draft also identifies disability, household income, and household characteristic as "most commonly" shaping the City's housing needs, without further analysis. Draft, 3-47.

3. Review of Fifth Cycle Housing Programs

The housing element must evaluate the effectiveness of the prior Housing Element's programs, including "the actual results or outcomes of the prior housing-element's goals (what happened), objectives, policies, and programs. The results should be quantified where possible (e.g., number of units rehabilitated) and may be qualitative where necessary (e.g., mitigation of governmental constraints)." See HCD Building Blocks, https://www.hcd.ca.gov/community-development/building-blocks/getting-started/review-revise.shtml. The Draft does not properly evaluate all of its housing programs from the fifth cycle. For example, the Draft omits "Program 5.2D – Pursue Annexation of County Islands" from the Fifth Cycle Housing Element, and it does not evaluate the completion of the annexation of the five north Rialto islands. The Draft does not report on its "formal monitoring program" to monitor availability of existing identified sites from Program 5.2A Provide Adequate Sites, nor does it report on its Program 5.4B, Remove development constraints. Draft, A-7, A-16. The Draft should evaluate the Fifth Cycle programs against their stated goals and objectives, and it should analyze whether changes to programs, policies, and practices could increase the City's effectiveness in meeting the community's housing needs.

4. Sixth Cycle Housing Programs

Housing Element law requires that a housing element contain "a statement of the community's goals, quantified objectives, and policies relative to the maintenance, preservation, improvement, and development of housing." Gov. Code § 65583(b)(1). Each program should set forth "a schedule of actions during the planning period, each with a timeline for implementation, that may recognize that certain programs are ongoing, such that there will be beneficial impacts of the programs within the planning period, that the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element through the administration of land use and development controls, the provision of regulatory concessions and incentives, [and] the utilization of appropriate federal and state financing and subsidy programs when available." Gov. Code § 65583(c). The Draft does not provide adequate programs to address the lower income housing needs during the sixth cycle planning period.

The Draft includes timeframes for the implementation of the following programs as "ongoing", rather than providing concrete timeframes which would promote the development of lower income housing. Program 2B: Accessory Dwelling Unit Construction, Program 4A: Density Bonus 4C: Water and Sewer Service Providers, and Program 5A: Affirmatively Furthering Fair Housing. Draft, 4-7, 4-14 to 4-16. Additionally, the Draft's housing program 1F: Targeted Neighborhood Approach, which addresses "problem neighborhoods" including "distressed, poorly managed multi-family properties", will be "initiate[d] during the planning period". Draft, 4-5. These timeframes demonstrate a lack of commitment to implement their housing programs.

Moreover, housing programs 2A: Provide Adequate Sites to Accommodate the RHNA and 2L: Alternative Housing Concepts are too vague. Program 2A provides that "to facilitate development of affordable housing to accommodate the 2021-2029 RHNA as identified in Appendix A of this Housing Element, the City has identified approximately 289.10 acres of underutilized and vacant residential land within the City. The identified land inventory allows a range of residential densities ranging from 25 to 48 dwelling units per acre. To demonstrate adequate sites, the City has provided an analysis of recent development within the City and realistic development capacity of identified sites as detailed in Section 4 of this Housing Element." Draft, 4-6. Because the Draft relies heavily on rezoning programs with different conditions for different opportunity areas to meet the lower income RHNA, the Draft must be revised to include specific rezoning programs with specific dates within the current planning period. Otherwise, the program is inadequate.

Program 2L is also too vague because it states that "to provide more potential housing opportunities in Rialto, the City will review and research alternative housing concepts such as live-work developments, small lot developments, two master-bedroom housing units, and co-op housing. The City will review the applicability of these housing types in Rialto and review and revise the Zoning Code, as appropriate, to encourage development." Draft, 4-10 to 4-11. The

Draft must include a separate program to facilitate the consolidation of small lots because it relies on parcels smaller than half an acre in areas such as Central Area Specific Plan and Baseline Parcels. Therefore, the programs included in the Draft are inadequate to address the lower income housing needs during the sixth cycle planning period.

Conclusion

The City's housing element must include adequate rezoning program to rely on the proposed identified opportunity areas, analyze the sites to ensure that development will affirmatively further fair housing, and demonstrate a commitment to implement housing programs that will encourage and facilitate development of housing that meets the needs of all economic segments of the community.

Thank you for considering these comments. We look forward to discussing our comments with you. Should you have any questions, please contact me via email at mdelgado@icls.org or by phone at (951) 320-7515.

Sincerely,

INLAND COUNTIES LEGAL SERVICES

Maria Delgado, Esq.

INLAND COUNTIES LEGAL SERVICES

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SENT VIA EMAIL ONLY TO cityclerk@rialtoca.gov

October 12, 2021

Mayor Deborah Robertson
City of Rialto, City Council
150 S. Palm Avenue
Rialto, CA 92376

Re: October 12, 2021, City Council Agenda TAB 5
Request to approve submittal of the Draft 6th Cycle Housing Element (2021-2029) to the California Department of Housing and Community Development

Dear Mayor Robertson and members of the City Council,

Inland Counties Legal Services (ICLS) writes to provide comments on the City's Draft Sixth Cycle Housing Element, proposed for submittal to the California Department of Housing and Community Development at tonight's City Council meeting. We previously provided comments to the City regarding substantive deficiencies in the City's Draft Sixth Cycle Housing Element by letter of September 28, 2021. A copy of our September 28 letter is attached for ease of reference as Exhibit 1. We have not heard from the City about any revisions to the Draft Sixth Cycle Housing Element to address the deficiencies in our letter.

We provide these comments to urge the City to correct the deficiencies in the City's Draft Sixth Cycle Housing Element, submit the Draft Sixth Cycle Housing Element to the California Department of Housing and Community Development, and adopt a Sixth Cycle Housing Element that substantially complies with Housing Element Law.

Sincerely,

INLAND COUNTIES LEGAL SERVICES—ONTARIO

Maria Delgado

CC: Siri Champion, Community Development Department
California Department of Housing and Community Development

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EXHIBIT 1

INLAND COUNTIES LEGAL SERVICES

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September 28, 2021

Planning Commission, City of Rialto
Siri Champion, Community Development Department
150 S. Palm Avenue
Rialto, CA 92376

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b. Racially Concentrated Areas of Poverty

The analysis in the Draft must include racially and ethnically concentrated areas of poverty on a regional and a local level, where concentrated areas of poverty are discussed relative to concentrated areas of affluence. AFFH Guidance, pg. 32, citing Gov. Code §§ 65583(c)(10). The

Draft identifies one racially or ethnically concentrated areas of poverty in the City's downtown area, where it partly relies on to accommodate lower income household units. Draft, 3-37. The Draft does not analyze racially and ethnically concentrated areas of poverty at a regional level, nor does it include a discussion of local concentrated areas of poverty relative to concentrated areas of affluence.

c. Disparities in Access to Opportunity

The Draft must identify and analyze significant disparities in access to opportunity for education, transportation, economic development, and environment at a regional and local level. AFFH Guidance, pg. 34-35. According to the Draft, majority of the City is classified as low to moderate opportunity. Draft, 3-39. However, it does not analyze access to opportunity for education, transportation, economic development, and environment.

d. Disproportionate Housing Needs/Displacement Risk

The Draft acknowledges higher rates of overcrowding and severe overcrowding compared to the County and the State, but does not address it relative to the City's duty to affirmatively further fair housing. Draft, 3-49. The Draft also identifies disability, household income, and household characteristic as "most commonly" shaping the City's housing needs, without further analysis. Draft, 3-47.

3. Review of Fifth Cycle Housing Programs

The housing element must evaluate the effectiveness of the prior Housing Element's programs, including "the actual results or outcomes of the prior housing-element's goals (what happened), objectives, policies, and programs. The results should be quantified where possible (e.g., number of units rehabilitated) and may be qualitative where necessary (e.g., mitigation of governmental constraints)." See HCD Building Blocks, https://www.hcd.ca.gov/community-development/building-blocks/getting-started/review-revise.shtml. The Draft does not properly evaluate all of its housing programs from the fifth cycle. For example, the Draft omits "Program 5.2D – Pursue Annexation of County Islands" from the Fifth Cycle Housing Element, and it does not evaluate the completion of the annexation of the five north Rialto islands. The Draft does not report on its "formal monitoring program" to monitor availability of existing identified sites from Program 5.2A Provide Adequate Sites, nor does it report on its Program 5.4B, Remove development constraints. Draft, A-7, A-16. The Draft should evaluate the Fifth Cycle programs against their stated goals and objectives, and it should analyze whether changes to programs, policies, and practices could increase the City's effectiveness in meeting the community's housing needs.

4. Sixth Cycle Housing Programs

Housing Element law requires that a housing element contain "a statement of the community's goals, quantified objectives, and policies relative to the maintenance, preservation, improvement, and development of housing." Gov. Code § 65583(b)(1). Each program should set forth "a schedule of actions during the planning period, each with a timeline for implementation, that may recognize that certain programs are ongoing, such that there will be beneficial impacts of the programs within the planning period, that the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element through the administration of land use and development controls, the provision of regulatory concessions and incentives, [and] the utilization of appropriate federal and state financing and subsidy programs when available." Gov. Code § 65583(c). The Draft does not provide adequate programs to address the lower income housing needs during the sixth cycle planning period.

The Draft includes timeframes for the implementation of the following programs as "ongoing", rather than providing concrete timeframes which would promote the development of lower income housing. Program 2B: Accessory Dwelling Unit Construction, Program 4A: Density Bonus 4C: Water and Sewer Service Providers, and Program 5A: Affirmatively Furthering Fair Housing. Draft, 4-7, 4-14 to 4-16. Additionally, the Draft's housing program 1F: Targeted Neighborhood Approach, which addresses "problem neighborhoods" including "distressed, poorly managed multi-family properties", will be "initiate[d] during the planning period". Draft, 4-5. These timeframes demonstrate a lack of commitment to implement their housing programs.

Moreover, housing programs 2A: Provide Adequate Sites to Accommodate the RHNA and 2L: Alternative Housing Concepts are too vague. Program 2A provides that "to facilitate development of affordable housing to accommodate the 2021-2029 RHNA as identified in Appendix A of this Housing Element, the City has identified approximately 289.10 acres of underutilized and vacant residential land within the City. The identified land inventory allows a range of residential densities ranging from 25 to 48 dwelling units per acre. To demonstrate adequate sites, the City has provided an analysis of recent development within the City and realistic development capacity of identified sites as detailed in Section 4 of this Housing Element." Draft, 4-6. Because the Draft relies heavily on rezoning programs with different conditions for different opportunity areas to meet the lower income RHNA, the Draft must be revised to include specific rezoning programs with specific dates within the current planning period. Otherwise, the program is inadequate.

Program 2L is also too vague because it states that "to provide more potential housing opportunities in Rialto, the City will review and research alternative housing concepts such as live-work developments, small lot developments, two master-bedroom housing units, and co-op housing. The City will review the applicability of these housing types in Rialto and review and revise the Zoning Code, as appropriate, to encourage development." Draft, 4-10 to 4-11. The

Draft must include a separate program to facilitate the consolidation of small lots because it relies on parcels smaller than half an acre in areas such as Central Area Specific Plan and Baseline Parcels. Therefore, the programs included in the Draft are inadequate to address the lower income housing needs during the sixth cycle planning period.

Conclusion

The City's housing element must include adequate rezoning program to rely on the proposed identified opportunity areas, analyze the sites to ensure that development will affirmatively further fair housing, and demonstrate a commitment to implement housing programs that will encourage and facilitate development of housing that meets the needs of all economic segments of the community.

Thank you for considering these comments. We look forward to discussing our comments with you. Should you have any questions, please contact me via email at mdelgado@icls.org or by phone at (951) 320-7515.

Sincerely,

INLAND COUNTIES LEGAL SERVICES

Maria Delgado, Esq.

INLAND COUNTIES LEGAL SERVICES

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Senior Line: 800.977.4257

Toll Free: 888.245.4257

InlandLegal.org

SENT VIA EMAIL TO cityclerk@rialtoca.gov; drobertson@rialtoca.gov

March 8, 2022

Mayor Deborah Robertson
City of Rialto, City Council
150 S. Palm Avenue
Rialto, CA 92376

Re: March 8, 2022, City Council Agenda TAB 2 Item 22-173 Request City Council to Conduct a Public Hearing to Adopt Resolution No.7845 Adopting a Mitigated Negative Declaration (Environmental Assessment Review No. 2021-0044) for and Approving the City of Rialto 2021-2029 (Sixth Cycle) General Plan Housing Element Update.

Dear Mayor Robertson and members of the City Council,

Inland Counties Legal Services (ICLS) and the Public Interest Law Project (PILP) write to provide comments on the City's Draft Sixth Cycle Housing Element (Current Draft), proposed for adoption at the March 8, 2022 City Council meeting. The City submitted its Draft Sixth Cycle Housing Element to the Department of Housing and Community Development (HCD) for review on October 14, 2021. On December 13, 2021, HCD found that the City's Draft Sixth Cycle Housing Element did not substantially comply with Housing Element Law. HCD's December 13, 2021, findings letter (HCD's findings) is attached as Exhibit 1. HCD's findings identified multiple substantial deficiencies in the City's Draft Sixth Cycle Housing Element. PILP and ICLS raised many of these deficiencies in our earlier comments of November 19, 2021 and September 28, 2021. We now provide comments on the City's February 2, 2022 revisions to the Draft Sixth Cycle Housing Element in response to HCD's findings.

1. **The Current Draft does not provide an adequate fair housing analysis.**

The Current Draft fails to include data and analysis relevant to fair housing issues, including integration and segregation, racially or ethnically concentrated areas of poverty, disparities in access to opportunity for education and economic development, and disproportionate housing needs and displacement.

Integration and Segregation. As discussed in HCD's findings, and in our prior comment letters, the Current Draft is missing data and analysis about ongoing segregation and integration. HCD's Findings, p. 2. In response to HCD's findings, the Current Draft includes local and regional maps to compare racial demographics in 2010 and in 2018 generally, and it concludes that the City and the region have experienced racial diversification. Draft, p. 3-48 to 3-50.

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LEGAL SERVICES CORPORATION

The Current Draft identifies Native Hawaiian and "Other" with the highest level of segregation, without further discussion, and it does not address the high concentration of Latinx populations (74.3 %) within the City. Draft, p.3-51. Further, the Current Draft must also include a discussion of levels of integration and segregation for income, familial status, persons with disabilities, and identify the groups that experience the highest levels of segregation. See California Department of Housing and Community Development, Affirmatively Furthering Fair Housing Guidance (AFFH Guidance), pg. 31 (available at https://www.hcd.ca.gov/community-development/affh/docs/affh_document_final_4-27-2021.pdf).

Racially & Ethnically Concentrated Areas of Poverty (R/ECAP). HCD's findings instruct the City to analyze the trends and patterns in addition to local data and knowledge and factors that contributed to the conditions of the two tracts within the City that have been designated by TCAC as areas of high segregation and poverty. HCD's findings, p. 2; See HCD AFFH Data Viewer https://affh-data-resources-cahcd.hub.arcgis.com/. In response, the Current Draft added local data and knowledge[1], but does not include trends and patterns, nor does it evaluate factors that contributed to the conditions of these areas. Draft, p. 3-51 to 3-52, 3-64.

Disparities in Access to Opportunities. HCD's findings instruct the City to independently analyze trends and patterns related to access to educational and economic opportunities at a local and regional level. HCD's Findings, p. 2. The Current Draft now includes a map showing access to educational opportunities at a local and regional level and a map showing access to economic opportunities at a local and regional level. Draft, p. 3-65 to 3-67. For access to educational opportunities, the Current Draft fails to describe differences amongst schools, analyze proximity of proficient and less proficient schools to areas of high segregation and poverty, and evaluate the presence or lack of policies, practices, investments to promote access to more proficient schools that affect access to opportunity. See AFFH Guidance, p. 34-35. For economic opportunities, the Current Draft fails to describe any disparities in access to jobs by protected groups, it fails to address where protected groups live and how that affects their ability to obtain a job; and evaluate employment trends by protected groups. See AFFH Guidance, p. 35.

Disproportionate Housing Needs and Displacement. HCD's findings instructed the City to consider and analyze more data for displacement risk, including trends and patterns related to people experiencing homelessness at a local and regional level. HCD's findings, p. 2. The City added UC Berkeley's Urban Displacement Project data, which shows low-income/susceptible to displacement areas where the City has identified sites to accommodate the lower-income RHNA. Draft, p. 3-81 to 3-83. Additionally, in Section 2.F.7., the Current Drafts identifies resources for people experiencing homelessness at a local and regional level, but it does not provide an analysis of trends and patterns.

[1] The Current Draft continues to provide inconsistent information about high segregation and poverty. The Current Draft states that there are no R/ECAPs located within Rialto; therefore, no proposed sites are located in a R/ECAP. Current Draft, p. 3-97.

Contributing Factors. HCD's letter indicates that the Current Draft does not provide a conclusion of fair housing issues and it does not identify, describe, and prioritize contributing factors to fair housing issues. HCD's findings, p. 3; See AFFH Guidance, p. 49. In response, the Current Draft adds the two high segregation census tracts and two other factors, but as indicated in HCD's findings the low resourced census tracts are not contributing factors. HCD's finding, p. 3.

Site inventory's consistency with the obligation to affirmatively furthering fair housing. HCD's findings points out that the City's analysis clearly demonstrates that the sites identified to accommodate the lower income RHNA will either maintain the status quo or further worsen of fair housing conditions, which requires strong reasoning and "commensurate programs with strong place-based strategies for community revitalization and new opportunities in higher opportunity areas to result in an equitable qualify of life." HCD's Findings, p. 2-3. The Current Draft, as revised, does not provide a strong reasoning for identifying lower income RHNA sites in low resource areas with high segregation and poverty and with the highest percentage of Latinx population. It states only that the sites provide access to transportation and services and "the City seeks to revitalize the area and facilitate the development of mixed income residential projects in conjunction with new community opportunities." Draft, p. 3-91, 3-93, 3-95. Moreover, the additions to Program 5A do not adequately address strong place-based strategies for community revitalization, nor do they provide new opportunities in higher opportunity areas. The Current Draft's evaluates the RHNA sites as identified "throughout the City"; however, it does not evaluate whether the RHNA by income or race is concentrated in areas of the community. Draft, s. 3-53, 3-65, 3-81. As such, the Current Draft does not explain how development within the identified sites will transform racially and ethnically concentrated areas of poverty into areas of opportunity. See AFFH Guidance, p. 21, 45. Accordingly, the Current Draft continues to fail to adequately evaluate the identified sites relative to the City's duty to affirmatively further fair housing required by Government Code sections 65583(c)(10)(A) and 65583.2(a).

2. The Current Draft does not identify adequate sites to accommodate the City's Sixth Cycle RHNA.

Realistic Capacity. HCD's December 13, 2021 findings regarding the City's prior draft determined that the inventory of sites did not reflect the realistic capacity of the sites because the buildable and gross acreage are the same, such that the Element assumes that sites will be developed at the maximum allowable density. HCD findings, p. 4. The Current Draft now addresses the realistic capacity of sites directly, but continues to assume the certain "Opportunity Areas" will continue to "include a redevelopment percentage of 100%" based on recent projects that were developed. Draft, B-35. However, of the examples included in Table B-16, 12 of 13 projects were in the city of Fontana, not Rialto. Also, the examples are primarily affordable projects that would qualify for a density bonus, which is not an acceptable methodology to estimate capacity. See HCD Site Inventory Guidebook, p. 14. The single affordable project developed in the City of Rialto at the Metrolink Station was zoned "Rialto Central Area Specific Plan – Commercial Support" which is not defined in terms of the either the minimum or

maximum density allowed, nor the assumed density, so that there is no information about the realistic capacity compared to actual development for any development in the City.

The sites inventory continues to list the gross acreage and buildable acreage as the same values for all 7 out of 8 planning areas, comprising 308 of 313 sites, including all of the sites in the Foothill Boulevard Specific Plan area, the Gateway Specific Plan Area, the Central Area Specific Plan, the Baseline areas, Randall Avenue sites, Lytle Creek Specific Plan and Renaissance Specific Plan. For the single North Riverside Avenue area the Current Draft makes reductions only on five properties with existing uses, where development is proposed to be feasible for areas such as parking lots, sites 113-115, 117-118. This does not reflect a realistic capacity for the overwhelming majority of sites in the inventory. The revised Current Draft does not remedy HCD's findings regarding realistic capacity of the sites.

Zoning and Minimum Densities. The Current Draft does not include information on the current zoning of many parcels included in the sites inventory, labeling most sites with zoning for one of several "Specific Plans" that does not provide for what uses are currently allowed. For example, this is the case for all 111 sites in the Foothill Boulevard Specific Plan area, both the land use designation and zoning are listed as "Specific Plan" despite the fact that there are four separate land use designations listed at p. 2 of the Foothill Specific Plan, available at the City's website: https://www.yourrialto.com/DocumentCenter/View/564/Foothill-Boulevard-Specific-Plan. The Specific Plan land use designations should be included in the inventory so that it describes the existing permitted uses. Also, the sites inventory should distinguish between sites that are relied upon for their existing zoning capacity and sites that are subject to rezoning, rather than only inferring the intent to rezone from the varied densities in the rezone/upzone column in the inventory.

The Current Draft does not commit to minimum densities in the sites inventory. The narrative for Gateway Specific Plan and the Baseline plan area suggest they might have a "a zone that could have a minimum density of 20 du/ac" but does not commit to any minimum density. Draft p. B-24, B-28. The Foothill Specific Plan discussion does not review or commit to any minimum densities, despite being the area where the Current Draft proposes to accommodate over 3,000 lower income dwelling units. Draft, B-20. Without a commitment to minimum densities, the Current Draft must engage in "an evaluation of the typical densities of existing or approved residential development at a similar affordability level" pursuant to Gov. Code § 65583.2(c)(2). See Sites Inventory Guidebook, 19. However, this analysis is also missing. For example, the description of the Lytle Creek Specific Plan does include an average density for existing development of 3.44 units per acre, but this figure was not employed when estimating the realistic capacity of the sites. See Draft, Table B-2, p. B-10 (this page is mis-labeled as C-10).

Excessive Non-Vacant Sites. The Current Draft relies on non-vacant sites to satisfy more than 50 percent of its lower income RHNA, thus requiring additional justification and analysis for such reliance, pursuant to AB 1397, at Gov Code Sec 65583.2(g)(2). Draft, p. 3-105. The Element now addresses non-vacant sites in a summary fashion at p. B-17, but does not provide "findings based on substantial evidence that the use is likely to be discontinued during the planning period" as required by the statute.

For example, Site 26 in the Foothill Specific Plan Area is a 4.05 acre parcel that is the location of the San Bernardino County Social Service office, for which the Current Draft assumes will be developed for 78 units of very low/low housing, yet there is no indication the County will be closing or moving its Social Services office. Without evidence that such uses will be discontinued during the planning period, all such sites must be removed.

The review of non-vacant sites also includes a list of projects that were developed for residential uses on non-vacant sites, Table B-7, yet all of these projects appear to be in the City of Fontana. See Draft, p. B-18. No explanation is offered why the same conditions exist in Rialto as the Fontana developments, nor is there an explanation why no housing developments on non-vacant sites have occurred in Rialto. Indeed, the fact that the Draft can point to eight development on non-vacant parcels occurred in the "region" yet none occurred in Rialto, seems to indicate that conditions are not feasible for non-vacant development in the City.

Program 2F acknowledges that 19 non-vacant sites in the inventory were also relied upon in the 5th Cycle, so that the City must permit development at 30 units per acre and allow residential use by right for housing development when at least 20 percent of the proposed units are affordable to lower income households. Draft, p. 4-9. There are a number of parcels included in the inventory for the 5th Cycle that have parking lots that are in active use that are not analyzed for the City's parking requirements, Rialto Municipal Code Chapter 18.58. Examples of such sites are for County Social Services office and the U.S. Post Office, sites 95 and 133. Furthermore, Program 2F proposes completing the required rezone within 3 years of adoption of the Housing Element, but since Rialto has not adopted its Element until more than 120 days after the October 15, 2021 deadline, the programs to rezone sites must be completed within 1 year of the statutory deadline, or no later than October 15, 2022. Gov. Code § 65583(c)(1)(A).

As required for non-vacant sites, the Current Draft now has Program 2C to provide for replacement housing, as required by § 65583.2(g)(3), however this program lacks specificity for implementation and delays its application for 3 years. Draft, p. 4-8.

By-Right Zoning for Multifamily Housing. The Current Draft now acknowledges the City's obligation to allow multifamily use by right on sufficient sites to meet its lower income RHNA, however, the language added to Program 2B merely recites the language of Gov. Code § 65583.2(h) and (i) without any effort to apply these standards to the Specific Plan areas that are relied upon to meet the lower income RHNA. Draft, p. 4-8.

For example, in Foothill Specific Plan area includes three designations that all permit 13-30 du/ac, yet there are different minimum development sizes, the Commercial Mixed-Use areas require a 3 acre minimum, the Residential Mixed Use has unspecified minimum parcel sizes consistent with design requirements and Residential High Density has both a 3 acre minimum that must also be consistent with design standards. Foothill Specific Plan, 22-24. The Commercial Mixed-Use areas only permit residential multifamily development above the first floor. Foothill Specific Plan, 29, 35. The review process for all types of development does not allow any process of "by right" development, instead focusing on the obligation to have a "precise plan" developed by the applicant reviewed by the City prior to any development permits. Foothill Specific plan, 27, section 18.111.040.

The Current Draft does not propose how to harmonize these planning restrictions in the Foothill Specific Plan with the requirements of Housing Element Law to permit multifamily development by right in such zones. Merely reciting the requirements of the statute is insufficient to plan how the City will comply with the law.

City Owned Sites. In our prior comments from November 19, 2021, we noted that the earlier draft did not provide information about the City's intention to sell City owned sites included in the inventory. The Current Draft does not correct this deficiency. Housing Element Law requires that the City provide this information: "if a site included in the inventory is owned by the city or county, the housing element must include a description of whether there are any plans to sell the property during the planning period and how the jurisdiction will comply with the Surplus Land Act." Gov. Code § 65583.2(b)(3) (added by AB 1486 (2019)). While the Current Draft does now include a new program to comply with the Surplus Land Act, Program 2S, it does not include any information on the City's intention to dispose of the City owned sites.

It is critical to understand the City's intention with respect to the parcels it owns. For example, a series of small sites near City Hall in the Central Area Specific Plan area are controlled by the City, and would affect development near the center of City operations. See Draft Figure B-9, p. B-27, and sites 124, 129, 147, 149, 161 through 179, and182 through 191. (Note that the Draft does not include sites as "City owned" in the inventory when the entity holding the property is the former Redevelopment Agency of the Rialto, despite the fact that City is the Successor Agency, and thus controls these parcels, see https://www.yourrialto.com/279/Successor-Agency.) Residential development will not be possible on these sites unless the City makes the determinations agrees to dispose of the properties. The new Program 2S, to comply with the Surplus Land Act, does not commit the City to make the required determination under the SLA whether the properties are excess surplus, such that they would be make available to developers of lower income housing.

All but two of the 31 sites owned by the City in the Central Area Specific Plan area are less than ½ acre, requiring a consolidation program in order to make multifamily housing feasible, and now required to make additional showing of prior history of small site development or that they can be developed. Gov. Code § 65583.2(c)(2)(A), as amended by AB 1397 (2017). The Current Draft now has two lot consolidation programs that addresses such small sites, Programs 2O and 2P, yet neither of these programs commits the City to consolidating the lots it owns, rather "encourage and incentivize developers to consolidate these parcels". Draft, p. 4-13. The City acknowledges it has "total site control to consolidate" the parcels it owns, yet fails to make any commitment to either consolidate small sites nor make them available for housing development. See p. B-15 on Smaller Sites Parcels (this page is mis-labeled C-15). As the owner of the parcels, the City should consolidate the lots and make them available for housing development as Surplus Land.

Specific Plans. HCD's findings instruct the City to indicate whether projects in the Specific Plans have been approved or pending, and if not, to list the sites by parcel number size, general plan designation, zoning and include a calculation of the realistic capacity of each site. HCD's findings, p. 5. The Current Draft lists three criteria for review and approval of proposed developments and financing information for Specific Plans. Current Draft, p. B-6. The Current

Draft indicates that it has received one Precise Plan of Design application without further information. Current Draft, p. B-7.

Foothill Boulevard Specific Plan. The Current Draft continues to rely greatly on sites within the Foothill Boulevard Specific Plan, including 1,442 low income and very-low income units with the current zoning, and an additional 1,603 low income and very-low income units after rezoning. Draft, p. B-3; Table B-1. The Current Draft does not mention any pending or approved projects in the Foothill Boulevard Specific Plan. As such, HCD's findings instruct the City to list sites by parcel number, size, general plan designation, zoning and include a calculation of realistic capacity of each site. HCD's findings, p. 5. As mentioned above, the sites inventory in Appendix B of the Current Draft does not include the required information, including land use designation and zoning, and the calculation of realistic capacity is inadequate. Moreover, the Current Draft does not include an analysis of any requirements such as phasing or timing requirements in the Foothill Boulevard Specific Plan that impact development in the planning period, as mentioned in HCD's findings. HCD's findings, p. 5.

Central Area Specific Plan. The Current Draft relies on the Central Area Specific Plan to accommodate 240 lower income units after rezoning, and 15 lower income units with the existing zoning, according to Table B-1. Draft, p. B-3.[2] The Current Draft suggests that "the creation of a new overlay district" or "similar policy strategy" could permit up to 48 dwelling units per acre in the Central Area Specific Plan area. Draft, p. B-26. This appears to coincide with the 48 du/ac proposed in Program B2, yet there is no language in the Program describing an any overlay zone, nor the scope and terms of an overlay zone. The Current Draft should be revised to clarify what rezoning will take place, which parcels would be rezoned, and whether such rezoning will be in an overlay district or utilize existing or modified zoning designations.

The inventory of sites in the Central Area Specific Plan area include 60 of 67 sites that are smaller than ½ acre, but nonetheless are included in the inventory of sites as accommodating lower income RHNA. Draft p. B-64 to B-75. AB 1397 prohibits including such small sites for meeting lower income RHNA "unless the housing element demonstrates development of housing affordable to lower income households on these sites is realistic or feasible." HCD Sites Inventory Guidebook, p. 15. While Programs 2O and 2P identify some measures the City "will evaluate the appropriateness" of taking to incentivize consolidation, the commitments to such measures are too vague to result in the level of consolidation needed to make development realistic. Draft, p. 4-13.

[2] The Central Area Specific Plan narrative on page B-26 and Table B-12 continue to provide inconsistent information about the number of lower income units relied upon in the Central Area Specific Plan (255 instead of 240 lower income units).

Furthermore, the City or the former Redevelopment Agency owns 31 sites in the Central Area Specific Plan, all but two of which are less than ½ acre. See above for comments on the City Owned sites.

Gateway Specific Plan. Th Current Draft relies on 384 low income and very-low income units in the Gateway Specific Plan after rezoning two sites, sites 120 (9.86 acres) and 121 (10.08). Draft, B-3, p. B-64. However, the Current Draft does not provide evidence that site 121, which the Current Draft identifies as a large site because it is over 10 acres, is realistic and feasible for lower income housing. Draft, p. B15 (mis-labeled as p. C-15).

Baseline Parcels and Baseline Shopping Center. The Current Draft is also relying on 80 lower income units within the Baseline Parcels area and 464 lower income units within the Baseline Shopping Center area after rezoning. Draft, p. B-3. However, as mentioned above in the Zoning and Minimum Densities section, the Current Draft does not specify the proposed new zoning, nor does it specify any modification to the general plan designation. More importantly, listing the gross acreage and buildable acreage as the same values within the Baseline Shopping Center is not realistic capacity. For example, sites 208, 211, 216, 220, 222, 226, and 227 all list the gross acreage and buildable acreage as the same where the City intends to use only a "significant portion of the parking lot" to accommodate lower income units. Draft, p. B-78 to B-85.

North Riverside Avenue. The Current Draft relies on 220 low income and very-low income units in North Riverside Avenue after rezoning. Draft, p. B-3. As mentioned in our prior comments, the rezoning program included in the Current Draft, Program 2B, is inadequate because it fails to specify the proposed general plan designation and minimum densities allowed. Draft, p. 4-7 to 4-8.

Randall Avenue Sites. The Current Draft relies on 65 lower income units within Randall Avenue Sites after rezoning. Draft, p. B-3. Program 2B is inadequate because it fails to specify the proposed new zoning for the Randall Avenue Sites. Moreover, four out of the six sites identified sites in Randall Avenue are smaller than .5 acres. Draft, p. B-88 to B-89. While Program 2P indicates that the City will adopt provisions in its Zoning Code to facilitate small lot consolidation, it does not specify the provisions and a discrete timeline. Draft, p. 4-13.

3. The Current Draft does not include infrastructure availability for the sites inventory.

The City continues to fail its statutory obligation to include HCD's Sites Inventory Form in the Current Draft, which would include information about infrastructure availability with the current zoning for each identified site.

4. The Current Draft does not address the constraints on Housing for Persons with Disabilities.

As HCD's findings noted, the Current Draft does not adequately analyze constraints on development of housing for people with disabilities. HCD's findings, p. 7. In response to HCD's

findings, the Current Draft added language to Program 5F purporting to commit to review its reasonable accommodations findings to identify any potential constraints to persons seeking accessible housing. Draft, p. 4-25. However, this does not correct the deficiency. The City must analyze reasonable accommodation findings and process and revise programs to address this constraint. HCD's findings, p. 7. Moreover, the Current Draft does not address the requirement to describe and analyze any definition of family used in zoning and land use. HCD's findings, p. 7.

5. Public Participation

Prior to adoption of the Housing Element, planning staff must provide all public comments from the public on the adoption of the Element to the City Council. § 65585(b)(2). While the Current Draft acknowledges this obligation, and includes hundreds of pages of surveys, presentations and other letters in Appendix C, the letters provided by Inland Counties Legal Services on October 12, 2021 and November 19, 2021 are not included. Draft, p. 1-9. Further, these letters are not attached as exhibits to the agenda item for today's City Council meeting.

Conclusion

We provide these comments to urge the City to correct the remaining deficiencies in the City's Draft Sixth Cycle Housing Element before adopting and submitting to HCD, and adopt a Sixth Cycle Housing Element that substantially complies with Housing Element Law.

Sincerely,

Maria T. Delgado
INLAND COUNTIES LEGAL SERVICES, INC.

Craig Castellanet
PUBLIC INTEREST LAW PROJECT

CC: Sohab Mehmood (Sohab.Mehmood@hcd.ca.gov), Paul McDougall (Paul.McDougall@hcd.ca.gov)
California Department of Housing and Community Development

Siri Champion (schampion@rialtoca.gov),
City of Rialto, Community Development Planning Division

EXHIBIT 1

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT
2020 W. El Camino Avenue, Suite 500
Sacramento, CA 95833
(916) 263-2911 / FAX (916) 263-7453
www.hcd.ca.gov

December 13, 2021

Daniel Casey, Acting Community Development Manager
Community Development Department
City of Rialto
150 South Palm Avenue
Rialto, CA 92376

Dear Daniel Casey:

RE: City of Rialto's 6th Cycle (2021-2029) Draft Housing Element

Thank you for submitting the City of Rialto's (City) draft housing element received for review on October 14, 202. Pursuant to Government Code section 65585, subdivision (b), the California Department of Housing and Community Development (HCD) is reporting the results of its review. HCD considered comments from Inland Counties Legal Services pursuant to Government Code section 65585, subdivision (c).

The draft element addresses many statutory requirements; however, revisions will be necessary to comply with State Housing Element Law (Article 10.6 of the Gov. Code). The enclosed Appendix describes the revisions needed to comply with State Housing Element Law.

As a reminder, the City's 6th cycle housing element was due October 15, 2021. As of today, the City has not completed the housing element process for the 6th cycle. The City's 5th cycle housing element no longer satisfies statutory requirements. HCD encourages the City to revise the element as described above, adopt, and submit to HCD to regain housing element compliance.

For your information, pursuant to Assembly Bill 1398 (Chapter 358, Statutes of 2021), if a local government fails to adopt a compliant housing element within 120 days of the statutory deadline (October 15, 2021), then any rezoning to accommodate the regional housing needs allocation (RHNA), including for lower-income households, shall be completed no later than one year from the statutory deadline. Otherwise, the local government's housing element will no longer comply with State Housing Element Law, and HCD may revoke its finding of substantial compliance pursuant to Government Code section 65585, subdivision (i).

Public participation in the development, adoption and implementation of the housing element is essential to effective housing planning. Throughout the housing element process, the City should continue to engage the community, including organizations that represent lower-

income and special needs households, by making information regularly available and considering and incorporating comments where appropriate.

Several federal, state, and regional funding programs consider housing element compliance as an eligibility or ranking criteria. For example, the CalTrans Senate Bill (SB) 1 Sustainable Communities grant; the Strategic Growth Council and HCD's Affordable Housing and Sustainable Communities programs; and HCD's Permanent Local Housing Allocation consider housing element compliance and/or annual reporting requirements pursuant to Government Code section 65400. With a compliant housing element, the City will meet housing element requirements for these and other funding sources.

For your information, some general plan element updates are triggered by housing element adoption. HCD reminds the County to consider timing provisions and welcomes the opportunity to provide assistance. For information, please see the Technical Advisories issued by the Governor's Office of Planning and Research at: http://opr.ca.gov/docs/OPR_Appendix_C_final.pdf and http://opr.ca.gov/docs/Final_6.26.15.pdf.

We are committed to assisting the City in addressing all statutory requirements of State Housing Element Law. If you have any questions or need additional technical assistance, please contact Sohab Mehmood, of our staff, at Sohab.mehmood@hcd.ca.gov.

Sincerely,

Paul McDougall
Senior Program Manager

Enclosure

APPENDIX
CITY OF RIALTO

The following changes are necessary to bring the City's housing element into compliance with Article 10.6 of the Government Code. Accompanying each recommended change, we cite the supporting section of the Government Code.

Housing element technical assistance information is available on HCD's website at http://www.hcd.ca.gov/community-development/housing-element/housing-element-memos.shtml. Among other resources, the housing element section contains HCD's latest technical assistance tool, *Building Blocks for Effective Housing Elements (Building Blocks),* available at http://www.hcd.ca.gov/community-development/building-blocks/index.shtml and includes the Government Code addressing State Housing Element Law and other resources.

A. Review and Revision

Review the previous element to evaluate the appropriateness, effectiveness, and progress in implementation, and reflect the results of this review in the revised element. (Gov. Code, § 65588 (a) and (b).)

The element must provide a cumulative evaluation of the effectiveness of past goals, policies, and related actions in meeting the housing needs of special needs populations (e.g., elderly, persons with disabilities, large households, female-headed households, farmworkers, and persons experiencing homelessness).

B. Housing Needs, Resources, and Constraints

1. *Affirmatively further[ing] fair housing in accordance with Chapter 15 (commencing with Section 8899.50) of Division 1 of Title 2…shall include an assessment of fair housing in the jurisdiction. (Gov. Code, § 65583, subd. (c)(10)(A).)*

   Enforcement: While the element briefly describes fair housing services with Inland Fair Housing and Mediation Board (IFHMB), it generally does not address this requirement. The element must include information on past or current fair housing complaints, findings, lawsuits, or judgements related to enforcement actions regarding fair housing. In addition, the element must discuss compliance with existing fair housing laws and regulations. For more information and guidance on this analysis, please visit pg. 28-30 of the HCD's AFFH guidance memo: https://www.hcd.ca.gov/community-development/affh/docs/affh_document_final_4-27-2021.pdf

   Local Knowledge and Data: The element should complement federal, state, and regional data with local data and knowledge where appropriate to capture emerging trends and issues, including utilizing knowledge from local and regional advocates, public comments, and service providers.

Other Relevant Factors: The element must include other relevant factors that contribute to fair housing issues in the jurisdiction. For instance, the element can analyze historical land use and investment practices or other information and demographic trends.

Integration and Segregation: The element provided some data on integration and segregation across racial groups and one map displaying income by census tracts. The element must discuss and analyze this data for trends over time and patterns across census tracts. Additionally, it must evaluate patterns at a regional basis, comparing the City to the region.

High Segregation and Poverty: TCAC/HCD opportunity maps indicate that the City has two areas considered high segregation and poverty in the center of the City. The element must analyze all of these census tracts for trends and patterns and consider other relevant factors, local data and knowledge and evaluate factors that contributed to the conditions of these areas.

Access to Opportunity: While the element provided a general analysis of opportunity areas, and high-level conclusions about the City's disparities in access to opportunity, it must independently analyze trends and patterns related to access to educational and economic opportunities. Additionally, the element must evaluate patterns at a regional basis and compare those to conditions at the local level.

Disproportionate Housing Needs and Displacement: The element must provide an analysis of trends and patterns related to people experiencing homelessness at a local and regional level. The element deferred to an at-risk analysis of affordable housing as a way to analyze displacement risk. The element should consider and analyze additional data. For example, UC Berkeley's Urban Displacement Project indicates that there are several census tracts in the middle of the City with people vulnerable to displacement.

Sites Inventory: The element concludes that the sites inventory does not exacerbate existing fair housing conditions, however the analysis clearly demonstrates that the sites will either maintain the status quo of fair housing conditions or further worsen areas already experiencing several fair housing issues including income and racial segregation and limited access to opportunities. For example:

- *Race* – Figure 3-16 of the element illustrates that all of the City's lower-income RHNA has been identified in areas with the highest percentages of Hispanic population, while no lower-income sites and majority moderate and above moderate sites have been identified in census tracts with the lowest Hispanic population.
- *Income* – Figure 3-18 illustrates that majority of the above and moderate RHNA sites are identified in areas with the least percentage of low to moderate income households while no lower-income sites are identified in these census tracts.
- *Access to Opportunity* – Figure 3-21 displays that no lower-income units were identified in the City's high resourced census tracts while all lower-income

sites were identified in most of the City's low resourced areas and areas of high segregation and poverty.

The element must include further analysis, strong reasoning, and accurate conclusions about the location of sites and its impact on current fair housing conditions (e.g., isolating lower-income sites in low resourced areas and moderate to above moderate in high resourced, high income areas). Further, if the inventory continues to isolate the RHNA for lower income households in central areas, the element must have commensurate programs with strong place-based strategies for community revitalization and new opportunities in higher opportunity areas (beyond RHNA) to result in an equitable quality of life and affirmatively further fair housing (AFFH) throughout the City.

Fair Housing Issues and Contributing Factors: The element did not provide a conclusion of fair housing issues. The element should list and identify fair housing issues as a result of the analysis. Additionally, the element did not sufficiently identify, describe, and prioritize contributing factors. For example, the element listed R/ECAP, low resourced census tracts, and the City's availability to meet their RHNA as contributing factors, however, these are not contributing factors. For more information and guidance, please visit pages 49-56 of HCD's AFFH Guidance Memo: https://www.hcd.ca.gov/community-development/affh/docs/affh_document_final_4-27-2021.pdf

Goals, Actions, Metrics and Milestones: The element identified few actions to address AFFH including continuing to work with the Inland Fair Housing Board and reviewing historic policies. These actions do not include specific commitments, address fair housing issues, and meaningfully overcome contributing factors. At minimum, programs must enhance housing mobility, provide new housing choices and affordability in high opportunity areas, and place-based strategies for community preservation and revitalization. Additionally, programs and actions must create meaningful impact in addressing a jurisdiction's fair housing issues. Furthermore, the element must include metrics and milestones for targeting meaningful change and evaluating progress on programs, actions, and fair housing results. For more information and guidance, please visit pages 72-74 of HCD's AFFH Guidance Memo: https://www.hcd.ca.gov/community-development/affh/docs/affh_document_final_4-27-2021.pdf

2. *Include an analysis and documentation of household characteristics, including level of payment compared to ability to pay, housing characteristics, including overcrowding, and housing stock condition. (Gov. Code, § 65583, subd. (a)(2).)*

   Housing Stock Conditions: While the element identifies the age of the housing stock (p. 2-28), it must quantify the number of units in need of major rehabilitation and replacement. For example, the analysis could include estimates from a recent windshield survey or sampling, estimates from the code enforcement agency, or information from knowledgeable builders/developers, including non-profit housing developers or organizations.

3. *An inventory of land suitable and available for residential development, including vacant sites and sites having realistic and demonstrated potential for redevelopment during the planning period to meet the locality's housing need for a designated income level, and an analysis of the relationship of zoning and public facilities and services to these sites. (Gov. Code, § 65583, subd. (a)(3).)*

   The City has a RHNA of 8,272 housing units, of which, 3,424 are for lower-income households. To address this need, the element relies on vacant and nonvacant sites, including sites in Specific Plan Areas and within the Mixed-Use Overlay area, ADUs, and pipeline projects. To demonstrate the adequacy of these sites and strategies to accommodate the City's RHNA, the element must include complete analyses:

   Realistic Capacity: The element states that the City is assuming 50-80 percent of the maximum allowable density, however the inventory indicates that for sites where the buildable and gross acreage is the same (e.g., no deductions on site acreage for constraints), the element assumed that units will be developed at the maximum allowable density. The element must demonstrate specific trends, factors, and other evidence led to the assumptions or adjust assumptions as appropriate. Additionally, the estimate of the number of units for each site must be adjusted as necessary, based on the land use controls and site improvements, typical densities of existing or approved residential developments at a similar affordability level. Lastly, the element identifies sites within commercial and mixed-use zones where the current zoning allows for 100 percent nonresidential uses (commercial, industrial, etc.,). To demonstrate realistic capacity on these sites, the element must analyze and account for the likelihood of residential development in the zones that allow 100 percent nonresidential uses. The analysis should be based on factors such as development trends, performance standards or other relevant factors.

   Suitability of Nonvacant Sites: The element identifies nonvacant sites to accommodate a portion of the regional housing need for households of all incomes. While the element includes general statements such as "developer interest" and sites are "underutilized," this alone is not adequate to demonstrate the suitability of these sites. A complete analysis should describe the methodology used to determine the additional development potential within the planning period. The methodology must consider factors including the extent to which existing uses may impede additional residential development, development trends, market conditions, and regulatory or other incentives or standards to encourage additional residential development on these sites. (Gov. Code, § 65583.2, subd. (g).) For nonresidential sites, the inventory could also describe whether the use is operating, marginal or discontinued, and the condition of the structure or could describe any expressed interest in redevelopment.

   In addition, if the housing element relies upon nonvacant sites to accommodate more than 50 percent of the RHNA for lower-income households, the housing element must demonstrate that the existing use is not an impediment to additional residential development in the planning period. This can be demonstrated by

providing substantial evidence that the existing use is likely to be discontinued during the planning period. (Gov. Code, § 65583.2, subd. (g)(2).)

Specific Plans: The element identifies several specific plan areas to accommodate the City's RHNA and that some of these plans have been entitled for a certain number of units. To utilize residential capacity in Specific Plans, the element must:

- Indicate whether suitable sites have approved or pending projects or are suitable for development in the planning period.
- If projects are approved or pending, describe the status of the project, including any necessary approvals or steps prior to development, development agreements, conditions, or requirements such as phasing or timing requirements that impact development in the planning period, and the affordability of the project's units based on anticipated rents, sales prices, or other mechanisms (e.g., financing, affordability restrictions) ensuring their affordability.
- For suitable sites without pending or approved projects, the element must list sites by parcel number or unique reference, size, general plan designation, zoning and include a calculation of the realistic capacity of each site. The element must also include an analysis of any requirements such as phasing or timing requirements that impact development in the planning period and large sites, if applicable, with policies and programs.

Accessory Dwelling Units (ADU): The element is projecting 128 ADUs for an average of 16 ADUs per year during the planning period to accommodate a portion of its RHNA. The City's Annual Progress Reports (APR) shows no records of ADU permits in 2018 and 2020 and one ADU permitted in 2019. The City's past performance on permitting ADUs do not support a sixteen-fold increase. The element should reconcile these figures and adjust assumptions based on a realistic estimate of the potential for ADUs and include strong policies and programs that commit to incentivizing ADUs. Additionally, while the element can use ADU applications to support projecting ADU production beyond what was actually permitted, it cannot solely rely on ADU applications to make projection assumptions. Depending on the analysis, the element must commit to monitor ADU production and affordability throughout the course of the planning period and implement additional actions if not meeting target numbers anticipated in the housing element. If necessary, additional actions should be taken in a timely manner (e.g., within six months). The degree of additional actions should be in stride with the degree of the gap in production and affordability. For example, if actual production and affordability of ADUs is far from anticipated trends, then rezoning or something similar would be an appropriate action. If actual production and affordability is near anticipated trends, then measures like outreach and marketing might be more appropriate.

Electronic Sites Inventory: Pursuant to Government Code section 65583.3, subdivision (b), the City must utilize standards, forms, and definitions adopted by HCD when preparing the sites inventory. Please see HCD's housing element webpage at https://www.hcd.ca.gov/community-development/housing-element/index.shtml for a copy of the form and instructions. The City can reach out

to HCD at sitesinventory@hcd.ca.gov for technical assistance. Please note, upon adoption of the housing element, the City must submit an electronic version of the sites inventory with its adopted housing element to sitesinventory@hcd.ca.gov.

Environmental Constraints: While the element includes a general description of various environmental constraints related to earthquakes, fires, and flood, it must describe how these conditions relate to identified sites including any known environmental constraints within the City that could impact housing development in the planning period. (Gov. Code, § 65583.2, subd. (b).) For additional information and sample analysis, see the Building Blocks at http://www.hcd.ca.gov/community-development/building-blocks/site-inventory-analysis/analysis-of-sites-and-zoning.shtml#environmental.

Zoning for a Variety of Housing Types (Emergency Shelters): While the element identifies the I-P zone for emergency shelters, it should also analyze the suitability and capacity of the I-P zone to meet the need for emergency shelters. For example, the element should identify the number of parcels, typical parcel sizes, available acreage, whether sites are underutilized, and any potential for reusing existing buildings to emergency shelters. The element should also discuss proximity to transit and services and any known hazardous conditions unfit for human habitation.

4. *An analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels, including the types of housing identified in paragraph (1) of subdivision (c), and for persons with disabilities as identified in the analysis pursuant to paragraph (7), including land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, and local processing and permit procedures... (Gov. Code, § 65583, subd. (a)(5).)*

   Land-Use Controls: The element must identify and analyze all relevant land use controls impacts as potential constraints on a variety of housing types. The analysis should analyze land use controls independently and cumulatively with other land use controls. The analysis should specifically address requirements related to parking, minimum lot sizes, and open space requirements. Specifically, the element indicates that a minimum of two parking spaces is required and concluded that while parking requirements may be a constraint, developers can receive reductions per density bonus law. However, the element should include programs to address constraints on development regardless of the availability of reductions under density bonus law. Secondly, the R-3 and PRD-A zone requires a minimum lot size of 1 acre, and Foothill Specific Plan and PRD-D requires a minimum lot size of 3-5 acres. The element also states that the PRD-D zone minimum unit size is determined by planning commission. Both provisions appear to be a constraint. The analysis should address any impacts on cost, supply, housing choice, affordability, timing, approval certainty and ability to achieve maximum densities and include programs to address identified constraints.

   Population Density: The element lists densities based on population density per acre as well as dwelling units per acre (p. 3-6). The element must analyze how the

population density requirement is determined for a project, how it interacts with the dwelling unit per acre standard, and weather it acts as a development cap for proposed projects.

Processing and Permit Procedures: While the element included information on the type of permit application and whether a public hearing is required, it should also describe the procedures for a typical single-family and multifamily development. The analysis should address the approval body, the number of public hearings, if any, approval findings, design review requirements and any other relevant information. The analysis should address impacts on housing cost, supply, timing, and approval certainty. Additionally, the element states that a conditional use permit (CUP) is required for multifamily housing of five or more units in multifamily zones (e.g., R-3 zone). The element must specifically analyze the CUP process as a potential constraint on housing supply and affordability. The analysis should identify findings of approval for the CUP and their impact on development approval certainty, timing, and cost. The element must include a program to address and remove or mitigate the CUP requirement.

On/Off-Site Improvements: While the element states that on/off site improvements include curb, gutters, sidewalks, etc., the element should include information on actual standards and typical improvements required. Additionally, it should further identify subdivision level improvement requirements, such as minimum street widths (e.g., 40-foot minimum street width) and analyze their impact as potential constraints on housing supply and affordability.

Local Ordinances: The element must specifically analyze any locally adopted ordinances such as inclusionary ordinances or short-term rental ordinances that directly impact the cost and supply of residential development.

Constraints on Housing for Persons with Disabilities:

- *Reasonable Accommodation*: The element states that the City's reasonable accommodation approval findings include "impact on surrounding uses." The element should analyze this reasonable accommodation finding for constraints on housing for persons with disabilities and revise programs to address identified constraints.
- *Family Definition*: The element should also describe and analyze any definition of family used in zoning and land use.
- *Residential Care Facilities for Six or fewer and Seven or More Persons:* The element must describe how the City defines and permits group homes of six of fewer and seven or more persons. For your information, group homes with six or fewer should be treated no differently than other by-right single-family housing uses and must be allowed in all residential zones. Additionally, group homes of 7 or more should not be excluded from residential zones or treated differently than other similar uses.

5. *An analysis of potential and actual nongovernmental constraints upon the maintenance, improvement, or development of housing for all income levels,*

including the availability of financing, the price of land, the cost of construction, the requests to develop housing at densities below those anticipated in the analysis required by subdivision (c) of Government Code section 65583.2, and the length of time between receiving approval for a housing development and submittal of an application for building permits for that housing development that hinder the construction of a locality's share of the regional housing need in accordance with Government Code section 65584. The analysis shall also demonstrate local efforts to remove nongovernmental constraints that create a gap between the locality's planning for the development of housing for all income levels and the construction of that housing. (Gov. Code, § 65583, subd. (a)(6).)

Requests for Lower Density, Permit Times, and Efforts to Address Nongovernmental Constraints: The element must analyze (1) requests to develop housing at densities below those identified in the inventory, (2) the length of time between receiving approval for a housing development and submittal of an application for building permits, and (3) any local efforts to address or mitigate nongovernmental constraints such as reduced fees, financing for affordable housing or expedited processes. The analysis should address any hinderances on the construction of a locality's share of the regional housing need and programs should be added or modified as appropriate.

6. *Analyze any special housing needs such as elderly; persons with disabilities, including a developmental disability; large families; farmworkers; families with female heads of households; and families and persons in need of emergency shelter. (Gov. Code, § 65583, subd. (a)(7).)*

   Special Needs Households: While the element includes data and a general discussion of housing challenges faced by special needs households, it still must provide an analysis of the existing needs and resources for each special need group including seniors, female headed households, large householders, extremely low-income households (ELI), and persons experiencing homelessness. For example, the element should discuss the existing resources to meet housing needs (availability of shelter beds, number of large units, number of deed restricted units, etc.,), an assessment of any gaps in resources, and proposed policies, programs, and funding to help address those gaps

7. *Analyze existing assisted housing developments that are eligible to change to non-low-income housing uses during the next 10 years due to termination of subsidy contracts, mortgage prepayment, or expiration of use restrictions. (Gov. Code, § 65583, subd. (a)(9) through 65583(a)(9)(D).)*

   While the element includes an inventory of deed-restricted projects and analysis of at-risk units, California Housing Partnership Cooperation lists three affordable projects that were not included in the inventory. The element should include the following projects in the inventory:

   - TELACU Rialto III – 74 assisted units located on 545 Bloomington Avenue
   - Greentree Senior Apartments – 270 assisted units on 245 East First Street

- Park Place – 30 assisted units on 310 West Jackson Street

C. Housing Programs

1. *Include a program which sets forth a schedule of actions during the planning period, each with a timeline for implementation, which may recognize that certain programs are ongoing, such that there will be beneficial impacts of the programs within the planning period, that the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the Housing Element through the administration of land use and development controls, the provision of regulatory concessions and incentives, and the utilization of appropriate federal and state financing and subsidy programs when available. The program shall include an identification of the agencies and officials responsible for the implementation of the various actions. (Gov. Code, § 65583, subd. (c).)*

   To have a beneficial impact in the planning period and address the goals of the housing element, programs must be revised with discrete timelines. For example, several programs list specific implementation actions such as developing marketing materials and revising the zoning code but should also provide a timeline for when that action will end or the frequency of the action (where applicable). The following programs should be revised:

   - Program 2C – Accessory Dwelling Unit Construction
   - Program 2D – Accessory Dwelling Unit Monitoring Program
   - Program 2N – Small Lot Consolidation
   - Program 3C – Preserve and Monitor At-Risk Units
   - Program 4B - Remove Development Constraints
   - Program 4C – Water and Sewer Service Providers
   - Program 4D – Availability of Zoning, Development Standards, and Fees Online

2. *Identify actions that will be taken to make sites available during the planning period with appropriate zoning and development standards and with services and facilities to accommodate that portion of the city's or county's share of the regional housing need for each income level that could not be accommodated on sites identified in the inventory completed pursuant to paragraph (3) of subdivision (a) without rezoning, and to comply with the requirements of Government Code section 65584.09. Sites shall be identified as needed to facilitate and encourage the development of a variety of types of housing for all income levels, including multifamily rental housing, factory-built housing, mobilehomes, housing for agricultural employees, supportive housing, single-room occupancy units, emergency shelters, and transitional housing. (*Gov. Code, § *65583, subd. (c)(1).)*

   As noted in Finding B3, the element does not include a complete site analysis, therefore, the adequacy of sites and zoning were not established. Based on the results of a complete sites inventory and analysis, the City may need to add or

revise programs to address a shortfall of sites or zoning available to encourage a variety of housing types. In addition, the element should be revised as follows:

Housing Program 2B – Rezone to Provide Adequate Sites to Accommodate RHNA: While the element includes a program committing the City to rezone sites to address a 6th cycle shortfall, the program must specifically commit to rezoning pursuant to Government Code section 65583.2, subdivisions (h) and (i). Specifically, the program must commit to:

- permit owner-occupied and rental multifamily uses by-right for developments in which 20 percent or more of the units are affordable to lower-income households. By-right means local government review must not require a CUP, planned unit development permit, or other discretionary review or approval;
- accommodate a minimum of 16 units per site;
- require a minimum density of 16/20 units per acre; and
- at least 50 percent of the lower-income need must be accommodated on sites designated for residential use only or on sites zoned for mixed uses that accommodate all of the very low and low-income housing need, if those sites:
    - allow 100 percent residential use, and
    - require residential use occupy 50 percent of the total floor area of a mixed-use project.

City-owned Sites: The element identified several city-owned sites to accommodate a portion of the RHNA including parking lot lots for Metrolink stations. The City should consider including a program that ensures compliance with the Surplus Land Act, provides incentives and actions along with a schedule to facilitate development of City-owned sites. Actions could include outreach with developers, issuing requests for proposals, incentives, fee waivers, priority processing and financial assistance.

Proposed Housing Overlay: The element states that the City is considering implementing an overlay to increase densities and/or allow for residential uses. If the element is proposing an overlay where the underlying zoning allows for nonresidential uses, the element should include a program that commits to sufficient incentives (beyond State Density Bonus Law) to assure the intended residential uses and affordability.

4. *Address and, where appropriate and legally possible, remove governmental and nongovernmental constraints to the maintenance, improvement, and development of housing, including housing for all income levels and housing for persons with disabilities. The program shall remove constraints to, and provide reasonable accommodations for housing designed for, intended for occupancy by, or with supportive services for, persons with disabilities. (Gov. Code, § 65583, subd. (c)(3).)*

As noted in Findings B4 and B5, the element requires a complete analysis of potential governmental constraints. Depending upon the results of that analysis, the City may need to revise or add programs and address and remove or mitigate any identified constraints.

6. *Promote and affirmatively further fair housing opportunities and promote housing throughout the community or communities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability, and other characteristics protected by the California Fair Employment and Housing Act (Part 2.8 (commencing with Section 12900) of Division 3 of Title 2), Section 65008, and any other state and federal fair housing and planning law. (Gov. Code, § 65583, subd. (c)(5).)*

   As noted in Finding A1, the element does not include a complete Assessment of Fair Housing (AFH). Depending on a complete analysis, the element will need to add and revise programs as appropriate.

E. Public Participation

Local governments shall make a diligent effort to achieve public participation of all economic segments of the community in the development of the Housing Element, and the element shall describe this effort. (Gov. Code, § 65583, subd. (c)(8).)

While the element described various efforts to achieve public participation in the preparation of the housing element update, the element should also describe how comments were considered and incorporated into the element.

INLAND COUNTIES LEGAL SERVICES

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SENT VIA EMAIL

May 27, 2022

Siri Champion (schampion@rialtoca.gov)
Paul Gonzalez (pgonzales@rialtoca.gov)
City of Rialto, Community Development Planning Division
150 S. Palm Avenue
Rialto, CA 92376

Re: City of Rialto's Adopted Sixth Cycle Housing Element

Dear Ms. Champion and Mr. Gonzalez,

Inland Counties Legal Services (ICLS) and the Public Interest Law Project (PILP) write to provide comments on the City of Rialto's Sixth Cycle Housing Element adopted on March 8, 2022 (Adopted Element). PILP and ICLS raised many deficiencies in our earlier comments by letter of March 8, 2022, attached for ease of reference. The City submitted its adopted Sixth Cycle Housing Element to the Department of Housing and Community Development (HCD) for review on April 5, 2022, without making further revisions. We now provide supplemental comments to our March 8 letter.

1. The adopted element does not provide an adequate fair housing analysis.

The City's Adopted Element demonstrates ongoing segregation based on its reliance of 3,045 out of 4,585 lower income units within Foothill Boulevard Specific Plan (adopted August 2010), which makes up 66% of the site identified to accommodate the lower-income RHNA. Adopted Element, p. 3-107. Figure 3-23 illustrates that these sites on or near Foothill Boulevard are near the lowest income and most racially concentrated areas of the city. Adopted Element, p. 3-83. Foothill Boulevard has heavy traffic, including truck traffic that causes respiratory problems, noise and more dangerous pedestrian situations for people living near the corridor. More importantly, Foothill Boulevard has areas with the highest percentage of Latinx and low resource neighborhoods in the City of Rialto. Figure 3-24, Adopted Element, p. 3-84. The Tax Credit Allocation Committee (TCAC)/HCD opportunity map identifies two high segregation and poverty census tracts in the center of the City, as indicated in HCD's 12/13/21 review letter. Both segregation and poverty census tracts border Foothill Boulevard. Census tract 06071003510 runs from Linden Avenue to Cactus

Avenue and census tract 06071003700 runs from Willow Avenue to Sycamore Avenue. The Adopted Element also explains that Census tract 06071003510 is largely made up of industrial and commercial uses with about a quarter of the area made up of a mixture of single-family and multi-family residential. Adopted Element, p. 3-64. Census tract 06071003700, in Downtown Rialto, includes the City Hall, downtown commercial uses, schools, a community center, industrial uses adjacent to the railroad, and some multi-family residences and older single-family residences developed in the mid-1900s. It is also one of the oldest tracts in the City. Adopted Element, p. 3-64. The analysis in the Adopted Element should reflect the fact that the conditions within these two tracts contribute to segregation and poverty and include specific actions on how to transform them into areas of opportunity.

Program 5A: Affirmatively Furthering Fair Housing further demonstrate the lack of analysis required to meet the fair housing analysis because identifies actions that the City will complete until December 2023, including "update, analyze and identify regulations that may have historically contributed to the disparities in access to housing" and "engage community health workers to conduct ground level site visits and meetings within R/ECAP census tracts to better understand resident and business barriers, resources, and needs. Adopted Element, pgs. 4-21 to 4-22.

2. The adopted element does not identify adequate sites to accommodate the RHNA.

In addition to assuming that sites will be developed at a maximum allowable density, without adequate justification, a lot of the identified sites within Foothill Boulevard are unrealistic for other reasons. For example, the element identifies non-vacant site numbers 21-25, 27, 28, 34, 51, 56, 64, 65, 67, 76, 77 where the current use is a restaurant, grocery store, or a shopping center, without an explanation of the parking requirements or whether the use will be discontinued. Other nonvacant sites, including site numbers 11, 26, 55, and 95 contain County buildings and parking lots. Moreover, the Adopted Element identifies at least nine sites within one of the two high segregation and poverty census tracts, including site numbers 4, 5, 14, 16, 26, 30, 42, 68, and 70.

The Adopted Element's fails to provide adequate justification and analysis for relying on more than 50 percent of its lower income RHNA on non-vacant sites, especially considering that site numbers 7, 12, 50, and 71 are all non-vacant parcels that are adjacent to vacant lots that are not included in the housing inventory at all. See below stie numbers 7, 12, 50, and 71 respectively. The City has easy options to designate such non-vacant sites for lower-income housing, yet chooses to designate sites with existing uses that are not likely to be available during the planning period.

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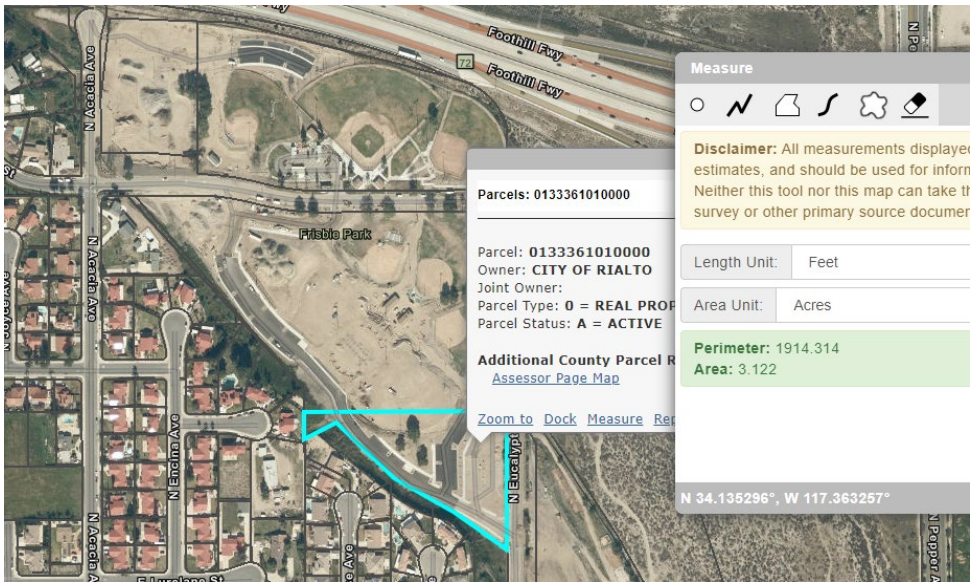
In addition to vacant sites adjacent to non-vacant sites, as described above, other opportunity areas can be found in the Pepper Specific Plan and Lytle Creek Specific Plan. Lytle Creek Specific Plan, north of Foothill Boulevard and the 210 freeway, is a higher resource area. The City can restore better transit options near Lytle Creek to create more opportunities. Also north of Foothill Boulevard, is the Pepper Specific Plan, where it appears there is vacant land to accommodate lower income RHNA. Moreover, adjacent to the Pepper Specific Plan area, the City can look for opportunity areas around Frisbie Park. For example, the City owns a 3-acre parcel (013336101) in the Frisbie Park area, currently used as a parking lot. This site would be a good candidate site to rezone and accommodate lower income RHNA. See site below.

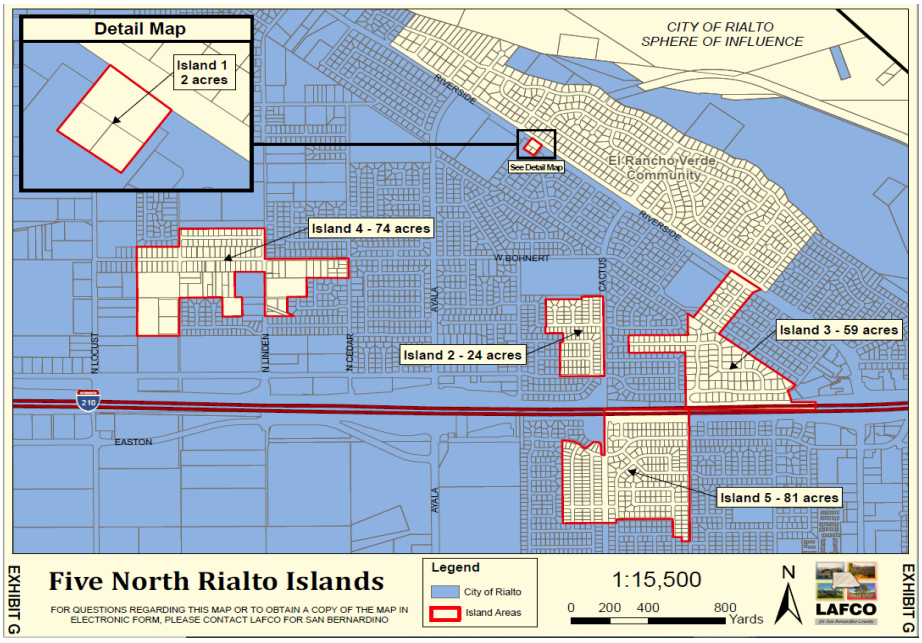


The Adopted Element does not inventory this and other City owned sites, despite the directive of Section 65583.2(a) to include such sites in the inventory, and the suitability of such sites for residential development during the planning period. See our March 8, 2022 letter, p. 6 regarding

the failure to describe the City's intentions to dispose of sites that it owns. Furthermore, Program 2S in the Adopted Element promises to inventory City owned sites does not substitute for the requirement to include such sites in the inventory.

3. **The City should complete its program to annex remaining unincorporated islands within Rialto.**

Without explanation, the City discontinued their commitment from the Fifth Cycle Housing Element Four Year Revision in 2019 (Program 5.2D) to pursue annexation of five out of nine unincorporated islands within the city. See Adopted Element, p. A-12. In the fifth cycle, the City had committed to Local Agency Formation Commission (LAFCO) that it would annex the remaining unincorporated islands from San Bernardino County. LAFCO had conditioned the approval of two neighborhoods within the Lytle Creek Specific Plan on City's annexation of these remaining unincorporated islands. Having committed to annex unincorporated islands from San Bernardino County, the City should complete these actions, which can also provide opportunities to accommodate the lower income RHNA. For example, Island number 4 on the LAFCO map below includes vacant sites that the City could explore further for opportunities.



4. **Public Participation at the City Council Public Hearing.**

The City Council held a public hearing on March 8, 2022 to approve the adoption of the Sixth Cycle Housing Element. The public notice of the March 8 hearing included the option of making public comments via Zoom and provided a Zoom link. ICLS intended to make public oral comments via the zoom link provided. However, city staff informed ICLS the afternoon of the hearing that the zoom link would not be available, and the zoom link in fact did not work during the hearing. Public comments were available in person only, without adequate notice, such that ICLS was unable to provide oral comments in addition to written comments.

Accordingly, we urge the City to correct the deficiencies as described above and in our March 8 letter to come into compliance with Housing Element Law.

Sincerely,

Maria Delgado
Inland Counties Legal Services

Craig Castellanet
Public Interest Law Project

CC: Jose Jauregui; Sohab Mehmood; Paul McDougall

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SENT VIA EMAIL ONLY

February 24, 2023

Siri Champion (schampion@rialtoca.gov)
City of Rialto
150 South Palm Avenue
Rialto, CA 92376

Re: City of Rialto's Draft Sixth Cycle Housing Element dated February 17, 2023

Dear Ms. Champion,

Inland Counties Legal Services, Inc. (ICLS) and the Public Interest Law Project (PILP) write to provide comments on the City of Rialto's Draft Sixth Cycle Housing Element dated February 17, 2023 (February Draft), proposed for adoption on February 28, 2023. PILP and ICLS raised many deficiencies on the Sixth Cycle Housing Element adopted on March 8, 2022 and its substantial revisions in our prior comments by letters of March 8, 2022, May 27, 2022, September 22, 2022, and February 13, 2023. We provide the following supplemental comments based upon our review of the February Draft.

Public Participation

The City made the February Draft available for public review on February 10, 2023, for a period of seven days. The first day of this public review period was on a Friday before a three-day holiday weekend, effectively cutting the public review period to four days. However, pursuant to Government Code Section 65585(b)(1), the City should make this Draft available for 30 days because it is a new Draft with substantial amendments since the adoption of the Housing Element on March 8, 2022. Moreover, as we wrote in our February 13, 2023 letter, **state law requires that the substantial revisions in the February Draft must be heard by the Planning Commission for a recommendation on the adoption of the Housing Element revision, prior to City Council action to adopt it.** Gov. Code Sections 65353, 65354, 65356. The Planning Commission did hold a hearing in February 2022 prior to the last adoption of the City's Housing Element on March 8, 2022, but it has not reviewed or recommended the adoption of this Draft. The February Draft is also incomplete throughout, numerous Tables and Figures added with the label "XX", hindering the ability to review and provide comment. While there

are substantial improvements in this Draft, including new programs to affirmatively further fair housing, **these programs were developed completely without stakeholder input**. Contrary to the recommendation by staff's report for the February 28, 2023 City Council agenda for file #23-197, it is premature to adopt the February Draft.

Duty to Affirmatively Further Fair Housing

The City's duty to affirmatively further fair housing requires an adequate assessment of fair housing, which must include an assessment of " . . . local data and knowledge to identify integration and segregation patterns and trends, racially or ethnically concentrated areas of poverty and affluence, disparities in access to opportunity, and disproportionate housing needs, including displacement risk." Gov. Code § 65583(c)(10)(A)(ii). The California Department of Housing and Community Development (HCD) has found repeatedly that the City's fair housing assessment is incomplete. HCD's review has found that the assessment of local data and knowledge, and disproportionate housing needs, including displacement has not been addressed. See June 3, 2022 HCD letter re City of Rialto's 6th Cycle Adopted Housing Element, (6/3/22 HCD letter) and October 3, 2022 HCD Letter re City of Rialto's 6th Cycle Adopted Housing Element, (10/3/22 HCD letter). Moreover, as noted by HCD and in our prior letters, the location of the identified sites to accommodate the lower-income Regional Housing Need Allocation (RHNA) demonstrate that fair housing issues will continue or worsen in those areas. 6/3/22 HCD letter, p. 1. **The February Draft includes new *analysis* of the City's proposed actions, but does not change the City's *proposed actions* to exclusively zone higher density residential developments in areas with higher concentrations of poverty, higher areas of racial and ethnic concentrations, and lower economic opportunity. (See below, pp. 4-6 of these comments.)** The proposal in the February Draft will not further fair housing goals, to the contrary, it will continue and reinforce patterns of segregation in the City.

Local Data and Knowledge and Other Relevant Factors

The assessment of fair housing includes local data and knowledge and other relevant factors, and it should provide actions or programs that not only address, but overcome and undo, the identified fair housing issues. *See* California Department of Housing and Community Development, Affirmatively Furthering Fair Housing Guidance (AFFH Guidance), p. 25 (available at https://www.hcd.ca.gov/community-development/affh/docs/affh_document_final_4-27-2021.pdf).

The February Draft now includes information about the City's growing development of major distribution centers in recent years, which aside from providing employment opportunities, increases pollution due to increased trucking routes. February Draft, 3-107. Additionally, the Draft now acknowledges that past zoning and land use practices have resulted in a large industrial footprint. *Id*. According to the February Draft, there are "virtually no residential uses south of the I-10 freeway and a significant portion of land to the north" and "south of the 210 freeway is comprised of industrial uses", which contribute to fragmented residential areas. *Id*. Yet, the only related commitment the City makes related to this issue is to establish a risk assessment toolkit to "[a]ddress negative environmental, neighborhood, housing and health

impacts associated with siting and operation of land uses such as industrial, agricultural, waste storage, freeways, energy production, etc. in disadvantaged communities" by June 2025. February Draft, 4-37. **After completing the required analysis, the February Draft does not include a program to specifically address the high pollution caused by the truck traffic and the fragmented residential areas, but instead proposes to concentrate opportunities for lower income housing development along the Foothill corridor and other areas that are exposed to the high pollution.** Accordingly, the February Draft does not provide meaningful steps to address these issues.

Disproportionate Housing Needs, including Displacement Risk

The February Draft provides additional analysis regarding housing needs of persons experiencing homelessness. At p. 3-29, the February Draft claims that the City's homeless population decreased 60% since 2020, but it does not provide any authority to test the reliability of this assertion or the methodology of the data collection, and does not reconcile with the American Community Survey data on homeless counts cited at p. 2-29. It notoriously difficult to accurately conduct counts of unsheltered people, and regardless, the problems of unsheltered people continues to be a serious issue in the City. February Draft, 3-92. The February Draft acknowledges "potential gaps in support and services," including the need for "low cost, emergency or transitional housing." February Draft, 3-94. The Draft claims to make meaningful changes to Program 2I: Emergency Shelters and Program 2J: Transitional and Supportive Housing, but the only amendments made are to make objectives "to continue to monitor the inventory of sites" and work with the appropriate organizations to meet the needs of the homeless. These planned actions will not make a real world difference to address the identified needs, even the timeframes are supposed annual reviews. Because both the objectives and the timeframes are too vague, the programs do not make a meaningful commitment to address homelessness.

The City identifies I-P zoned sites as the parcels where it permits the siting of emergency shelters as of right. However, the City acknowledges that some of the parcels in the I-P zone region are at or near areas with hazardous waste exposure, see February Draft, p. 3-23 to 3-24: "[t]he census tracts that the I-P zones are located scored between 60 and 80 percentiles for hazardous waste." The City estimates that it saw a 38.3 percent increase in the unhoused population living in the City between 2018 and 2020, see February Draft, p. 2-29, Table 2-29. However, the programs do not address this constraint or identify other areas in the City if the areas in the I-P zone are undevelopable due to hazardous waste exposure, nor does the Draft identify alternate regions in the City where the City would permit emergency shelters by right if the I-P zone ends up being an unsuitable location to site its emergency shelters as required by Government Code sections 65583(c) and 65583.2.

The February Draft also acknowledges that the City is experiencing an issue of overcrowding and severely overcrowding for owners and renters. According to the February Draft, owners experience overcrowding of 8.5%, and severe overcrowding of 1.9%, compared to the County 4.1% and 1.3%, respectively. February Draft, 3-87. Renters experience overcrowding of 17.3% and severely overcrowding of 5.9%, compared to 9.9% and 4% in the County, respectively. *Id.*

However, the February Draft does not amend the existing Policy 3.4, to support rental projects with 3 or more bedrooms, or otherwise include a program to take meaningful steps to address overcrowding.

Regarding displacement risk, the February Draft concludes, without providing analysis or citation to available information from the UC Berkeley Urban Displacement Project, that displacement is not correlated with people with disabilities or with racial or ethnic population patterns or trends. February Draft, 3-99. The February Draft acknowledges that "female-headed households coincide with areas with higher susceptibility to displacement". *Id.* The February Draft refers to Program 5A: Affirmatively Furthering Fair Housing, which the Draft asserts provides opportunities for residents. However, none of the AFFH actions in Program 5A specifically address opportunities for female-headed households. February Draft, Table 4-1, 4-26 to 4-38.

Furthermore, we appreciate that the February Draft modifies Table 4-1: AFFH Actions in Program 5A: Affirmatively Furthering Fair Housing to include more actions. However, because the timelines for most of the actions continue to be too vague or remote in time, it shows that the City's commitments are not significant and meaningful enough to overcome and undo patterns and trends to identified fair housing issues. For example, the February Draft commits to "[e]ncourage expansion of opportunity in low resource areas by annual participation by developers" focusing on areas along Riverside Avenue and Foothill Boulevard. However, the timeframe for this action is "[a]nnually market infill, mixed used and affordable residential development to affordable housing developers." February Draft, 4-27. See also actions related to sites below.

Affirmatively Furthering Fair Housing (AFFH) and Identified Sites

The City's sites inventory "should incorporate the projected housing development and assess the extent to which that development will either further entrench or help to ameliorate existing patterns of segregation and/or exclusion of members of protected categories." *See* California Department of Housing and Community Development, AFFH Guidance, p. 45 (available at https://www.hcd.ca.gov/community-development/affh/docs/affh_document_final_4-27-2021.pdf), Gov. Code §§ 65583(c)(10)(A), 65583.2(a).

The February Draft now provides an analysis by breaking up the City into "Planning Areas" to show that the current location of the identified sites are "not intentionally worsening existing fair housing challenges." February Draft, 3-113. The Planning Areas are broken down into four areas: East Central, North, South, and West Central. February Draft, 3-116. Table "3-XX"[1] shows that majority of the lower-income units are within Planning Area 1: East Central and Planning Area 4: West Central. Planning Area 1 accommodates 1,524 lower-income units, and Planning Area 4 accommodates 2,080 lower-income units. According to the February Draft, the breakdown shows that Planning Area 1 and 4 are 91.3% and 92.6% non-white, but because all

[1] This is one of several titles for tables and figures that are incomplete, making this version of the Draft inappropriate for adoption.

four Planning Areas are predominately non-white, there are no R/ECAPs. *Id*. It further asserts that lower-income units are in low resource units because majority of the City is identified as low resource and there are limited development or redevelopment opportunities within "moderate resource". *Id*. However, this analysis further supports the finding that the lower-income RHNA should not be concentrated in the City's central areas. More importantly, it fails to indicate how these lower-income sites are identified in a manner that affirmatively furthers fair housing. Instead, the February Draft asserts inconsistently, and without support, that sites identified in the inventory are selected because they exhibit the highest level of propensity to transition to residential use. February Draft, 3-112. Moreover, according to the February Draft, Census tract 06071003510 within Planning Area 4 shows "probable displacement risk" without addressing it under the displacement risk analysis.

Program 5A, Table 4-1 now includes actions related to the site development, however, the actions do not meet the required analysis about the location of sites currently identified to accommodate the RHNA and the impact on current fair housing conditions, as required by state law and directed by HCD. See 6/3/22 HCD letter, 10/3/22 HCD letter. For example, Table 4-1 includes an action to annually reviewing the sites inventory and meet with developers at least once every two years, but such infrequent meetings are an inadequate commitment to foster affordable housing development, given the challenges and complexities to completing such a project which is much more difficult than market-rate development.. February Draft p. 4-27. Another action states that "at the mid-point of the 6th Cycle planning period, evaluate the effectiveness of these strategies in promoting housing opportunities throughout the City outside of Focus areas and in the north and southern portions of the City", but it does not specify what actions will result from this evaluation.

The City's obligation to rezone sites to accommodate the lower-income RHNA fails to be consistent with its duty to affirmatively further fair housing. *See* Gov. Code §65583(c)(10)(A). The City does not identify sites that are dispersed throughout the community, pursuant to Gov. Code § 65583.2(a). Instead, the City continues to rely heavily on sites within Foothill Boulevard Specific Plan to accommodate its lower-income RHNA, making no amendments to the rezone program. See Summary Table 3-42 at February Draft, p. 3-143. On February 14, 2023, the City held a hearing to adopt a zoning overlay for sites in limited areas of the City, with the largest area (159 acres) to be included in the Foothill Boulevard Specific Plan area. While the City continued this hearing, it is already taking actions to continue to concentrate sites in the Foothill area, when the AFFH analysis is incomplete, and HCD has already found that As mentioned in our February 13, 2023 letter, the City's rezoning program to would add sites to accommodate 1,603 lower income units, in addition to the 1,442 already identified, within Foothill Boulevard Specific Plan area. *Id.* **These actions will create sites to accommodate a total of 3,045 out of 4,618 lower-income units concentrated along Foothill Boulevard for which the February Draft does not provide an adequate explanation on how development will transform racially and ethnically concentrated areas of poverty into areas of opportunity.**

Realistic Capacity

The February Draft now includes changes in the "Potential Net Unit Yield" column in the inventory, finally responding to long standing comments from ICLS and HCD. See 10/3/22 HCD letter, p. 2-3. However, these amendments are not reflected in the total number of units described in the rezone program at Table 3-42. Instead, it appears that this reduction is only reflected in the revised Table B-1, at p. B3. This demonstrates again that the February Draft is incomplete, not ready for adoption, and has not been sufficiently subject to public review.

The February Draft includes a new narrative that discusses the capacity of sites to claim that the inventory is adequate, by pointing to a "34% buffer in excess of the lower income RHNA" to account for individual variations in built out densities. February Draft, p. B-39. It is unclear whether this references the 34% buffer described in Table 3-42, again which has not been updated to reflect the revised 80% net yield estimate for realistic capacity. The figure appears to be reduced to a 17% buffer in the revisions to Table B-1. The revisions also does not take into account sites relied upon in the inventory already accommodate parking that is required for existing uses, as described in earlier comments by ICLS. See 5/27/22 ICLS letter.

Furthermore, the amendments in the February Draft at p. B-38 reveal that there is not a defined "minimum density" on residential sites in Rialto, triggering further problems with the rezone program in the inventory, since such standards must be established where there is a shortfall of sites, as here. See Gov. Code sec 65583(c)(1)(A). The inventory cannot comply with the requirements of Government Code section 65583.2(h) to have a minimum density of 20 units per acre and a minimum capacity of 16 units per site. In the R-3 Zone, the City's expression of a "maximum density" of 1 dwelling unit per 2,000 square feet translates into a density of 21.78 units per acre, also insufficient to allow 30 units per acre as required for rezoning to accommodate lower income RHNA in the City of Rialto in a metropolitan county. Gov. Code section 65583.2 (c)(3)(B)(iv). While the City has added language to the Rezone Program 2B to specify a minimum density of 20 units per acre to comply with section 65583.2(h), this program language must be reconciled with the asserted lack of a minimum density in the new narrative in Appendix B.

Parking Constraints

HCD makes findings in its review letters that the City must "go beyond reviewing parking standards and make a make specific commitment to reduce or revise parking requirements and ensure parking requirements do not constrain development," and similarly must address costs impacts of garage requirements in multifamily housing and make specific commitment to address the constraint. 10/3/22 HCD letter, p. 4, and 6/3/22 HCD letter, p. 4, respectively. The February Draft amends the objectives in Program 4B, but the revised language does not include any terms specific to parking or garages. Instead the revision only makes illusory and vague "commitments" that supposedly "commit to revising or modify development standards that may constrain development." February Draft, 4-22 to 4-23. Without being specific to parking and garage requirements, the program amendments in the Draft do not address, much less cure, the deficiencies in the constraint program identified by HCD. The City does have existing language in the third bullet point of Program 4B to commit to "reduce or revise" parking

standards, particularly for 1 bedroom and studio units, however the City could yet determine that a "revision" of the parking standards does not require any "reduction", so this still lacks a substantive commitment.

Furthermore, while we commend the City for including information on the amended parking requirements within ½ mile of public transit in AB 2097 (2022), and including the new Program 3H, that program includes language to maximize the City's ability to deny the reduced parking standards when implementing the new restrictions on imposing parking requirements. The incomplete statement of the requirements of the new Government Code section 65863.2, which allows local governments to impose minimum parking standards upon making certain findings, should be removed from Program 3H because it does not completely reflect the requirements of the law.

Permit Procedures and Timelines

Since the City's Sixth Cycle Housing Element was adopted in March 2022, it has consistently failed to address permit processing time and procedures. See 10/2/22 HCD letter, p. 4, 6/3/22 HCD letter, p. 4. The February Draft now for the first time describes permit processing times, demonstrating that while single family homes may require "a few days to 4 weeks to process" whereas larger multifamily developments can take "8-20 weeks". February Draft, 3-34. Notably, there are no examples provided with this information, other than the simple assertion from the Draft.

Consistent with responses to previous comments by ICLS and HCD, the February Draft now includes language in Program 4G to address the fact that the City's Zoning Code requires subjective elements in its review of multifamily projects such as being "essential or desirable", the development will "not be detrimental" to general welfare, and "will not be injurious" to nearby properties, that create uncertainties for applicants. February Draft, 3-35. This Zoning Code language is prejudicial to multifamily housing development since it makes implicit assumptions about the nature of housing development. The language in Program 4G does not include sufficient commitment to correct these biases and uncertainties, instead only to "include objective language" but not to remove subjective terms reflecting bias. Program 4G should be strengthened to remove ambiguous subjective terms that can be used to justify the biases included within them to delay or deny projects based on uncertain subjective criteria.

Conditional Use Permits

The February Draft does not make any amendments to respond to the repeated comments from ICLS and HCD regarding conditional use permits that are required for developments of developments for five or more dwelling units in the medium density zone. February Draft p. 3-22, 10/2/22 HCD letter, p. 4, 6/3/22 HCD letter, p. 6. The February Draft continues to simply conclude, without any evidence or analysis, that the CUP requirement is not a constraint on development of "Multiple-Family Dwellings" despite the obvious fact that a completely discretionary review is a serious constraint on housing. By concluding that the CUP does not create a constraint to the development of housing, the City skirts the directive from HCD to either revise or modify the constraints upon the development of multi-family housing in the City.

The City also fails to analyze the length of time between receiving approval for a housing development and submittal of an application for building permits or address any hinderance the CUP presents on the development of housing and include programs as appropriate to address those hinderances. Accordingly, HCD should direct the City to remove the sentence that the CUP does not create a constraint to the development of housing and direct the City to analyze and inform the public on how it will work to remove all constraints, including those imposed by CUPs upon the development of housing in the City.

This constraint is compounded by the fact that the discussion of medium density designations is included in the inventory of sites, for example in the Renaissance Specific Plan area, which includes reliance on such sites portions of the RHNA, but could function to exclude lower income households from the area, which would be inconsistent with the City's obligation to Affirmatively Further Fair Housing throughout the City. February Draft, p. B-6. It is unclear whether the Lytle Creek Specific Plan area is subject to the same CUP requirement, however it is notable that no lower-income RHNA is expected to be accommodated in that area either. February Draft Table B-1, p. B-3.

Multi-family Housing

Finally, HCD also directed the City to review Program 5F: Housing for Persons with Developmental Disabilities. Even though the City has removed the language "should constraints be found," the February Draft does not provide any information about City policies or practices concerning group homes and whether those policies comply with AFFH obligations or are constraining and discriminatory on the basis of disability in violation of federal and state fair housing laws. (See HCD Group Home Technical Advisory, December 2022, pp. 8-12; 12-20). In its February Draft, the City states that 7,085 persons aged 5 to 64 years old are living with disabilities in the City, with another 3,540 persons being older adults living with disabilities (See Table X-X, Draft, p. 3-89). Because there are a significant number of persons living with disabilities and as group homes can provide persons living with disabilities stable housing communities, the City should revise the Draft to discuss and analyze this housing type and inform the public how the City will comply with its AFFH duty regarding group homes in the City.

Conclusion

We provide these comments to urge the City to correct the remaining deficiencies in the City's Draft Sixth Cycle Housing Element before adoption and submission to HCD for review.

Sincerely,

Maria T. Delgado
Inland Counties Legal Services, Inc.

Craig Castellanet
Ugochi Anaebere-Nicholson
Public Interest Law Project

Cc: Jose Jauregui (Jose.Jauregui@hcd.ca.gov)

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SENT VIA EMAIL ONLY

February 24, 2023

Siri Champion (schampion@rialtoca.gov)
City of Rialto
150 South Palm Avenue
Rialto, CA 92376

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are substantial improvements in this Draft, including new programs to affirmatively further fair housing, **these programs were developed completely without stakeholder input**. Contrary to the recommendation by staff's report for the February 28, 2023 City Council agenda for file #23-197, it is premature to adopt the February Draft.

Duty to Affirmatively Further Fair Housing

The City's duty to affirmatively further fair housing requires an adequate assessment of fair housing, which must include an assessment of " . . . local data and knowledge to identify integration and segregation patterns and trends, racially or ethnically concentrated areas of poverty and affluence, disparities in access to opportunity, and disproportionate housing needs, including displacement risk." Gov. Code § 65583(c)(10)(A)(ii). The California Department of Housing and Community Development (HCD) has found repeatedly that the City's fair housing assessment is incomplete. HCD's review has found that the assessment of local data and knowledge, and disproportionate housing needs, including displacement has not been addressed. See June 3, 2022 HCD letter re City of Rialto's 6th Cycle Adopted Housing Element, (6/3/22 HCD letter) and October 3, 2022 HCD Letter re City of Rialto's 6th Cycle Adopted Housing Element, (10/3/22 HCD letter). Moreover, as noted by HCD and in our prior letters, the location of the identified sites to accommodate the lower-income Regional Housing Need Allocation (RHNA) demonstrate that fair housing issues will continue or worsen in those areas. 6/3/22 HCD letter, p. 1. **The February Draft includes new *analysis* of the City's proposed actions, but does not change the City's *proposed actions* to exclusively zone higher density residential developments in areas with higher concentrations of poverty, higher areas of racial and ethnic concentrations, and lower economic opportunity. (See below, pp. 4-6 of these comments.)** The proposal in the February Draft will not further fair housing goals, to the contrary, it will continue and reinforce patterns of segregation in the City.

Local Data and Knowledge and Other Relevant Factors

The assessment of fair housing includes local data and knowledge and other relevant factors, and it should provide actions or programs that not only address, but overcome and undo, the identified fair housing issues. *See* California Department of Housing and Community Development, Affirmatively Furthering Fair Housing Guidance (AFFH Guidance), p. 25 (available at https://www.hcd.ca.gov/community-development/affh/docs/affh_document_final_4-27-2021.pdf).

The February Draft now includes information about the City's growing development of major distribution centers in recent years, which aside from providing employment opportunities, increases pollution due to increased trucking routes. February Draft, 3-107. Additionally, the Draft now acknowledges that past zoning and land use practices have resulted in a large industrial footprint. *Id*. According to the February Draft, there are "virtually no residential uses south of the I-10 freeway and a significant portion of land to the north" and "south of the 210 freeway is comprised of industrial uses", which contribute to fragmented residential areas. *Id*. Yet, the only related commitment the City makes related to this issue is to establish a risk assessment toolkit to "[a]ddress negative environmental, neighborhood, housing and health

impacts associated with siting and operation of land uses such as industrial, agricultural, waste storage, freeways, energy production, etc. in disadvantaged communities" by June 2025. February Draft, 4-37. **After completing the required analysis, the February Draft does not include a program to specifically address the high pollution caused by the truck traffic and the fragmented residential areas, but instead proposes to concentrate opportunities for lower income housing development along the Foothill corridor and other areas that are exposed to the high pollution.** Accordingly, the February Draft does not provide meaningful steps to address these issues.

Disproportionate Housing Needs, including Displacement Risk

The February Draft provides additional analysis regarding housing needs of persons experiencing homelessness. At p. 3-29, the February Draft claims that the City's homeless population decreased 60% since 2020, but it does not provide any authority to test the reliability of this assertion or the methodology of the data collection, and does not reconcile with the American Community Survey data on homeless counts cited at p. 2-29. It notoriously difficult to accurately conduct counts of unsheltered people, and regardless, the problems of unsheltered people continues to be a serious issue in the City. February Draft, 3-92. The February Draft acknowledges "potential gaps in support and services," including the need for "low cost, emergency or transitional housing." February Draft, 3-94. The Draft claims to make meaningful changes to Program 2I: Emergency Shelters and Program 2J: Transitional and Supportive Housing, but the only amendments made are to make objectives "to continue to monitor the inventory of sites" and work with the appropriate organizations to meet the needs of the homeless. These planned actions will not make a real world difference to address the identified needs, even the timeframes are supposed annual reviews. Because both the objectives and the timeframes are too vague, the programs do not make a meaningful commitment to address homelessness.

The City identifies I-P zoned sites as the parcels where it permits the siting of emergency shelters as of right. However, the City acknowledges that some of the parcels in the I-P zone region are at or near areas with hazardous waste exposure, see February Draft, p. 3-23 to 3-24: "[t]he census tracts that the I-P zones are located scored between 60 and 80 percentiles for hazardous waste." The City estimates that it saw a 38.3 percent increase in the unhoused population living in the City between 2018 and 2020, see February Draft, p. 2-29, Table 2-29. However, the programs do not address this constraint or identify other areas in the City if the areas in the I-P zone are undevelopable due to hazardous waste exposure, nor does the Draft identify alternate regions in the City where the City would permit emergency shelters by right if the I-P zone ends up being an unsuitable location to site its emergency shelters as required by Government Code sections 65583(c) and 65583.2.

The February Draft also acknowledges that the City is experiencing an issue of overcrowding and severely overcrowding for owners and renters. According to the February Draft, owners experience overcrowding of 8.5%, and severe overcrowding of 1.9%, compared to the County 4.1% and 1.3%, respectively. February Draft, 3-87. Renters experience overcrowding of 17.3% and severely overcrowding of 5.9%, compared to 9.9% and 4% in the County, respectively. *Id.*

However, the February Draft does not amend the existing Policy 3.4, to support rental projects with 3 or more bedrooms, or otherwise include a program to take meaningful steps to address overcrowding.

Regarding displacement risk, the February Draft concludes, without providing analysis or citation to available information from the UC Berkeley Urban Displacement Project, that displacement is not correlated with people with disabilities or with racial or ethnic population patterns or trends. February Draft, 3-99. The February Draft acknowledges that "female-headed households coincide with areas with higher susceptibility to displacement". *Id.* The February Draft refers to Program 5A: Affirmatively Furthering Fair Housing, which the Draft asserts provides opportunities for residents. However, none of the AFFH actions in Program 5A specifically address opportunities for female-headed households. February Draft, Table 4-1, 4-26 to 4-38.

Furthermore, we appreciate that the February Draft modifies Table 4-1: AFFH Actions in Program 5A: Affirmatively Furthering Fair Housing to include more actions. However, because the timelines for most of the actions continue to be too vague or remote in time, it shows that the City's commitments are not significant and meaningful enough to overcome and undo patterns and trends to identified fair housing issues. For example, the February Draft commits to "[e]ncourage expansion of opportunity in low resource areas by annual participation by developers" focusing on areas along Riverside Avenue and Foothill Boulevard. However, the timeframe for this action is "[a]nnually market infill, mixed used and affordable residential development to affordable housing developers." February Draft, 4-27. See also actions related to sites below.

Affirmatively Furthering Fair Housing (AFFH) and Identified Sites

The City's sites inventory "should incorporate the projected housing development and assess the extent to which that development will either further entrench or help to ameliorate existing patterns of segregation and/or exclusion of members of protected categories." *See* California Department of Housing and Community Development, AFFH Guidance, p. 45 (available at https://www.hcd.ca.gov/community-development/affh/docs/affh_document_final_4-27-2021.pdf), Gov. Code §§ 65583(c)(10)(A), 65583.2(a).

The February Draft now provides an analysis by breaking up the City into "Planning Areas" to show that the current location of the identified sites are "not intentionally worsening existing fair housing challenges." February Draft, 3-113. The Planning Areas are broken down into four areas: East Central, North, South, and West Central. February Draft, 3-116. Table "3-XX"[1] shows that majority of the lower-income units are within Planning Area 1: East Central and Planning Area 4: West Central. Planning Area 1 accommodates 1,524 lower-income units, and Planning Area 4 accommodates 2,080 lower-income units. According to the February Draft, the breakdown shows that Planning Area 1 and 4 are 91.3% and 92.6% non-white, but because all

[1] This is one of several titles for tables and figures that are incomplete, making this version of the Draft inappropriate for adoption.

four Planning Areas are predominately non-white, there are no R/ECAPs. *Id*. It further asserts that lower-income units are in low resource units because majority of the City is identified as low resource and there are limited development or redevelopment opportunities within "moderate resource". *Id*. However, this analysis further supports the finding that the lower-income RHNA should not be concentrated in the City's central areas. More importantly, it fails to indicate how these lower-income sites are identified in a manner that affirmatively furthers fair housing. Instead, the February Draft asserts inconsistently, and without support, that sites identified in the inventory are selected because they exhibit the highest level of propensity to transition to residential use. February Draft, 3-112. Moreover, according to the February Draft, Census tract 06071003510 within Planning Area 4 shows "probable displacement risk" without addressing it under the displacement risk analysis.

Program 5A, Table 4-1 now includes actions related to the site development, however, the actions do not meet the required analysis about the location of sites currently identified to accommodate the RHNA and the impact on current fair housing conditions, as required by state law and directed by HCD. See 6/3/22 HCD letter, 10/3/22 HCD letter. For example, Table 4-1 includes an action to annually reviewing the sites inventory and meet with developers at least once every two years, but such infrequent meetings are an inadequate commitment to foster affordable housing development, given the challenges and complexities to completing such a project which is much more difficult than market-rate development.. February Draft p. 4-27. Another action states that "at the mid-point of the 6th Cycle planning period, evaluate the effectiveness of these strategies in promoting housing opportunities throughout the City outside of Focus areas and in the north and southern portions of the City", but it does not specify what actions will result from this evaluation.

The City's obligation to rezone sites to accommodate the lower-income RHNA fails to be consistent with its duty to affirmatively further fair housing. *See* Gov. Code §65583(c)(10)(A). The City does not identify sites that are dispersed throughout the community, pursuant to Gov. Code § 65583.2(a). Instead, the City continues to rely heavily on sites within Foothill Boulevard Specific Plan to accommodate its lower-income RHNA, making no amendments to the rezone program. See Summary Table 3-42 at February Draft, p. 3-143. On February 14, 2023, the City held a hearing to adopt a zoning overlay for sites in limited areas of the City, with the largest area (159 acres) to be included in the Foothill Boulevard Specific Plan area. While the City continued this hearing, it is already taking actions to continue to concentrate sites in the Foothill area, when the AFFH analysis is incomplete, and HCD has already found that As mentioned in our February 13, 2023 letter, the City's rezoning program to would add sites to accommodate 1,603 lower income units, in addition to the 1,442 already identified, within Foothill Boulevard Specific Plan area. *Id.* **These actions will create sites to accommodate a total of 3,045 out of 4,618 lower-income units concentrated along Foothill Boulevard for which the February Draft does not provide an adequate explanation on how development will transform racially and ethnically concentrated areas of poverty into areas of opportunity.**

Realistic Capacity

The February Draft now includes changes in the "Potential Net Unit Yield" column in the inventory, finally responding to long standing comments from ICLS and HCD. See 10/3/22 HCD letter, p. 2-3. However, these amendments are not reflected in the total number of units described in the rezone program at Table 3-42. Instead, it appears that this reduction is only reflected in the revised Table B-1, at p. B3. This demonstrates again that the February Draft is incomplete, not ready for adoption, and has not been sufficiently subject to public review.

The February Draft includes a new narrative that discusses the capacity of sites to claim that the inventory is adequate, by pointing to a "34% buffer in excess of the lower income RHNA" to account for individual variations in built out densities. February Draft, p. B-39. It is unclear whether this references the 34% buffer described in Table 3-42, again which has not been updated to reflect the revised 80% net yield estimate for realistic capacity. The figure appears to be reduced to a 17% buffer in the revisions to Table B-1. The revisions also does not take into account sites relied upon in the inventory already accommodate parking that is required for existing uses, as described in earlier comments by ICLS. See 5/27/22 ICLS letter.

Furthermore, the amendments in the February Draft at p. B-38 reveal that there is not a defined "minimum density" on residential sites in Rialto, triggering further problems with the rezone program in the inventory, since such standards must be established where there is a shortfall of sites, as here. See Gov. Code sec 65583(c)(1)(A). The inventory cannot comply with the requirements of Government Code section 65583.2(h) to have a minimum density of 20 units per acre and a minimum capacity of 16 units per site. In the R-3 Zone, the City's expression of a "maximum density" of 1 dwelling unit per 2,000 square feet translates into a density of 21.78 units per acre, also insufficient to allow 30 units per acre as required for rezoning to accommodate lower income RHNA in the City of Rialto in a metropolitan county. Gov. Code section 65583.2 (c)(3)(B)(iv). While the City has added language to the Rezone Program 2B to specify a minimum density of 20 units per acre to comply with section 65583.2(h), this program language must be reconciled with the asserted lack of a minimum density in the new narrative in Appendix B.

Parking Constraints

HCD makes findings in its review letters that the City must "go beyond reviewing parking standards and make a make specific commitment to reduce or revise parking requirements and ensure parking requirements do not constrain development," and similarly must address costs impacts of garage requirements in multifamily housing and make specific commitment to address the constraint. 10/3/22 HCD letter, p. 4, and 6/3/22 HCD letter, p. 4, respectively. The February Draft amends the objectives in Program 4B, but the revised language does not include any terms specific to parking or garages. Instead the revision only makes illusory and vague "commitments" that supposedly "commit to revising or modify development standards that may constrain development." February Draft, 4-22 to 4-23. Without being specific to parking and garage requirements, the program amendments in the Draft do not address, much less cure, the deficiencies in the constraint program identified by HCD. The City does have existing language in the third bullet point of Program 4B to commit to "reduce or revise" parking

standards, particularly for 1 bedroom and studio units, however the City could yet determine that a "revision" of the parking standards does not require any "reduction", so this still lacks a substantive commitment.

Furthermore, while we commend the City for including information on the amended parking requirements within ½ mile of public transit in AB 2097 (2022), and including the new Program 3H, that program includes language to maximize the City's ability to deny the reduced parking standards when implementing the new restrictions on imposing parking requirements. The incomplete statement of the requirements of the new Government Code section 65863.2, which allows local governments to impose minimum parking standards upon making certain findings, should be removed from Program 3H because it does not completely reflect the requirements of the law.

Permit Procedures and Timelines

Since the City's Sixth Cycle Housing Element was adopted in March 2022, it has consistently failed to address permit processing time and procedures. See 10/2/22 HCD letter, p. 4, 6/3/22 HCD letter, p. 4. The February Draft now for the first time describes permit processing times, demonstrating that while single family homes may require "a few days to 4 weeks to process" whereas larger multifamily developments can take "8-20 weeks". February Draft, 3-34. Notably, there are no examples provided with this information, other than the simple assertion from the Draft.

Consistent with responses to previous comments by ICLS and HCD, the February Draft now includes language in Program 4G to address the fact that the City's Zoning Code requires subjective elements in its review of multifamily projects such as being "essential or desirable", the development will "not be detrimental" to general welfare, and "will not be injurious" to nearby properties, that create uncertainties for applicants. February Draft, 3-35. This Zoning Code language is prejudicial to multifamily housing development since it makes implicit assumptions about the nature of housing development. The language in Program 4G does not include sufficient commitment to correct these biases and uncertainties, instead only to "include objective language" but not to remove subjective terms reflecting bias. Program 4G should be strengthened to remove ambiguous subjective terms that can be used to justify the biases included within them to delay or deny projects based on uncertain subjective criteria.

Conditional Use Permits

The February Draft does not make any amendments to respond to the repeated comments from ICLS and HCD regarding conditional use permits that are required for developments of developments for five or more dwelling units in the medium density zone. February Draft p. 3-22, 10/2/22 HCD letter, p. 4, 6/3/22 HCD letter, p. 6. The February Draft continues to simply conclude, without any evidence or analysis, that the CUP requirement is not a constraint on development of "Multiple-Family Dwellings" despite the obvious fact that a completely discretionary review is a serious constraint on housing. By concluding that the CUP does not create a constraint to the development of housing, the City skirts the directive from HCD to either revise or modify the constraints upon the development of multi-family housing in the City.

The City also fails to analyze the length of time between receiving approval for a housing development and submittal of an application for building permits or address any hinderance the CUP presents on the development of housing and include programs as appropriate to address those hinderances. Accordingly, HCD should direct the City to remove the sentence that the CUP does not create a constraint to the development of housing and direct the City to analyze and inform the public on how it will work to remove all constraints, including those imposed by CUPs upon the development of housing in the City.

This constraint is compounded by the fact that the discussion of medium density designations is included in the inventory of sites, for example in the Renaissance Specific Plan area, which includes reliance on such sites portions of the RHNA, but could function to exclude lower income households from the area, which would be inconsistent with the City's obligation to Affirmatively Further Fair Housing throughout the City. February Draft, p. B-6. It is unclear whether the Lytle Creek Specific Plan area is subject to the same CUP requirement, however it is notable that no lower-income RHNA is expected to be accommodated in that area either. February Draft Table B-1, p. B-3.

Multi-family Housing

Finally, HCD also directed the City to review Program 5F: Housing for Persons with Developmental Disabilities. Even though the City has removed the language "should constraints be found," the February Draft does not provide any information about City policies or practices concerning group homes and whether those policies comply with AFFH obligations or are constraining and discriminatory on the basis of disability in violation of federal and state fair housing laws. (See HCD Group Home Technical Advisory, December 2022, pp. 8-12; 12-20). In its February Draft, the City states that 7,085 persons aged 5 to 64 years old are living with disabilities in the City, with another 3,540 persons being older adults living with disabilities (See Table X-X, Draft, p. 3-89). Because there are a significant number of persons living with disabilities and as group homes can provide persons living with disabilities stable housing communities, the City should revise the Draft to discuss and analyze this housing type and inform the public how the City will comply with its AFFH duty regarding group homes in the City.

Conclusion

We provide these comments to urge the City to correct the remaining deficiencies in the City's Draft Sixth Cycle Housing Element before adoption and submission to HCD for review.

Sincerely,

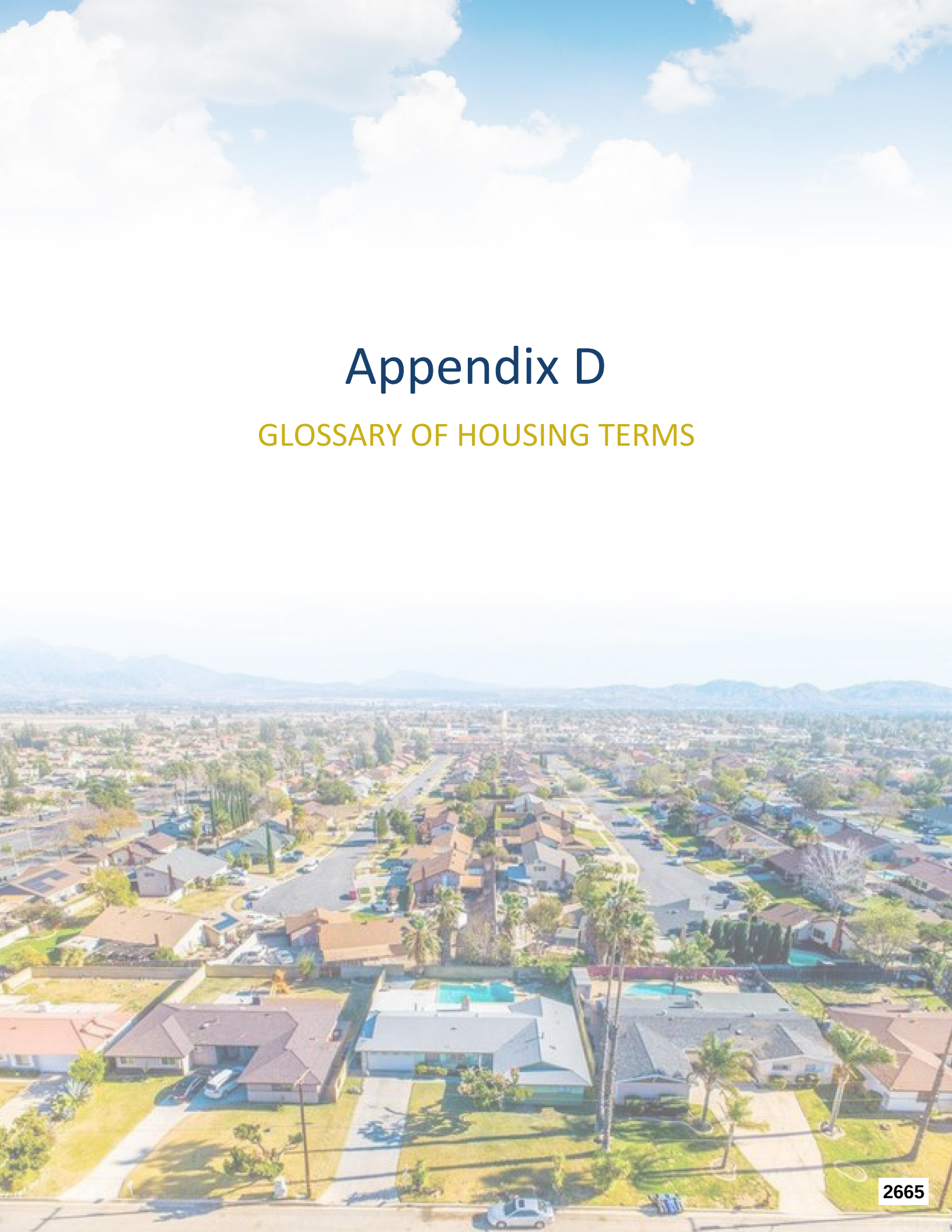
Maria T. Delgado
Inland Counties Legal Services, Inc.

Craig Castellanet
Ugochi Anaebere-Nicholson
Public Interest Law Project

Cc: Jose Jauregui (Jose.Jauregui@hcd.ca.gov)

Appendix D

GLOSSARY OF HOUSING TERMS



Glossary of Housing Terms

Above Moderate-Income Household. A household with an annual income usually greater than 120 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of housing and Urban Development (HUD) for the Section 8 Housing Program.

Accessory Dwelling Unit. A self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. "Granny Flat" is one type of second unit.

Affirmatively Furthering Fair Housing (AFFH): Affirmatively Furthering Fair Housing (AFFH) is a legal requirement that federal agencies and federal grantees further the purposes of the Fair Housing Act. AFFH means "taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics. Specifically, affirmatively furthering fair housing means taking meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws.

Apartment. An apartment is one (1) or more rooms in an apartment house or dwelling occupied or intended or designated for occupancy by one (1) family for sleeping or living purposes and containing one (1) kitchen.

Assisted Housing. Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices, or rents have been subsidized by Federal, State, or local housing programs including, but not limited to Federal Section 8 (new construction, substantial rehabilitation, and loan management set-asides), Federal Sections 213, 236, and 202, Federal Sections 221 (d) (3) (below-market interest rate program), Federal Sections 101 (rent supplement assistance), Community Development Block Grant (CDBG), Farmers Home Administration (FmHA) Sections 515, multi-family mortgage revenue bond programs, local redevelopment and in lieu fee programs, and units developed pursuant to local inclusionary housing and density bonus programs.

Below-Market-Rate (BMR). Any housing unit specifically priced to be sold or rented to low- or moderate-income households for an amount less than the fair-market value of the unit. Both the State of California and the U.S. Department of Housing and Urban Development set standards for determining which households qualify as "low income" or "moderate income." The financing of housing at less than prevailing interest rates.

Build-Out. That level of urban development characterized by full occupancy of all developable sites in accordance with the General Plan; the maximum level of development envisioned by the General Plan.

Build-out does not assume that each parcel is developed to include all floor area or housing units possible under zoning regulations.

Community Development Block Grant (CDBG). A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitled communities and administered by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Condominium. A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units. (See "Townhouse.")

Covenants, Conditions, and Restrictions (CC&Rs). A term used to describe restrictive limitations that may be placed on property and its use, and which usually are made a condition of holding title or lease.

Deed. A legal document which affects the transfer of ownership of real estate from the seller to the buyer.

Density Bonus. The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location.

Density, Residential. The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per gross acre or per net developable acre.

Developable Land. Land that is suitable as a location for structures and that can be developed free of hazards to, and without disruption of, or significant impact on, natural resource areas.

Down Payment. Money paid by a buyer from his own funds, as opposed to that portion of the purchase price which is financed.

Duplex. A detached building under single ownership that is designed for occupation as the residence of two families living independently of each other.

Dwelling Unit (DU). A building or portion of a building containing one or more rooms, designed for, or used by one family for living or sleeping purposes, and having a separate bathroom and only one kitchen or kitchenette. See Housing Unit.

Elderly Housing. Typically, one- and two-bedroom apartments or condominiums designed to meet the needs of persons 62 years of age and older or, if more than 150 units, persons 55 years of age and older, and restricted to occupancy by them.

Emergency Shelter. A facility that provides immediate and short-term housing and supplemental services for the homeless. Shelters come in many sizes, but an optimum size is considered to be 20 to 40 beds.

Supplemental services may include food, counseling, and access to other social programs. (See "Homeless" and "Transitional Housing.")

Extremely Low-Income Household. A household with an annual income equal to or less than 30 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

Fair Market Rent. The rent, including utility allowances, determined by the United States Department of Housing and Urban Development for the purpose of administering the Section 8 Program.

Family. (1) Two or more persons related by birth, marriage, or adoption [U.S. Bureau of the Census]. (2) An Individual or a group of persons living together who constitute a bona fide single-family housekeeping unit in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house or institution of any kind [Governor's Office of Planning and Research, General Plan Guidelines].

General Plan. A comprehensive, long-term plan mandated by State Planning Law for the physical development of a city or county and any land outside its boundaries which, in its judgment, bears relation to its planning. The plan shall consist of seven required elements: land use, circulation, open space, conservation, housing, safety, and noise. The plan must include a statement of development policies and a diagram or diagrams illustrating the policies.

Goal. A general, overall, and ultimate purpose, aim, or end toward which the City will direct effort.

Green Building. Green or sustainable building is the practice of creating healthier and more resource-efficient models of construction, renovation, operation, maintenance, and demolition. (US Environmental Protection Agency)

Historic Preservation. The preservation of historically significant structures through restoration and rehabilitation of the building(s) to a former condition.

Historic Property. A historic property is a structure or site that has significant historic, architectural, or cultural value.

Household. All those persons—related or unrelated—who occupy a single housing unit. (See "Family.")

Housing and Community Development, California Department of (HCD). The State agency that has principal responsibility for assessing, planning for, and assisting communities to meet the needs of low- and moderate-income households.

Housing Element. One of the seven State-mandated elements of a local general plan, it assesses the existing and projected housing needs of all economic segments of the community, identifies potential

sites adequate to provide the amount and kind of housing needed, and contains adopted goals, policies, and implementation programs for the preservation, improvement, and development of housing.

Housing Payment. For ownership housing, this is defined as the mortgage payment, property taxes, insurance, and utilities. For rental housing this is defined as rent and utilities.

Housing Ratio. The ratio of the monthly housing payment to total gross monthly income; also called Payment-to-Income Ratio or Front-End Ratio.

Housing Unit. The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under State law.

Housing and Urban Development, U.S. Department of (HUD). A cabinet-level department of the federal government that administers housing and community development programs.

Implementing Policies. The City's statements of its commitments to consistent actions.

Implementation. Actions, procedures, programs, or techniques that carry out policies.

Infill Development. The development of new housing or other buildings on scattered vacant lots in a built-up area or on new building parcels created by permitted lot splits.

Jobs-Housing Balance. A ratio used to describe the adequacy of the housing supply within a defined area to meet the needs of persons working within the same area. The General Plan uses SCAG's definition which is a job total equal to 1.2 times the number of housing units within the area under consideration.

Land Use Classification. A system for classifying and designating the appropriate use of properties.

Live-Work Units. Buildings or spaces within buildings that are used jointly for commercial and residential purposes where the residential use of the space is secondary or accessory to the primary use as a place of work.

Low-Income Household. A household with an annual income usually no greater than 51 percent to 80 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

Low-income Housing Tax Credits. Tax reductions provided by the federal and State governments for investors in housing for low-income households.

Manufactured Housing. Residential structures that are constructed entirely in the factory, and which since June 15, 1976, have been regulated by the federal Manufactured Home Construction and Safety

Standards Act of 1974 under the administration of the U.S. Department of Housing and Urban Development (HUD). (See "Mobile home" and "Modular Unit.")

Mixed-Use. Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Moderate-Income Household. A household with an annual income usually no greater than 81 percent to 120 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

Monthly Housing Expense. Total principal, interest, taxes, and insurance paid by the borrower on a monthly basis. Used with gross income to determine affordability.

Multiple Family Building. A detached building designed and used exclusively as a dwelling by three or more families occupying separate suites.

No Net Loss. Requires sufficient adequate sites to be available at all times throughout the RHNA planning period to meet a jurisdiction's remaining unmet housing needs for each income category. To comply with the No Net Loss Law, as jurisdictions make decisions regarding zoning and land use, or development occurs, jurisdictions must assess their ability to accommodate new housing in each income category on the remaining sites in their housing element site inventories. A jurisdiction must add additional sites to its inventory if land use decisions or development results in a shortfall of sufficient sites to accommodate its remaining housing need for each income category.

Ordinance. A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Overcrowded Housing Unit. A housing unit in which the members of the household, or group are prevented from the enjoyment of privacy because of small room size and housing size. The U.S. Bureau of Census defines an overcrowded housing unit as one which is occupied by more than one person per room.

Parcel. A lot or tract of land.

Planning Area. The area directly addressed by the general plan. A city's planning area typically encompasses the City limits and potentially annexable land within its sphere of influence.

Policy. A specific statement of principle or of guiding actions that implies clear commitment but is not mandatory. A general direction that a governmental agency sets to follow, in order to meet its objectives before undertaking an action program. (See "Program.")

Poverty Level. As used by the U.S. Census Bureau, families and unrelated individuals are classified as being above or below the poverty level based on a poverty index that provides a range of income cutoffs or "poverty thresholds" varying by size of family, number of children, and age of householder. The income cutoffs are updated each year to reflect the change in the Consumer Price Index.

Program. An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal or objective. Policies and programs establish the "who," "how" and "when" for carrying out the "what" and "where" of goals and objectives.

Redevelop. To demolish existing buildings; or to increase the overall floor area existing on a property; or both; irrespective of whether a change occurs in land use.

Regional. Pertaining to activities or economies at a scale greater than that of a single jurisdiction and affecting a broad geographic area.

Regional Housing Needs Assessment (RHNA). A quantification by the local council of governments of existing and projected housing need, by household income group, for all localities within a region.

Rehabilitation. The repair, preservation, and/or improvement of substandard housing.

Residential. Land designated in the General Plan and Zoning Code for buildings consisting of dwelling units. May be improved, vacant, or unimproved. (See "Dwelling Unit.")

Residential Care Facility. A facility that provides 24-hour care and supervision to its residents.

Residential, Multiple Family. Usually three or more dwelling units on a single site, which may be in the same or separate buildings.

Residential, Single-Family. A single dwelling unit on a building site.

Retrofit. To add materials and/or devices to an existing building or system to improve its operation, safety, or efficiency. Buildings have been retrofitted to use solar energy and to strengthen their ability to withstand earthquakes, for example.

Rezoning. An amendment to the map to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

Section 8 Rental Assistance Program. A federal (HUD) rent-subsidy program that is one of the main sources of federal housing assistance for low-income households. The program operates by providing "housing assistance payments" to owners, developers, and public housing agencies to make up the difference between the "Fair Market Rent" of a unit (set by HUD) and the household's contribution toward the rent, which is calculated at 30 percent of the household's adjusted gross monthly income (GMI). "Section 8" includes programs for new construction, existing housing, and substantial or moderate housing rehabilitation.

Shared Living Facility. The occupancy of a dwelling unit by persons of more than one family in order to reduce housing expenses and provide social contact, mutual support, and assistance. Shared living facilities serving six or fewer persons are permitted in all residential districts by Section 1566.3 of the California Health and Safety Code.

Single-Family Dwelling, Attached. A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit. (See "Townhouse.")

Single-Family Dwelling, Detached. A dwelling unit occupied or intended for occupancy by only one household that is structurally independent from any other such dwelling unit or structure intended for residential or other use. (See "Family.")

Single Room Occupancy (SRO). A single room, typically 80-250 square feet, with a sink and closet, but which requires the occupant to share a communal bathroom, shower, and kitchen.

Subsidize. To assist by payment of a sum of money or by the granting to terms or favors that reduces the need for monetary expenditures. Housing subsidies may take the forms or mortgage interest deductions or tax credits from federal and/or State income taxes, sale or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like.

Substandard Housing. Residential dwellings that, because of their physical condition, do not provide safe and sanitary housing.

Supportive Housing. Housing with no limit on length of stay, that is occupied by the target population as defined in California Health and Safety Code Section 53260(d), and that is linked to onsite or offsite services that assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community. "Target population" means adults with low incomes having one or more disabilities, including mental illness, HIV or AIDS, substance abuse, or other chronic health conditions, or individuals eligible for services provided under the Lanterman Developmental Disabilities Services Act and may, among other populations, include families with children, elderly persons, young adults aging out of the foster care system, individuals exiting from institutional settings, veterans, or homeless people. [California Health and Safety Code Sections 50675.14(b) and 53260(d)]

Target Areas. Specifically, designated sections of the community where loans and grants are made to bring about a specific outcome, such as the rehabilitation of housing affordable by Very-Low and Low-income households.

Tax Increment. Additional tax revenues that result from increases in property values within a redevelopment area. State law permits the tax increment to be earmarked for redevelopment purposes but requires at least 20 percent to be used to increase and improve the community's supply of very low- and low-income housing.

Tenure. A housing unit is owner-occupied if the owner or co-owner lives in the unit, even if it is mortgaged or not fully paid for. A cooperative or condominium unit is owner-occupied only if the owner or co-owner lives in it. All other occupied units are classified as renter-occupied including units rented for cash rent and those occupied without payment of cash rent.

Townhouse. A townhouse is a dwelling unit located in a group of three (3) or more attached dwelling units with no dwelling unit located above or below another and with each dwelling unit having its own exterior entrance.

Transitional Housing. Shelter provided to the homeless for an extended period, often as long as 18 months, and generally integrated with other social services and counseling programs to assist in the transition to self-sufficiency through the acquisition of a stable income and permanent housing. (See "Homeless" and "Emergency Shelter.")

Undevelopable. Specific areas where topographic, geologic, and/or superficial soil conditions indicate a significant danger to future occupants and a liability to the City.

Underutilized. Areas in the City that are capable of being developed at a higher density which may include: nonvacant publicly owned surplus or excess land; portions of blighted areas with abandoned or vacant buildings; existing high opportunity developed areas with mixed-used potential; nonvacant substandard or irregular lots that could be consolidated; and any other suitable underutilized land.

Vacant. A vacant site is a site without any houses, offices, buildings, or other significant improvements on it. Improvements are generally defined as development of the land (such as a paved parking lot or income production improvements such as crops, high voltage power lines, oil-wells, etc.) or structures on a property that are permanent and add significantly to the value of the property

Acronyms Used

ACS: American Community Survey
BMPs: Best Management Practices
CALTRANS: California Department of Transportation
CEQA: California Environmental Quality Act
CHAS: Comprehensive Housing Affordability Strategy
CIP: Capital Improvement Program
DDS: Department of Developmental Services
DIF: Development Impact Fee
DU/AC: Dwelling Units Per Acre
EDD: California Employment Development Department
FAR: Floor Area Ratio
FEMA: Federal Emergency Management Agency
HCD: Department of Housing and Community Development
HOA: Homeowners Association
HUD: Department of Housing and Urban Development
LAFCO: Local Agency Formation Commission
MFI: Median Family Income
NPDES: National Pollutant Discharge Elimination System
RTFH: Regional Task Force on the Homeless
RTP: Regional Transportation Plan
SCAG: Southern California Association of Governments
SPA: Sectional Planning Area
STF: Summary Tape File (U.S. Census)
TOD: Transit-Oriented Development
TDM: Transportation Demand Management
TSM: Transportation Systems Management
WCP: Water Conservation Plan