City of Rialto

Regular Meeting - Final

Wednesday, April 3, 2024

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 Jerry Gutierrez, Vice-Chair John Peukert, Artist Gilbert, Dale Estvander, Frank Gonzalez, Two (2) Vacancies

Oral Communications from the Audience on items not on the Agenda

Planning Commission Minutes

PC-24-1284 Minutes from the August 30, 2023 Planning Commission Meeting.

Attachments: PC MTG MINS 08.30.2023.docx

PC-24-1285 Minutes from the September 27, 2023 Planning Commission Meeting.

Attachments: PC MTG MINS 09.27.2023.docx

PC-24-1199 Minutes from the February 7, 2024 Planning Commission Meeting.

Attachments: PC MTG MINS 2.07.2024.docx

Public Hearings

PC-24-1286 ***Conditional Development Permit No. 2024-0002:*** A request to operate a single-price overstock/discount store ("Project") within an existing 16,391 square foot tenant space located at 200 West Foothill Boulevard (APN 0127-591-40) in the existing Rialto Square shopping center at the northeast corner of West Foothill Boulevard and North Willow within the Commercial Pedestrian (C-P) zone of the Foothill Boulevard Specific Plan.

Attachments: Exhibit A - Location Map.pdf

Exhibit B - Site Plan.pdf

Exhibit C - Floor Plan.pdf

Exhibit D - Elevations.pdf

Exhibit E - CDP2024-0002 Draft Resolution.doc

PC-24-1288 ***Master Case No. 2022-0021, Conditional Development Permit No. 2022-0014 and Precise Plan of Design No. 2022-0016:*** A request to allow the development of a 6-unit apartment complex on a 0.5-acre parcel (APN: 0130-082-05) located on the south side of Third Street approximately 200 feet east of Lilac Avenue within the Multiple Family Residential (R-3) zone. This project is categorically exempt pursuant to the California Environmental Quality Act (CEQA) (Environmental Assessment Review No. 2022-0018).

Attachments: Exhibit A - Location Map.docx

Exhibit B - Site Plan.pdf

Exhibit C - Floor Plan.pdf

Exhibit E - Draft CDP Resolution.docx

Exhibit F - Draft PPD Resolution.docx

Exhibit D - Exterior Elevations.pdf

PC-24-1281

(Master Case No. 2022-0022) Tentative Parcel Map No. 2023-0005, Conditional Development Permit No. 2022-0015, Condition Development Permit Nos. 2023-0026 - 2023-0029, Conditional Development Permit No. 2023-0031, and Precise Plan of Design No. 2022-0017: Development of one (1) 224,566 square foot industrial warehouse building, 3,915 square foot restaurant building with drive-thru, vehicle fuel station with a 4,042 square foot overhead canopy, 3,700 square foot convenience market, and a 1,458 square foot automated car wash on a 14.29 acre site (APN's: 0264-191-02 & -04). The site is located on the southeast corner of Pepper Avenue and the SR-210 Freeway. The project also includes the subdivision of two (2) parcels of land (APN's: 0264-191-02 & -04) into three (3) new parcels - Parcel 1 (1.18 acres), Parcel 2 (1.46 acres), and Parcel 3 (11.65 acres). An Addendum to the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report (Environmental Assessment Review No. 2023-0048) has been prepared for consideration in conjunction with the project, in accordance with the California Environmental Quality Act (CEQA).

Attachments:

Exhibit A - Location Map

Exhibit B - Tentative Parcel Map

Exhibit C - Retail Development Site Plan

Exhibit D - Industrial Development Site Plan

Exhibit E - Elevations (Restaurant Building)

Exhibit F - Elevations (Convenience Market & Car Wash Building)

Exhibit G - Elevations (Canopy)

Exhibit H - Elevations (Industrial Warehouse Building)

Exhibit I - Preliminary Landscape Plan

Exhibit J - Crime Prevention Plan

Exhibit K - Traffic Impact Analysis

Exhibit L - Addendum to the SEIR

Exhibit M - Draft Resolution for EAR No. 2023-0048

Exhibit N - Draft Resolution for TPM No. 2023-0005

Exhibit O - Draft Resolution for CDP No. 2022-0015

Exhibit P - Draft Resolution for CDP No. 2023-0026

Exhibit Q - Draft Resolution for CDP No. 2023-0027

Exhibit R - Draft Resolution for CDP No. 2023-0028

Exhibit S - Draft Resolution for CDP No. 2023-0029

Exhibit T - Draft Resolution for CDP No. 2023-0031

Exhibit U - Draft Resolution for PPD No. 2022-0017

PC24-1295 **Continued public hearing from the March 6th, 2024 Planning Commission meeting:**

(Master Case No. 2022-0003) Conditional Development Permit No. 2022-0003: A request to allow the expansion and of an existing used automobile sales and rental site to include 17,978 square feet of additional pavement, truck sales and rentals, vehicle car wash, additional office space, and vehicular circulation on 6.68 gross acres of land (APN: 0251-091-22) located at 585 West Valley Boulevard within Industrial Park (I-P) zone of the Gateway Specific Plan in three existing buildings totaling 20,600 square feet. This project is categorically exempt pursuant to Section 15301 (Existing Facilities) and 15332 (In-Fill Development Projects) of the California Environmental Quality Act (CEQA).

Attachments: Exhibit A - Location Map (22).pdf

Action Items

None.

Community Development Director Comments

Planning Commissioner Reports/Comments

Adjournment

City of Rialto

Legislation Text

File #: PC-24-1284, **Version:** 1, **Agenda #:**

Minutes from the August 30, 2023 Planning Commission Meeting.

CITY OF RIALTO

THE REGULAR MEETING MINUTES OF PLANNING COMMISSION

August 30, 2023 - 6:00 p.m.

The Regular meeting of the Planning Commission of the City of Rialto was held in the City of Rialto City Council Chambers located at 150 South Palm Avenue, Rialto, California 92376, on August 30, 2023.

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

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PLEDGE OF ALLEGIANCE

Chair Gutierrez led the pledge of allegiance.

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ROLL CALL

Roll Call was taken by Administrative Analyst, Kim Dame.

Present:
Chair Jerry Gutierrez
Vice-Chair John Peukert
Commissioner Dale Estvander
Commissioner Artist Gilbert
Commissioner Frank Gonzalez, arrived at 6:20 PM

Absent:
All present.
There are two vacancies.

Staff Present:
Director of Community Development, Colby Cataldi
Community Development Manager, Paul Gonzales
Assistant City Attorney, Robert Messinger
Senior Planner, Daniel Casey
Associate Planner, Daniel Rosas
Administrative Analyst, Kim Dame

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ORAL COMMUNICATION

Chair Gutierrez asked if there were any oral communications from the public not on the agenda. Ms. Dame stated there were none.

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PLANNING COMMISSION MEETING MINUTES

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

There are no minutes.

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PUBLIC HEARINGS

Chair Gutierrez stated the next item on the agenda is Precise Plan of Design No. 2022-0084 and Variance No. 2023-0001.

Community Development Manager Paul Gonzales made the presentation.

Precise Plan of Design No. 2022-0084: A request for the development of a 2-unit residential duplex with an Accessory Dwelling Unity (ADU) and a Junior Accessory Dwelling Unit (JADU). The project consists of a two-story building totaling approximately 2,400 square feet. The project site is approximately 7,203 square feet (APN's: 0127-321-13) and is located at 222 E Jackson Street. The site is approximately 452 feet west of Sycamore Avenue within the Multiple-Family Zone (R-3) Zone.

Variance No. 2023-0001: A request to allow a variance pursuant to Section 18.64.040 of the Rialto Municipal Code (RMC) to reduce the minimum required rear setback of 15 feet to 5 feet, as it relates to a proposal to develop a 2-unit duplex with Accessory Dwelling Unit (ADU) and Junior Accessory Dwelling Unit (JACU).

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Chair Gutierrez opened the Public Hearing.

There were no speakers.

Commissioner Dale Estvander made a motion to close the Public Hearing. Seconded by Commissioner Artist Gilbert.

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Commissioner Estvander made a motion to adopt Precise Plan of Design No. 2022-0084 and Variance No. 2023-0001. Seconded by Commissioner Gilbert.

PUBLIC HEARINGS

Vote on the motion:
AYES: 4 (Gutierrez, Peukert, Estvander, Gilbert)
NOES: 0
ABSTENTION: 0
ABSENT: 1 (Gonzalez)

Motion carried.

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Chair Gutierrez stated the next item on the agenda is Tentative Tract Map No. 2022-0002 (TTM 20550) and Variance No. 2022-0003.

Senior Planner Daniel Casey made the presentation on behalf of Dionne Joubert.

***Tentative Tract Map No. 2022-0002 (TTM 20550)*:** A request to subdivide 0.91 gross acres of land (APN's: 0253-151-59, 0253-151-60 and 0253-151-71) into eight (8) single-family lots. The project site is located on the eastside of the future extension of Cornell Street between Ashford Avenue and the future extension of Sandalwood Avenue within the Single-Family Residential (R-1A) zone. The project is categorically exempt pursuant to Section 15332 (Infill Development Projects) of the California Environmental Quality Act (CEQA).

Variance No. 2022-0003: A request to allow a variance from Section 18.12.030 Rialto Municipal Code (RMC) to reduce the minimum required width from the 100-foot to 67-foot width, as it relates to the proposal to develop an eight (8) unit subdivision and will only affect four proposed parcels on (APN: 0243-151-60) located between Ashford Avenue and the future extension of Sandalwood Avenue within the zoned Signle-Family Residential (R1A) zone. The project is categorically exempt pursuant to Section 15332 (Infill Development Projects) of the California Environmental Quality Act (CEQA).

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Chair Gutierrez opened the Public Hearing.

There were no speakers.

Commissioner Estvander made a motion to close the Public Hearing. Seconded by Vice-Chair John Peukert.

Chair Gutierrez closed the Public Hearing.

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PUBLIC HEARINGS

Commissioner Gilbert made a motion to adopt Tentative Tract Map No. 2022-0002 (TTM 20550) and Variance No. 2022-0003. Seconded by Commissioner Estvander.

Vote on the motion:
AYES: 4 (Gutierrez, Peukert, Estvander, Gilbert)
NOES: 0
ABSTENTION: 0
ABSENT: 1 (Gonzalez)

Motion carried.

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Chair Gutierrez stated the next item on the agenda is Conditional Development Permit No. 2022-0020, Precise Plan of Design Permit No. 2022-0032 and Variance No. 2022-0002.

Mr. Gonzales made the presentation on behalf of Dionne Joubert.

Conditional Development Permit No. 2022-0020**:** A request for the use of a 42,542 square foot commerce center on approximately 1.88 acres of land (APN: 0260-021-39) located on the northwest corner of Riverside Avenue and Resource Drive within the Heavy Industrial (H-IND) designation of the Aqua Mansa Specific Plan. A Mitigated Negative Declaration (Environmental Assessment Review No. 2022-0034) has been prepared for consideration in conjunction with the project.

Precise Plan of Design Permit No. 2022-0032: A request for site and architectural review and development of a 42,542 square foot commerce center.

Variance No. 2022-0002: A request for a variance for a ten (10) foot landscape setback along the perimeter of the property and at a minimum of one (1) foot for every, one (1) foot of building height, but no less than twenty-five (25) feet. The applicant proposes to reduce the northern landscape setback from ten (10) feet to three (3) feet and to reduce the eastern landscape setback from 38 feet to 15 feet on approximately 1.88 acres of land.

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Chair Gutierrez opened the Public Hearing.

There were no speakers.

Commissioner Estvander made a motion to close the Public Hearing. Seconded by Commissioner Gilbert.

PUBLIC HEARINGS Chair Gutierrez closed the Public Hearing.

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Commissioner Estvander made a motion to adopt Conditional Development Permit No. 2022-0020, Precise Plan of Design Permit No. 2022-0032 and Variance No. 2022-0002. Seconded by Commissioner Gilbert.

Vote on the motion:
AYES: 5 (Gutierrez, Peukert, Estvander, Gilbert, Gonzalez)
NOES: 0
ABSTENTION: 0
ABSENT: 0

Motion carried.

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Chair Gutierrez stated the next item on the agenda is Conditional Development Permit No. 2022-0050 and Precise Plan of Design Permit No. 2022-0071.

Associate Planner Daniel Rosas made the presentation on behalf of Dionne Joubert.

***Conditional Development Permit No. 2022-0050*:** A request for the use of an approximately 68,883 square-foot industrial commerce center on 4.78 gross acres of land (APNs: 0258-102-12, -13, & -14) located at the west side of Lilac Avenue and 975 feet south of Santa Ana Avenue, within the Light Manufacturing (M-1) zone. This project is categorically exempt pursuant to Section 15332 (In-Fill Development Projects) of the California Environmental Quality Act (CEQA).

Precise Plan of Design Permit No. 2022-0071: A request for site and architectural review and development of an approximately 68,883 square-foot industrial commerce center on 4.78 gross acres of land.

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Chair Gutierrez opened the Public Hearing.

On behalf of the applicant, Paige Gosney gave a brief overview of the project.

Commissioner Estvander made a motion to close the Public Hearing. Seconded by Commissioner Frank Gonzalez.

PUBLIC HEARINGS Chair Gutierrez closed the Public Hearing.

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Commissioner Estvander made a motion to adopt Conditional Development Permit No. 2022-0050 and Precise Plan of Design Permit No. 2022-0071. Seconded by Commissioner Gilbert.

Vote on the motion:
AYES: 5 (Gutierrez, Peukert, Estvander, Gilbert, Gonzalez)
NOES: 0
ABSTENTION: 0
ABSENT: 0

Motion carried.

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Chair Gutierrez stated the next item on the agenda is Zoning Code Amendment (ZCA) No. 2023-0001.

Community Development Manager Paul Gonzales made the presentation.

***Zoning Code Amendment (ZCA) No. 2023-0001*:** Request the Planning Commission Recommend the City Council approve Zoning Code Amendment (ZCA) No. 2023-0001 an ordinance amending Chapter 18.104 of the Rialto Municipal Code "Regulating Outdoor Storage Uses".

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Chair Gutierrez opened the Public Hearing.

There were no speakers.

Vice-Chair Peukert made a motion to close the Public Hearing. Seconded by Commissioner Gilbert.

Chair Gutierrez closed the Public Hearing.

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Chair Gutierrez made a motion to adopt Zoning Code Amendment (ZCA) No. 2023-0001. Seconded by Commissioner Estvander.

Vote on the motion:
AYES: 5 (Gutierrez, Peukert, Estvander, Gilbert, Gonzalez)
NOES: 0
ABSTENTION: 0
ABSENT: 0

PUBLIC HEARINGS Motion carried.

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COMMUNITY DEVELOPMENT DIRECTOR COMMENTS

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

Director of Community Development, Colby Cataldi informs the Committee that he is happy to be back after his leave.

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PLANNING COMMISSION COMMENTS

Chair Gutierrez stated that the next item on the agenda is Commissioner comments.

Chair Gutierrez expressed his concerns regarding Casa Grande Road opening and other road issues. Mr. Cataldi advised that this would be brought to the attention of the Engineering staff.

Vice-Chair Peukert stated that he wants to see the Traffic Advisory Commission (TAC) re-established. Mr. Cataldi addressed his concerns.

Commissioner Gonzalez inquired about Councils' intention with TAC. Mr. Cataldi stated that he is unaware of the current intention of the commission.

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ADJOURNMENT

Commissioner Estvander made a motion to adjourn the meeting. Seconded by Commissioner Gilbert.

The Regular Planning Commission meeting on Wednesday, August 30, 2023, adjourned at 7:03 p.m.

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Minutes prepared by Kim Dame
Administrative Analyst

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Jerry Gutierrez
Chair, Planning Commission

City of Rialto

Legislation Text

File #: PC-24-1285, **Version:** 1, **Agenda #:**

Minutes from the September 27, 2023 Planning Commission Meeting.

CITY OF RIALTO

THE REGULAR MEETING MINUTES OF PLANNING COMMISSION

September 27, 2023 - 6:00 p.m.

The Regular meeting of the Planning Commission of the City of Rialto was held in the City of Rialto City Council Chambers located at 150 South Palm Avenue, Rialto, California 92376, on September 27, 2023.

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 Jerry Gutierrez called the meeting to order at 6:00 p.m.

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PLEDGE OF ALLEGIANCE

Vice-Chair John Peukert led the pledge of allegiance.

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ROLL CALL

Roll Call was taken by Administrative Analyst, Kim Dame.

Present:
Chair Jerry Gutierrez
Vice-Chair John Peukert
Commissioner Dale Estvander
Commissioner Artist Gilbert
Commissioner Frank Gonzalez

Absent:
All present.
There are two vacancies.

Staff Present:
Director of Community Development, Colby Cataldi
Community Development Manager, Paul Gonzales
Assistant City Attorney, Robert Messinger
Senior Planner, Daniel Casey
Associate Planner, Daniel Rosas
Administrative Analyst, Kim Dame

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ORAL COMMUNICATION

Chair Gutierrez asked if there were any oral communications from the public not on the agenda. Ms. Dame stated there were none.

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PLANNING COMMISSION MEETING MINUTES

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

There are no minutes.

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PUBLIC HEARINGS

Chair Gutierrez stated the next item on the agenda is Conditional Development Permit No. 2023-0013.

Associate Planner Daniel Rosas made the presentation.

Conditional Development Permit No. 2023-0013: A request for the upgrade of an off-sale of alcohol beverages consumption of beer, wine and distilled spirits (Type 21), within an existing convenience market, located at 2281 West Casmalia Street, within a Freeway Incubator (FI) land use district of the Renaissance Specific Plan.

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Chair Gutierrez opened the Public Hearing.

The applicant, Steve Rollings, gave a brief overview of the project and requested Condition #6 to be modified.

Commissioner Dale Estvander made a motion to close the Public Hearing. Seconded by Commissioner Frank Gonzalez.

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Commissioner Estvander made a motion to adopt Conditional Development Permit No. 2023-0013. Seconded by Commissioner Artist Gilbert.

Vote on the motion:
AYES: 5 (Gutierrez, Peukert, Estvander, Gilbert, Gonzalez)
NOES: 0
ABSTENTION: 0
ABSENT: 0

Motion carried.

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PUBLIC HEARINGS **Chair Gutierrez stated the next item on the agenda is Conditional Development Permit No. 2023-0016 & Precise Plan of Design No. 2023-0024.**

Senior Planner Daniel Casey made the presentation.

Conditional Development Permit No. 2023-0016 & Precise Plan of Design No. 2023-0024: A request to allow the development and use of a new 4,180 square foot automated car wash building with eighteen (18) vacuum spaces on 1.88 acres of land (APN: 0127-023-02 & Portions of APN's: 0127-023-04, -07, & -08) located at the northwest corner of Riverside Avenue and Easton Street within the Neighborhood Commercial (C-1) zone. The site is currently occupied by an existing carwash that will be removed and replaced. This project is categorically exempt pursuant to Section 15332 (Class 32- In-Fill Development Projects) of the California Environmental Quality Act (CEQA).

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Chair Gutierrez opened the Public Hearing.

The applicant, Dan Gowen, gave a brief overview of the project.

Commissioner Estvander made a motion to close the Public Hearing. Seconded by Commissioner Gonzalez.

Chair Gutierrez closed the Public Hearing.

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Commissioner Gilbert made a motion to adopt Conditional Development Permit No. 2023-0016 & Precise Plan of Design No. 2023-0024. Seconded by Commissioner Estvander.

Vote on the motion:
AYES: 5 (Gutierrez, Peukert, Estvander, Gilbert, Gonzalez)
NOES: 0
ABSTENTION: 0
ABSENT: 0

Motion carried.

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Chair Gutierrez stated the next item on the agenda is Conditional Development Permit No. 2023-0020.

Associate Planner Daniel Rosas made the presentation.

PUBLIC HEARINGS

***Conditional Development Permit No. 2023-0020*:** A request to allow the installation of approximately 1850 linear feet of security fencing around the perimeter of an existing truck repair facility located at 2231 South Willow Avenue (APN: 0258-041-09) within the Heavy Industrial (H-IND) zone of the Agua Mansa Specific Plan. This project is categorically exempt pursuant to Section 15303 (Class 3- New Construction or Conversion of Small Structures) of the California Environmental Quality Act (CEQA).

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Chair Gutierrez opened the Public Hearing.

There were no speakers.

Commissioner Estvander made a motion to close the Public Hearing. Seconded by Commissioner Gonzalez.

Chair Gutierrez closed the Public Hearing.

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Commissioner Estvander made a motion to adopt Conditional Development Permit No. 2023-0020. Seconded by Commissioner Gonzalez.

Vote on the motion:
AYES: 5 (Gutierrez, Peukert, Estvander, Gilbert, Gonzalez)
NOES: 0
ABSTENTION: 0
ABSENT: 0

Motion carried.

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COMMUNITY DEVELOPMENT DIRECTOR COMMENTS

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

Director of Community Development, Colby Cataldi advised that there are a couple complicated industrial building projects coming in October. Mr. Cataldi also gave a brief overview on the county project.

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PLANNING COMMISSION COMMENTS

Chair Gutierrez stated that the next item on the agenda is Commissioner comments.

There were no Commissioner comments.

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ADJOURNMENT Commissioner Estvander made a motion to adjourn the meeting. Seconded by Commissioner Gilbert.

The Regular Planning Commission meeting on Wednesday, September 27, 2023, adjourned at 6:38 p.m.

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Minutes prepared by Kim Dame
Administrative Analyst

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Jerry Gutierrez
Chair, Planning Commission

City of Rialto

Legislation Text

File #: PC-24-1199, **Version:** 1, **Agenda #:**

Minutes from the February 7, 2024 Planning Commission Meeting.

CITY OF RIALTO

THE REGULAR MEETING MINUTES OF PLANNING COMMISSION

February 7, 2024 - 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 February 7, 2024.

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 Jerry Gutierrez called the meeting to order at 6:00 p.m.

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PLEDGE OF ALLEGIANCE

Commissioner Dale Estvander led the pledge of allegiance.

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ROLL CALL

Roll Call was taken by Administrative Analyst, Kim Dame.

Present:
Chair Jerry Gutierrez
Vice-Chair John Peukert
Commissioner Dale Estvander
Commissioner Artist Gilbert
Commissioner Frank Gonzalez

Absent:
All present.
There are two vacancies.

Staff Present:
Director of Community Development, Colby Cataldi
Community Development Manager, Paul Gonzales
Assistant City Attorney, Robert Messinger
Principal Planner, Daniel Casey
Senior Planner, Daniel Rosas
Administrative Analyst, Kim Dame
Administrative Assistant, Heidy Gonzalez

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ORAL COMMUNICATION

Chair Gutierrez asked if there were any oral communications from the public not on the agenda. Ms. Dame stated there were none.

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PLANNING COMMISSION MEETING MINUTES

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

Motion by Commissioner Estvander, second by Commissioner Frank Gonzalez to move to approve the June 14, 2023, Planning Commission meeting minutes.

All were in favor, *motion carried*, 5-0.

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PUBLIC HEARINGS

Chair Gutierrez stated the next item on the agenda is (Master Case No. 2022-0070) Conditional Development Permit No. 2022-0040.

Principal Planner Daniel Casey made the presentation.

Conditional Development Permit No. 2022-0040: A request to allow the sale of distilled spirits for off-site consumption (Type 21 License), in addition to existing sales of beer and wine for off-site consumption (currently Type 20 License), from an existing Sinclair convenience market and Gas Station located at 1325 W Foothill Boulevard (APN 0128-061-43) within the Commercial Pedestrian (C-P) land use district of the Foothill Boulevard Specific Plan. This project is Categorically Exempt pursuant to Section 15301 (Existing Facilities) of the California Environmental Quality Act Guidelines.

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Chair Gutierrez opened the Public Hearing.

There were no speakers.

Commissioner Estvander made a motion to close the Public Hearing. Seconded by Commissioner Artist Gilbert.

Chair Gutierrez closed the Public Hearing.

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Commissioner Estvander made a motion to approve Conditional Development Permit No. 2022-0040. Seconded by Commissioner Gilbert.

PUBLIC HEARINGS

Vote on the motion:
AYES: 5 (Gutierrez, Peukert, Estvander, Gilbert, Gonzalez)
NOES: 0
ABSTENTION: 0
ABSENT: 0

Motion passes.

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Chair Gutierrez stated the next item on the agenda is Conditional Development Permit No. 2023-0036.

Senior Planner Daniel Rosas made the presentation.

Conditional Development Permit No. 2023-0036: A request to allow the sale of beer, wine, and distilled spirits at an existing 2,200 square retail store within a multi-tenant commercial building located at 1133 West Casmalia Street (APN: 1133-521-08) within the Freeway Incubator (F-1) land use district of the Renaissance Specific Plan. This project is categorically exempt pursuant to Section 15301 (Class 1, Existing Facilities) of the California Environmental Quality Act (CEQA).

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Chair Gutierrez opened the Public Hearing.

The applicant, Elizette Zait, gave a brief overview of the project.

There were no speakers.

Commissioner Estvander made a motion to close the Public Hearing. Seconded by Commissioner Gonzalez.

Chair Gutierrez closed the Public Hearing.

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Commissioner Gilbert made a motion to approve Conditional Development Permit No. 2023-0036 in accordance with the amended condition that will allow up to 15% of tobacco-related products. Seconded by Commissioner Estvander.

PUBLIC HEARINGS

Vote on the motion:
AYES: 5 (Gutierrez, Peukert, Estvander, Gilbert, Gonzalez)
NOES: 0
ABSTENTION: 0
ABSENT: 0

Motion passes.

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Chair Gutierrez stated the next item on the agenda is (Master Case No. 2023-0036) Tentative Parcel Map No. 2023-0002.

Community Development Manager Paul Gonzales made the presentation.

(Master Case No. 2023-0036) Tentative Parcel Map No. 2023-0002: A request to allow the subdivision of one (1) 2.17-acre parcel of land (APN: 0128-011-32) into two (2) new parcels of land, Parcel 1 (1.20 acres) and Parcel 2 (2.97 acres), located at the northeast corner of North Linden Avenue and West Foothill Boulevard within the Residential Mixed Use (R-MU) zone of the Foothill Boulevard Specific Plan. This project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15315 (Minor Land Divisions) of the State CEQA Guidelines.

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Chair Gutierrez opened the Public Hearing.

The applicant, Scott Beard gave a brief overview of the project.

There were no speakers.

Commissioner Estvander made a motion to close the Public Hearing. Seconded by Commissioner Gonzalez.

Chair Gutierrez closed the Public Hearing.

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Commissioner Estvander made a motion to approve (Master Case No. 2023-0036) Tentative Parcel Map No. 2023-0002. Seconded by Commissioner Gonzalez.

Vote on the motion:
AYES: 5 (Gutierrez, Peukert, Estvander, Gilbert, Gonzalez)
NOES: 0
ABSTENTION: 0
ABSENT: 0

Motion passes.

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Chair Gutierrez stated the next item on the agenda is (Master Case No. 2022-0003) Conditional Development Permit No. 2022-0003 and Precise Plan of Design No. 2022-0002.

Principal Planner Daniel Casey made the presentation.

Mr. Casey advised that the applicant requested that the item be continued to the February 21, 2024 Planning Commission meeting. They need additional time to review the conditions of approval. The staff recommends that the Planning Commission open the public hearing and continue it open to February 21, 2024.

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Chair Gutierrez opened the Public Hearing and made a motion to continue it open until February 21, 2024. Seconded by Commissioner Estvander.

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Vote on the motion:
AYES: 5 (Gutierrez, Peukert, Estvander, Gilbert, Gonzalez)
NOES: 0
ABSTENTION: 0
ABSENT: 0

Motion passes.

o0o

Chair Gutierrez stated the next item on the agenda is (Master Case No. 2019-0065) General Plan Amendment No. 2019-0006, Zone Change No. 2019-0004, and Precise Plan of Design No. 2022-0019.

Principal Planner Daniel Casey made the presentation.

(Master Case No. 2019-0065) General Plan Amendment No. 2019-0006, Zone Change No. 2019-0004, & Precise Plan of Design No. 2022-0019: A request to change the general plan land use designation of approximately 1.55 acres of land (APN: 0132-021-18) located at the southeast corner of Randall Avenue and Lilac Avenue ("Site") from Residential 2 with an Animal Overlay to Community Commercial, a request to change the zoning designation of the Site from Agricultural (A-1) to Neighborhood Commercial (C-1), and a request to allow the development of one (1) 8,840 square foot multi-tenant commercial building and one (1) 9,966 square foot multi-tenant commercial

PUBLIC HEARINGS

building on the Site. A Mitigated Negative Declaration (Environmental Assessment Review No. 2022-0020) has been prepared for consideration in conjunction with the project in accordance with the California Environmental Quality Act (CEQA).

Mr. Casey advised that at the request of the mayor, staff recommends that the Planning Commission open the public hearing, take any oral communications and then continue the public hearing until the March 20, 2024 Planning Commission meeting.

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Chair Gutierrez opened the Public Hearing.

The applicant, Gevrok Consulting Engineering, gave a brief overview of the project.

There was one (1) speaker:

Debora Wolfenbarger, 1055 S. Lilac Ave., Rialto, CA
Ms. Wolfenbarger expressed her concerns regarding the project.

Chair Gutierrez made a motion to continue the Public Hearing open until March 20, 2024. Seconded by Vice-Chair Peukert.

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Vote on the motion:
AYES: 5 (Gutierrez, Peukert, Estvander, Gilbert, Gonzalez)
NOES: 0
ABSTENTION: 0
ABSENT: 0

Motion passes.

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COMMUNITY DEVELOPMENT DIRECTOR COMMENTS

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

Assistant City Attorney Robert Messinger requested moving the Planning Commission Training to the February 21, 2024 Planning Commission meeting.

Director of Community Development Colby Cataldi stated that the next Planning Commission meeting is Wednesday, February 21, 2024.

COMMUNITY DEVELOPMENT DIRECTOR COMMENTS

Mr. Cataldi mentioned the event that was held on Tuesday, February 6, 2024, was to welcome the new City Manager, David Carmany.

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PLANNING COMMISSIONER COMMENTS

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

There were no comments.

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ADJOURNMENT

Commissioner Estvander made a motion to adjourn the meeting. Seconded by Vice-Chair Peukert.

The Regular Planning Commission meeting on Wednesday, February 7, 2024, adjourned at 6:48 p.m.

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_____

Minutes prepared by Heidy Gonzalez
Administrative Assistant

_____

Jerry Gutierrez
Chair, Planning Commission

File #: PC-24-1286, **Version:** 1, **Agenda #:**

For the Planning Commission Meeting of April 3, 2024

TO: Honorable Chairman and Planning Commissioners

APPROVAL: Colby Cataldi, Director of Community Development

REVIEWED BY: Paul Gonzales, Community Development Manager

FROM: Jason Costa, Associate Planner

Conditional Development Permit No. 2024-0002: A request to operate a single-price overstock/discount store ("Project") within an existing 16,391 square foot tenant space located at 200 West Foothill Boulevard (APN 0127-591-40) in the existing Rialto Square shopping center at the northeast corner of West Foothill Boulevard and North Willow within the Commercial Pedestrian (C-P) zone of the Foothill Boulevard Specific Plan.

APPLICANT:

Will Mojica/Permit Advisors, 8370 Wilshire Boulevard #330, Beverly Hills, CA 90211

o/b/o

Dollar Tree, Inc., 500 Volvo Parkway, Chesapeake, VA 23320.

LOCATION:

The project site is located at 200 West Foothill Boulevard (APN: 0127-591-40) within the Rialto Square commercial center. The project site is zoned Commercial Pedestrian within the Foothill Boulevard Specific Plan and has a General Plan Specific Plan Land Use designation. (Refer to the attached Location Map (**Exhibit A**)).

BACKGROUND:

Surrounding Land Use and Zoning

Location	***Existing Land Use***	***Zoning***
Site	Vacant	Commercial Pedestrian (C-P) in Foothill Boulevard Specific Plan
North	Single-Family Residences	Single Family Residential (R-1C)
South	Commercial Businesses	Commercial Pedestrian (C-P) in Foothill Boulevard Specific Plan

East	Single-Family Residences	Single-Family Residential (R-1C)
West	Commercial Businesses	Commercial Pedestrian (C-P) in Foothill Boulevard Specific Plan

General Plan Designations

Location	***General Plan Designation***
Site	Specific Plan with a Specific Plan Overlay (Foothill Boulevard SP)
North	Residential 6 (2.1 - 6.0 dwelling units per acre)
South	Specific Plan with a Specific Plan Overlay (Foothill Boulevard SP)
East	Residential 6 (2.1 - 6.0 dwelling units per acre)
West	Specific Plan with a Specific Plan Overlay (Foothill Boulevard SP)

Site Characteristics
The proposed Dollar Tree is located in an existing commercial space within the existing Rialto Square commercial center. Rialto Square consists of ten (10) parcels of land, approximately 467,737 square feet or 10.74 acres in size, located at the northeast corner of West Foothill Boulevard and North Willow Avenue. Existing businesses in the center include Cardenas Market, Wells Fargo Bank, O'Reilly Auto Parts, Western Dental, and Speed Wash Laundromat in five different buildings.

Surrounding Area
The properties north of Rialto Square are single-family homes zoned as Single-Family Residential (R -1C). There is an existing commercial businesses to the south, existing residential homes to the east, commercial businesses to the north and west.

ANALYSIS/DISCUSSION:

Project Proposal
Dollar Tree, Inc., the applicant, has requested to operate a single-price overstock/discount store within a vacant 16,391 square-foot building within the Rialto Square commercial center (**Exhibits B, C and D**). Dollar Tree is a national chain of discount variety stores that sells items for $1.00, $3.00, and $5.00 price points. The operation will consist of sales of food products, arts & crafts supplies, toys, fashion accessories, beauty products, cleaning products, kitchenware, glassware, disposables, home décor items, as well as party supplies and seasonal merchandise. Dollar Tree will have operating hours from 8:00 a.m. to 10:00 p.m. Monday through Sunday with varying holiday hours.

Entitlement Requirements
Per Section 18.66.030.Q of the Rialto Municipal Code, the establishment of a single-price overstock/discount store is subject to the approval of a Conditional Development Permit. The applicant complied with this requirement and filed a completed Conditional Development Permit (CDP2024-0002) application on February 6, 2024.

Locational Requirements
On March 14, 2012, the Planning Commission instituted a policy requiring a one-half (0.5) mile separation between sole proprietor owned single-price overstock/discount stores, and a one (1) mile

separation between national chain single-price overstock/discount stores. As previously mentioned, Dollar Tree is a national chain single-price overstock/discount store, and as such, it must be separated from another national chain single-price overstock/discount store by one (1) mile. Staff conducted a survey to determine the number and location of all national chain single-price overstock/discount retail stores operating within the City. Currently there are six (6) national chain single-price overstock/discount retail stores located within the City. The list below shows the names and locations of those stores, as well as the approximate distance from each to the proposed Dollar Tree:

Business Name	***Business Address***	***Distance from Project Site (miles)***
99¢ Only Stores	212 West Baseline Road	1.04
Dollar Tree	182 East Baseline Road	1.06
Dollar Tree	677 South Riverside Avenue	1.28
Dollar Tree	1205 West Foothill Boulevard	1.30
99¢ Only Stores	1321 West Foothill Boulevard	1.43
Five Below	1275 West Renaissance Parkway	2.24

As illustrated in the survey above, the Planning Division has determined that the addition of the Dollar Tree will not create an over-proliferation of national chain single-price overstock/discount stores serving the immediate area beyond what the Planning Commission has previously approved.

Land Use Compatibility
Rialto Square accommodates various retail establishments. Other tenants include Cardenas Market, O'Reilly Auto Parts, and Wells Fargo Bank. National chain single-price overstock/discount stores are generally compatible with other retail uses and services typically found in commercial centers. As such, the Planning Division considers the Dollar Tree operation to be compatible with the area in which it will locate. With the approval of the Conditional Development Permit, Dollar Tree will be subject to a Planning Commission review within six (6) months from the date of approval to ensure compliance of all Conditions of Approval, and to ensure that the establishment has not become a nuisance. Thereafter, the establishment will be subject to annual review.

GENERAL PLAN CONSISTENCY:

The project is consistent with the following goals 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:

The Dollar Tree is proposed for a vacant previously occupied commercial space in the existing Rialto

Square commercial center. The project is Exempt in accordance with the categorical exemption requirements of the California Environmental Act (CEQA) Section 15301 Exiting Facilities (Environmental Assessment Review 2024-0005). 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.

PUBLIC NOTICE:

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

RECOMMENDATION:

The Planning Division recommends that the Planning Commission:

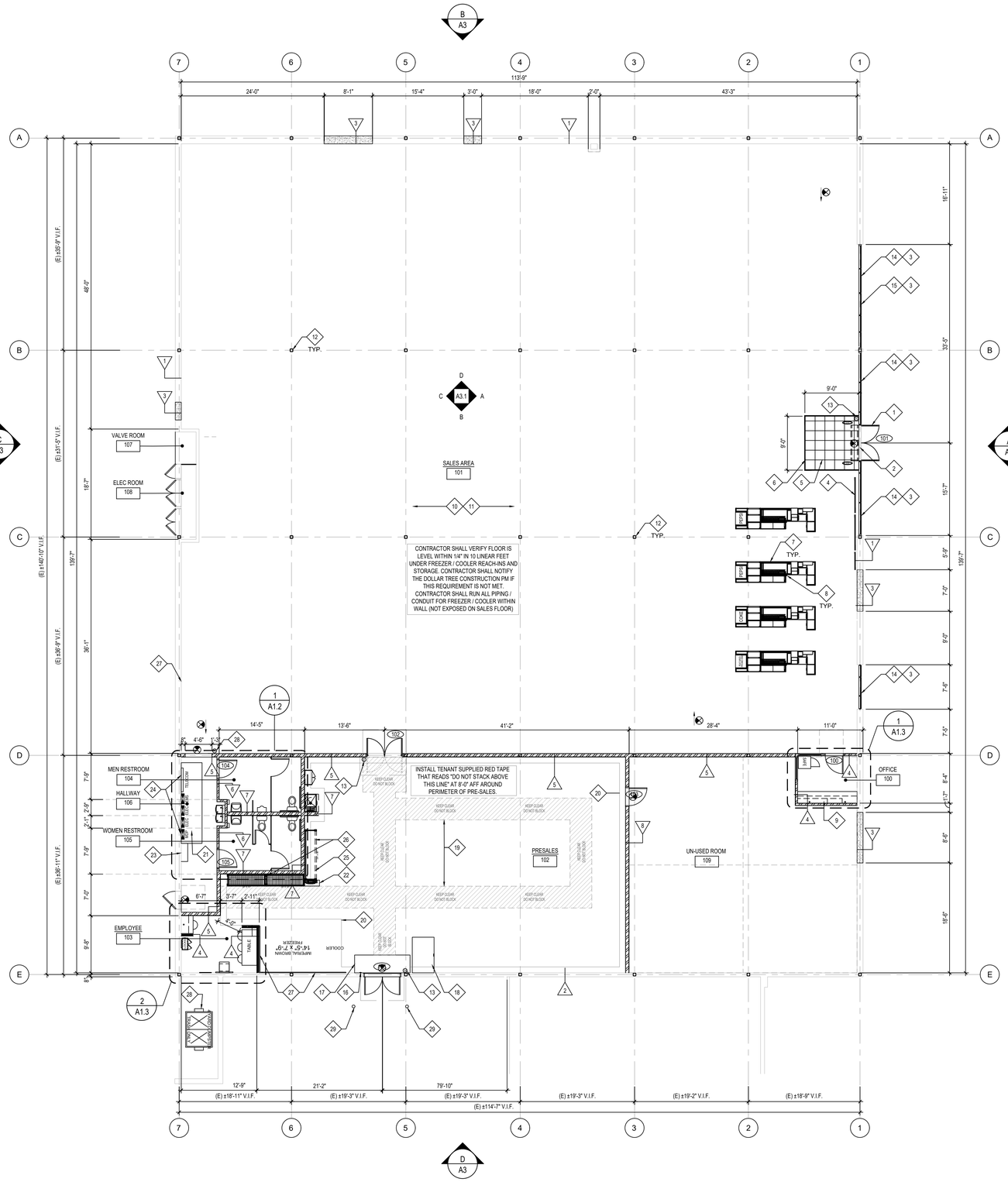
1. Determine the project is Exempt in accordance with the categorical exemption requirements of the California Environmental Act (CEQA) Section 15301 Exiting Facilities; and,

2. Adopt the attached Resolution (**Exhibit E**) to approve Conditional Development Permit No. 2024-0002.

Project Location Map

N

DOLLAR TREE
194 WEST FOOTHILL BLVD.
RIALTO, CA 92376
EXISTING SITE PLAN
SCALE: 1/32"= 1'-0"
N. WILLOW AVE
W FOOTHILL BLVD
Kinetic Design
A51



FLOOR PLAN

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

PROJECT NORTH / REAL NORTH

WALL CONSTRUCTION TYPES:

- EXTERIOR WALL: EXISTING MASONRY WALL. PROVIDE 7/8" (20GA.) METAL HAT CHANNELS @ 16" O.C. VERT AND ONE LAYER 5/8" GWB TO 6" ABOVE FINISHED CEILING AT LOCATION S NOT COVERED BY WALL GONDOLA. PATCH AND REPAIR WALL AS REQUIRED. FINISH PER FINISH SCHEDULE, SHEET A4.
- TENANT DEMISING WALL: EXISTING MASONRY WALL. PROVIDE 7/8" (20GA.) METAL HAT CHANNELS @ 16" O.C. VERT AND ONE LAYER 5/8" GWB TO 6" ABOVE FINISHED CEILING. PATCH AND REPAIR WALL AS REQUIRED. SHEET A4.
- EXTERIOR WALL: INFILL CONCRETE WALL WITH METAL FURRING AND GWB FROM FLOOR TO 6" ABOVE FINISHED CEILING AT LOCATION NOT COVERED BY WALL GONDOLA. MATCH TO EXISTING EXTERIOR WALL. FINISH PER FINISH SCHEDULE, SHEET A4. SEE STRUCTURAL PLANS FOR ADDITIONAL INFORMATION.
- PARTITION WALL: 3 5/8" (20 GAGE) METAL STUDS @ 16" OC WITH ONE LAYER 5/8" GWB EACH SIDE TO 8'-0" AFF. FINISH PER FINISH SCHEDULE SHEET A4.
- PARTITION WALL: 6" (20 GA) METAL STUDS @ 16" OC WITH ONE LAYER 5/8" GWB EACH SIDE TO ROOF DECK ON SALES AREA SIDE AND TO 12'-0" AFF ON PRE-SALES SIDE. SEE STRUCTURAL DRAWING FOR ADDITIONAL REQUIREMENTS AND BRACING. FINISH PER FINISH SCHEDULE, SHEET A4.
- PARTITION WALL: 3 5/8" (18 GAGE) METAL STUDS @ 12" OC WITH ONE LAYER 5/8" GWB EACH SIDE TO ROOF DECK. PROVIDE WATER RESISTANT GWB ON SINK SIDE. SEE DETAIL 8/A4. FINISH PER FINISH SCHEDULE SHEET A4.
- PLUMBING PARTITION: 6" (20 GA) METAL STUDS @ 16" OC WITH ONE LAYER 5/8" GWB EACH EXPOSED SIDE TO FINISHED CEILING. PLUMBING WALLS ON INTERIOR OF TOILETS SHALL HAVE WATER RESISTANT GWB. FINISH PER FINISH SCHEDULE, SHEET A4.
- PARTITION WALL: 6" (20 GA) METAL STUDS @ 16" OC WITH ONE LAYER 5/8" GWB EACH SIDE TO 12'-0" AFF . SEE STRUCTURAL DRAWING FOR ADDITIONAL REQUIREMENTS AND BRACING.

GENERAL NOTES:

KEY BOX NOTE:

G.C. SHALL PROVIDE KEY BOX FOR LOCK ACCESS DURING PUNCHOUT AND TURNOVER. COMBINATION MUST MATCH LAST FOUR DIGITS OF STORE NUMBER.

DESIGNER NOTE: GC TO PROVIDE EYE BOLT EMBEDDED 12" MIN. INTO TOP OF LOADING AREA BOLLARD WITH DIAMETER SIZED FOR KEY LOCK BOX.

KNOX BOX NOTE:

IF A KNOX BOX ENTRY SYSTEM IS REQUIRED BY THE CODES GOVERNING THE CONSTRUCTION OF THE PROJECT, PROVIDE RECESSED KNOX BOX PROVIDED BY THE GC PRIOR TO THE COMPLETION OF THE PROJECT. LOCATE PER LOCAL CODE REQUIREMENTS. KNOX BOX CONTACT - 866-625-4563

CERTIFICATE OF OCCUPANCY

G.C. IS RESPONSIBLE FOR THE "CERTIFICATE OF OCCUPANCY". CERTIFICATE TO BE FRAMED AND MOUNTED IN THE MANAGERS OFFICE. IF MUNICIPALITY DOES NOT ISSUE A C/vO, IT IS THE RESPONSIBILITY OF THE G.C. TO GET A LETTER FROM THE MUNICIPALITY STATING AS SUCH ON CITY/COUNTY LETTERHEAD AND THAT LETTER IS TO BE FRAMED AND MOUNTED IN MANAGER'S OFFICE.

SIGN FOR GROUND UP STORES

THIS IS A TOBACCO FREE CAMPUS

SIGN FOR IN-LINE STORES

SMOKE FREE FACILITY

SMOKE FREE NOTE: PROVIDE SIGNAGE AT EVERY ENTRY POINT ON EXTERIOR WALL INTO THE BUILDING PER THE GROUND UP OR IN-LINE STORE TYPE ABOVE. SIGNS MUST BE 10"hX7w" IN SIZE. THE MATERIAL IS PREFERRED TO BE ALUMINUM. SIGNS MAY BE FOUND AT WWW.complancesigns.com

HIGH PILED STORAGE NOTE:

NO HIGH PILED STORAGE, AS DEFINED BY THE CODES GOVERNING THE JURISDICTION IN WHICH THE PROJECT IS CONSTRUCTED, SHALL BE ALLOWED.

FREEZER / COOLER NOTE:

ALL FREEZER / COOLER UNITS ARE SELF CONTAINED. REFER TO DS SHEETS FOR SPECIFICATION

GENERAL NOTES:

1. CONTRACTOR SHALL VERIFY FLOOR IS LEVEL WITHIN 1/4" IN 10 LINEAR FEET UNDER FREEZER / COOLER REACH-INS AND STORAGE. CONTRACTOR SHALL NOTIFY THE DOLLAR TREE CONSTRUCTION PM IF THIS REQUIREMENT IS NOT MET. CONTRACTOR SHALL RUN ALL PIPING / CONDUIT FOR FREEZER / COOLER WITHIN WALL (NOT EXPOSED ON SALES FLOOR)
2. CONTRACTOR SHALL VERIFY THERE IS A FLOOR OR LANDING AT THE SAME ELEVATION ON EACH SIDE OF ALL EGRESS DOORS. NOTIFY ARCHITECT IF VARIES.
3. ALL CHECKOUTS ACCESSIBLE. PROVIDE SIGNAGE PER CHECKOUT DETAIL.
4. FREEZER SHALL HAVE ALUMINUM DIAMOND PLATE FLOOR. FOR COOLER PROVIDE DAL TILE RED BLAZE #0Q40 - GROUT TO BE DARK GREY. USE BULL NOSE TILE AT DOORWAY. TILE SHALL HAVE NON-SLIP FINISH PER ADA AND CBC REQUIREMENTS. TILE AND GROUT TO BE SEALED IN ACCORDANCE WITH HEALTH DEPARTMENT REQUIREMENTS. TOP SET ALUMINUM 5" COVE BASE WITH 3/8" RADIUS TO BE INSTALLED OVER THE QUARRY TILE. APPLY A GREY NSF APPROVED CAULK AT TOP AND BOTTOM OF COVE BASE.

FLOOR PLAN KEY NOTES:

1. PROVIDE STOREFRONT DOORS, TRANSOM AND THRESHOLD TO MATCH EXISTING. INSTALL PER MANUFACTURER'S PUBLISHED STANDARDS.
2. CONTRACTOR SHALL VERIFY THERE IS A FLOOR OR LANDING AT THE SAME ELEVATION ON EACH SIDE OF THE DOOR. NOTIFY ARCHITECT IF VARIES.
3. INSTALL DECALS ON GLASS PANELS, SEE NEW WORK NOTE 15 ON SHEET CS1.
4. SHOPPING CART BUMPER - SEE DETAIL 3/ A1.4
5. ENTRY CARPET TILE - TENANT SUPPLIED/ CONTRACTOR INSTALLED. REFER TO FINISH SCHEDULE FOR ADDITIONAL INFO.
6. TRANSITION STRIP - TENANT SUPPLIED/CONTRACTOR INSTALLED. SECURE TO FLOOR WITH 3/16" x 1 3/4" SILVER TAPCON ANCHORS.
7. PRE-WIRED CHECKOUT. TYP. SEE 4/A1.4 FOR CHECKOUT DETAILS
8. POWER POLE FOR CHECKOUT REGISTER WIRING (SUPPLY BY TENANT - TYP. OF 4)
9. CONTRACTOR SHALL REFER TO OFFICE ELEVATION FOR INSTALLATION OF OFFICE POWER AND DATA.
10. PROVIDE ALMOND FRP TO 4'-0" AFF. WITH TRIM CAP AND CORNER GUARDS AT ALL EXPOSED WALL SURFACES.
11. POLISHED CONCRETE.
12. EXISTING COLUMN, TYP. - PAINT YELLOW AND PROVIDE STAINLESS TELL COVER TO 4'-0" AFF. (TYP. OF 4) REFER TO DETAIL 4/A1.4 AND NEW WORK NOTE 6 ON SHEET CS1.
13. FIRE EXTINGUISHER - SEE NEW WORK NOTE 2 ON SHEET CS1.
14. EXISTING ALUMINUM STOREFRONT SYSTEM.
15. PROVIDE STOREFRONT FRAMING AND GLAZING TO MATCH EXISTING. INSTALL PER MANUFACTURER'S PUBLISHED STANDARDS.
16. ALARM SYSTEM - REFER TO ELEVATION B/A1.4
17. PAINT SOLID (YELLOW) 36" IN FRONT AND 1'-6" ON SIDE OF FREIGHT DOORS AS DEDICATED CLEAR SPACE.
18. PAINT SOLID (WHITE) FOR FLEX CONVEYOR STORAGE AND PROVIDE 5"x8" SIGN TO READ "AREA FOR FLEX CONVEYOR STORAGE WHEN NOT IN USE."
19. PAINT 4" SOLID YELLOW STRIPE MIN. 44" WIDE WITH 4" DIAGONAL STRIPING. PROVIDE "KEEP CLEAR DO NOT BLOCK" STENCILED IN YELLOW LETTERING NOT LESS THAN 6" IN HEIGHT AND SPACED MAX 12'-0" O.C.
20. PAINT SOLID (WHITE) 12" WIDE BAND AROUND PERIMETER OF PRE-SALES.
21. PAINT SOLID (YELLOW) 42" IN FRONT OF ELECT PANEL AS DEDICATED CLEAR FLOOR SPACE.
22. 8' LADDER. CONTRACTOR TO PROVIDE AND INSTALL SAFETY CHAIN TO RACKING. PAINT SOLID (WHITE) 30" WIDE AND 12" DEEP AS DEDICATED CLEAR SPACE.
23. EXISTING ELECTRICAL MAIN SERVICE ENTRANCE CABINET, SEE ELECTRICAL PLANS FOR ADDITIONAL INFORMATION.
24. NEW ELECTRICAL PANELS AND PHONE BOARD, SEE ELECTRICAL PLANS FOR ADDITIONAL INFORMATION.
25. HELIUM TANKS AND STORAGE.
26. SHELVING - SEE ELEVATION A/A1.4
27. 5 1/2" x 1 1/2" (18GA) STEEL ANGLE - SEE DETAIL 1/A1.4.
28. NEW 4 YARD DUMPSTER, MAKE SURE TO ANGLE DUMPSTERS (IF NEEDED) SO TRUCK CAN PICK UP.
29. PROVIDE 6" DIAM PIPE BOLLARDS AT FREIGHT DOOR - FILL WITH CONCRETE AND PAINT SAFETY RED.

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29833 Santa Margarita Pkwy, Suite 300
Rancho Santa Margarita, CA. 92688
951.710.6334
Web. kinetic design.build
Email. info@kineticdesign.build

LICENSED ARCHITECT
CRAIG S. BLUME
Reg. No. C-31661
STATE OF CALIFORNIA
Exp. 31/31/2023
09/25/2023

mark	date	by	description
1	09/25/2023		PCC#1

revisions

date	06/05/23
project	
designed	xxx
drawn	
checked	

CLIENT INFORMATION

DOLLAR TREE
500 Volvo Pkwy, Chesapeake, VA 23320
Main. 757-321-5000
Web. dollartree.com

project

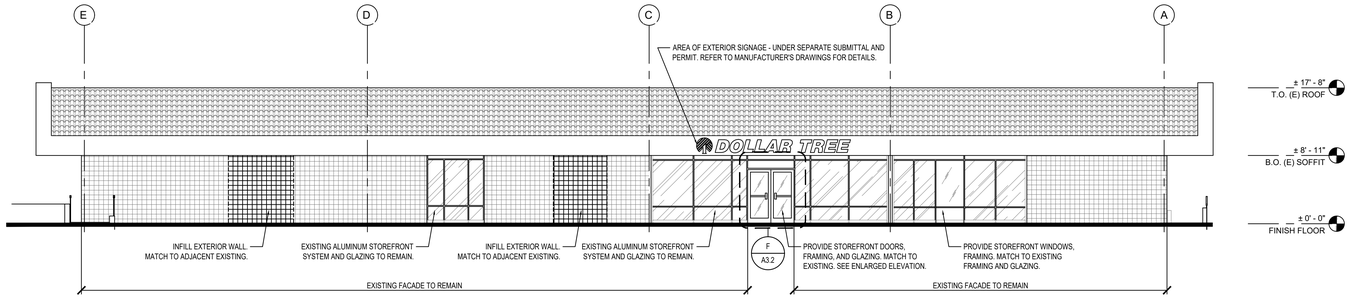
DOLLAR TREE
194 WEST FOOTHILL BLVD.
RIALTO, CA 92376

drawing

A1 Floor Plan

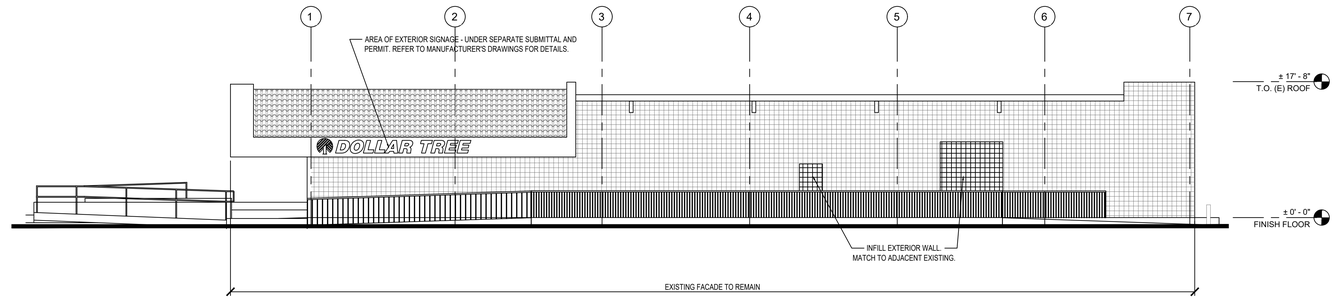
sheet

A1



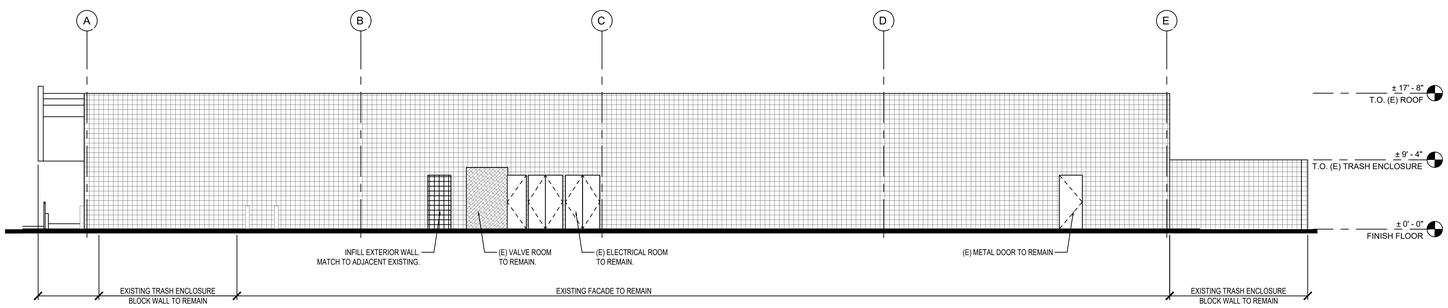
A / A3 WEST ELEVATION

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



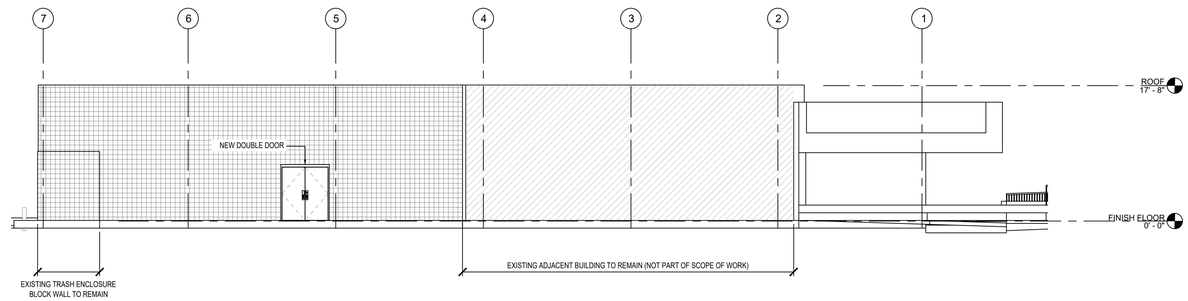
B / A3 SOUTH ELEVATION

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



C / A3 EAST ELEVATION

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



D / A3 NORTH ELEVATION

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

CONSTRUCTION NOTES:

GENERAL CONTRACTOR SHALL REMOVE AND DISPOSE OF ANY AND ALL PREVIOUS TENANT'S EXTERIOR SIGNAGE LEFT BEHIND. ALL EXISTING MATERIALS TO REMAIN WHICH ARE DAMAGED OR OTHERWISE DISTURBED BY REMOVAL OF PREVIOUS TENANT SIGNAGE SHALL BE PATCHED OR REPAIRED AND PAINTED TO MATCH EXISTING ADJACENT MATERIALS SO THAT THE REPAIR IS IMPERCEPTIBLE. CONTRACTORS SHALL NOT INCLUDE THIS SCOPE OF WORK IN THEIR BID AND WILL BE HANDLED VIA CHANGE ORDER AFTER SITE EVALUATION IS DONE BY WINNING BIDDER. CONTRACTOR SHALL FORWARD THE EVALUATION AND PRICE QUOTE TO THE DOLLAR TREE PROJECT MANAGER FOR APPROVAL PRIOR TO PERFORMING ANY AND ALL WORK.

PERMIT NOTE:

PROPOSED BUILDING SIGNAGE AND BUILDING ADDRESS NUMBER SHALL BE SUBMITTED UNDER SEPARATE PERMIT. SIGNAGE CONTRACTOR TO SUBMIT SIGNAGE SHOP DRAWINGS TO THE CITY OF LA PALMA PLANNING DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO FABRICATION AND INSTALLATION.

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Web. kineticdesign.build
Email. info@kineticdesign.build

LICENSED ARCHITECT
CRAIG S. BLUME
No. C-31661
REN. 3/31/2025
STATE OF CALIFORNIA
06/05/2023

mark	date	revisions
	by	description

date	06/05/23	
project		XXX
designed		
drawn		
checked		

CLIENT INFORMATION

DOLLAR TREE
500 Volvo Pkwy, Chesapeake, VA 23320
Main. 757-321-5000
Web. dollartree.com

project

DOLLAR TREE
194 WEST FOOTHILL BLVD.
RIALTO, CA 92376
EXTERIOR ELEVATIONS

drawing

sheet

A3

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RESOLUTION NO. 24-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA APPROVING CONDITIONAL DEVELOPMENT PERMIT NO. 2024-0002 TO ALLOW THE OPERATION OF A DOLLAR TREE OVERSTOCK/DISCOUNT STORE WITHIN AN EXISTING 16,391 SQUARE FOOT COMMERCIAL BUILDING IN THE RIALTO SQUARE SHOPPING CENTER AT 200 WEST FOOTHILL BOULEVARD (APN: 0127-591-40) WITHIN A COMMERCIAL PEDESTRIAN (C-P) ZONE OF THE FOOTHILL BOULEVARD SPECIFIC PLAN.

WHEREAS, the applicant, Dollar Tree, Inc., proposes to operate a single-price overstock/discount store ("Project") within an existing 16,391 square foot tenant space located at 200 West Foothill Boulevard (APN 0127-591-40) in the existing Rialto Square shopping center at the northeast corner of West Foothill Boulevard and North Willow within the Commercial Pedestrian (C-P) zone of the Foothill Boulevard Specific Plan ("Site") with a Specific Zone General Plan Land Use designation; and

WHEREAS, pursuant to Section 18.66.030(Q) of the Rialto Municipal Code, the establishment of a single-price overstock/discount store, such as the Project, within the C-P zone requires a conditional development permit, and the applicant has applied for a conditional development permit ("CDP No. 2024-0002"); and

WHEREAS, on April 3, 2024, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on CDP No. 2024-0002, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed CDP No. 2024-0002; 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 CDP No. 2024-0002, including written staff reports, verbal testimony, site plans, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that CDP No. 2024-0002 satisfies the requirements of Section 18.66.020 of the Rialto Municipal Code pertaining to the findings which must be made precedent to granting a conditional development permit. The findings are as follows:

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

This finding is supported by the following facts:

The Project will provide a benefit to the community and neighborhood by providing residents and visitors additional options for purchasing everyday household goods at affordable price points.

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 properties north of Rialto Square are single-family homes zoned Single- Family Residential (R-1C). The properties to the south, across West Foothill Boulevard, are commercial businesses zoned as Commercial Pedestrian (C-P) in the Foothill Boulevard Specific Plan. The properties to the east are homes zoned Single-Family Residential (R-1C). The properties to the west are commercial businesses zoned as Commercial Pedestrian (C-P) in the Foothill Boulevard Specific Plan.

The proposed Dollar Tree is consistent with the C-P zone and the surrounding land uses. Rialto Square accommodates various retail and restaurant uses. Single-price overstock/discount stores are generally compatible with other retail uses and services typically found in commercial centers, including the types of businesses that are likely to exist within the center.

On March 14, 2012, the Planning Commission instituted a policy requiring a one-half (0.5) mile separation between sole proprietor owned single-price overstock/discount stores, and a one (1) mile separation between national chain single-price overstock/discount stores. Dollar Tree is a national chain single-price overstock/discount store. Currently there are six (6) chain single-price overstock/discount stores located within the City, and all are at least more than one (1) mile away from the site. The Planning Division has determined that the addition of the Dollar Tree will not create an over-proliferation of national chain single-price overstock/discount stores serving the

immediate area beyond what the Planning Commission has previously approved. The Planning Division considers the Dollar Tree operation to be compatible with the area in which it will locate.

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 proposed Dollar Tree location is at an existing vacant commercial space within the existing Rialto Square commercial shopping center. Rialto Square consists of ten (10) parcels of land, approximately 467,737 square feet or 10.74 acres in size, located at the northeast corner of West Foothill Boulevard and North Willow Avenue. Existing businesses in the center include Cardenas Market, Wells Fargo Bank, O'Reilly Auto Parts, Western Dental, and Speed Wash Laundromat in five different buildings.

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 Project 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 Foothill Boulevard Specific Plan, or any zoning ordinances; and

This finding is supported by the following facts:

The proposed Dollar Tree will be located within an existing vacant building that will be maintained in a manner that is consistent with the C-P zone. The operation of a single-price overstock/discount store is consistent with the C-P zone. If all Conditions of Approval contained within CDP No. 2024-0002 are satisfied, the Project should not negatively impact any of the neighboring land uses.

Additionally, the proposed use is consistent with Goal 3-1 of the General Plan by contributing to the strengthening of an economic base and employment opportunities.

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.

This finding is supported by the following facts:

The Conditions of Approval contained herein will minimize the Project's impacts. The granting of CDP No. 2024-0002, allowing the operation of a single-price overstock/discount store, will potentially maintain a long-term tenant and prevent vacancy within a new commercial center. Furthermore, the use will provide residents and visitors an additional option for purchasing everyday household goods. Therefore, any potential adverse effects are outweighed by the benefits conferred upon the community and neighborhood.

SECTION 3. Dollar Tree, Inc., is hereby granted CDP No. 2024-0002 to allow the operation of a single-price overstock/discount store within an existing 16,391 square foot commercial building in the commercial center located at 200 West Foothill Boulevard (APN 0127-591-40) in the existing shopping center at the northeast corner of West Foothill Boulevard and North Willow within the Commercial Pedestrian (C-P) zone of the Foothill Boulevard Specific Plan

SECTION 4. The project is Exempt in accordance with the categorical exemption requirements of the California Environmental Quality Act (CEQA) Section 15301 Existing Facilities (Environmental Assessment Review 2024-0005). 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 Conditional Development Permit No. 2024-0002.

SECTION 5. CDP No. 2024-0002 is granted to Dollar Tree, Inc., in accordance with the plans and application on file with the Planning Division, subject to the following conditions:

1. The approval is granted to allow the operation of a single-price overstock/discount store within an existing 16,391 vacant tenant space in the Rialto Square commercial center located at 200 West Foothill Boulevard, as shown on the plans submitted to the Planning Division on February 29, 2024, and as approved by the Planning Commission. If the Conditions of Approval specified herein are not satisfied or otherwise completed, the Project shall be subject to revocation.

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

3. The applicant shall 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, 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 CDP No. 2024-0002.

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. Outdoor display or storage of any kind is prohibited.

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

7. The applicant shall obtain a building permit for any wall, monument, and/or pylon signage prior to the issuance of a Certificate of Occupancy (C of O).

8. All signage shall comply with Section 18.102 (Regulation of Signs) of the Rialto Municipal Code and/or the Foothill Boulevard Specific Plan.

9. A City business license shall be required prior to issuance of a Certificate of Occupancy or final permits.

10. Six (6) months after the date of approval, the Planning Commission may review the approved single-price overstock/discount store to determine if the operator has complied with all conditions of approval of the Conditional Development Permit. Thereafter, the Planning Commission may review the approved facility on an annual basis.

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

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

13. If the applicant fails to comply with any of the Conditions of Approval placed upon Conditional Development Permit No. 2024-0002, 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. Conditional Development Permit No. 2024-0002 shall be revoked, suspended, or modified in accordance with Section 18.66.070 of the Zoning Ordinance at the discretion of the Planning Commission if:

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

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

    c) The use for which such approval was granted becomes or is found to be objectionable or incompatible with the character of the City and its environs due to noise, loitering, criminal activity, or other undesirable characteristics including, but not strictly limited to uses which are or have become offensive to neighboring property or the goals and objectives of

the Commercial Pedestrian (C-P) zone, the Foothill Boulevard Specific Plan, and the City's General Plan.

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

PASSED, APPROVED AND ADOPTED this 3rd day of April 2024.

_____
JERRY GUTIERREZ, CHAIR
CITY OF RIALTO PLANNING COMMISSION

File #: PC-24-1288, **Version:** 1, **Agenda #:**

For the Planning Commission Meeting of April 3, 2024

TO: Honorable Chairman and Planning Commissioners

APPROVAL: Colby Cataldi, Community Development Director

REVIEWED: Paul Gonzales, Community Development Manager

FROM: Daniel Rosas, Senior Planner

Master Case No. 2022-0021, Conditional Development Permit No. 2022-0014 and Precise Plan of Design No. 2022-0016: A request to allow the development of a 6-unit apartment complex on a 0.5-acre parcel (APN: 0130-082-05) located on the south side of Third Street approximately 200 feet east of Lilac Avenue within the Multiple Family Residential (R-3) zone. This project is categorically exempt pursuant to the California Environmental Quality Act (CEQA) (Environmental Assessment Review No. 2022-0018).

APPLICANT:

Jose Zepeda, 14103 Donaldale Street, La Puente, CA 91746

LOCATION:

The project site consists of one (1) parcel (APN: 0130-082-05) on the south side of Third Street approximately 200 feet east of Lilac Avenue within the Multiple Family Residential (R-3) zone, as shown on the attached location map **Exhibit A**.

BACKGROUND:

Surrounding General Plan Land Use Designations

Location	***General Plan Designation***
Site	*Residential 21*
North	*Residential 21*
East	*Residential 21*
South	*Residential 21*
West	*Residential 21*

Surrounding Zoning Designations

Location	***Zoning or Specific Plan Land Use Designation***

Site	*Multiple Family Residential (R-3)*
North	*Multiple Family Residential (R-3)*
East	*Multiple Family Residential (R-3)*
South	*Multiple Family Residential (R-3)*
West	*Multiple Family Residential (R-3)*

Surrounding Area
All the surrounding properties are similarly zoned R-3 and are within the same General Plan designation of Residential 21. All the surrounding properties also consist of multiple unit developments.

ANALYSIS/DISCUSSION:
The applicant, Jose Zepeda, proposes to construct a 6-unit apartment complex consisting of 6 two-story buildings and offsite an onsite improvements on the project site. As previously mentioned, the property consists of one parcel, is proposed to remain as one parcel, and is herein conditioned to remain as one parcel without future subdivision. As such, a condition has been added to the resolution of approval requiring that prior to the issuance of building permits the property owner shall record the Declaration of Restrictions with the County of San Bernardino restricting the subdivision of the property.

Site Design
As shown on the site plan (**Exhibit B**), the applicant proposes to construct 6 two-story buildings, one dwelling unit per each building. The proposed layout includes a centrally located 26-foot-wide drive aisle access from Third Street with vehicle guest parking, common open space areas, and refuse collection facilities evenly distributed throughout the development. The drive aisle serves as a 26-foot-wide emergency Fire Lane with an emergency access only gate at the far south end and is required to be maintained clear of all obstructions at all times. As such, the applicant is required to install red curbing and “No Parking” signage for the fire lane and turn around areas. The applicant will also construct and install amenities throughout the site including barbeques, picnic tables, two (2) shade shelters, and open lawn area. The proposed development also includes private yards, a pedestrian circulation path, and landscaping. The proposed project is a private development with gated access and security fencing and walls surrounding the property boundaries.

Floor Plan
There are two floor plan types for the proposed apartment units as shown on Sheet PL-1 (**Exhibit C**). Both unit types are two-story design and feature a private garage, private balcony and private yard.

Architectural Design
The proposed buildings feature significant vertical and horizontal wall plane articulation in the form of projected massing, wall plane offsets between first and second floors and gable style roofs on all four (4) sides. As shown on the elevations (**Exhibit D**), the height of the building will 22 feet from the finished grade. The exterior of the proposed building features varied rooflines with concrete tile roofing, stucco exterior finishes, trellis covers and trim elements consistent with contemporary architectural style. Trim elements will include decorative columns, window shutters, etc. painted in two different color scheme palettes.

Fences and Walls
As shown on the Site Plan (**Exhibit B**), the development will install a six (6) foot high block wall and fencing around the entire outer perimeter of the property. The block wall will feature a tan split-face finish, a precision block cap, and 6-foot 10-inch tall by 16-inch square pilasters approximately every seventy (70) linear feet, which will serve to provide relief along lengthy expanses of the fences and walls. Additionally, the applicant will install a combination of a similarly styled block walls and vinyl privacy fencing for the individual dwelling units depending upon visibility from a private street/driveway or common open space area.

Parking
Parking within the new development will come in the form of garage parking spaces and perpendicular parking spaces all with direct access to the central drive aisle. In total, the development will have 14 parking spaces for the 6 dwelling units with 6 of the parking spaces enclosed within garages. This quantity of parking spaces complies with the 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	***Number of Units***	***Parking Ratio (spaces/Unit)***	***Number of spaces required***
Residential Unit	6	2 / 1	12
Guest Parking		1 / 4	2
Total **Required** / Total **Provided** Garage Required / Garage **Provided**			**14 / 14** **6 / 6**

Land Use Compatibility
The project is consistent with the Multiple Family Residential (MFR) zone and is compatible with the uses surrounding the project site. Additionally, the traffic estimates for the proposed project contained within the TIASA will not result in any significant CEQA-related nor localized “non-CEQA” traffic evaluations, thereby ensuring that the project will not significantly impact local streets and intersections. The project will be a benefit to the community and an improvement to the surrounding area.

GENERAL PLAN CONSISTENCY:

The General Plan land use designation of the site is Residential 21. This designation allows for residential land use of up to 21 dwellings per acre maximum density. The project proposes a density of 12 dwellings per acre and is consistent with the Residential 21 designation as well as the Multiple Family Residential (MFR) zoning 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 2-19: Encourage neighborhood preservation, stabilization, and property maintenance.

Goal 2-21: Ensure high-quality planned developments in Rialto.

ENVIRONMENTAL IMPACT:

California Environmental Quality Act
This project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15332, In-Fill Development Projects (Environmental Assessment Review No. 2022-0018). Class 32 allows for the exemption of a project that involves the redevelopment of a property less than five acres in urbanized areas with 6 dwelling units that conforms with the General Plan and zoning has no significant effects on the environment.

PUBLIC NOTICE:

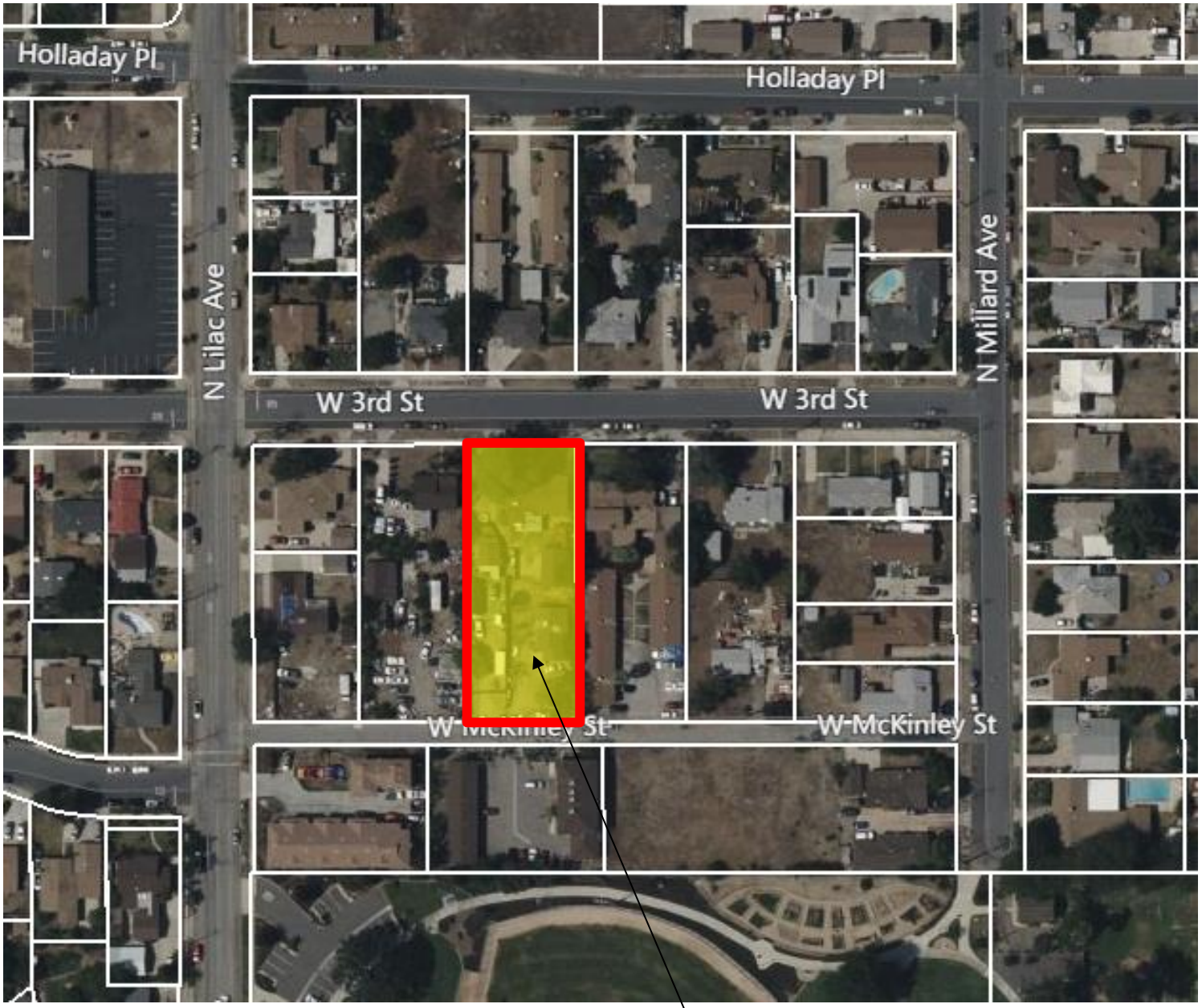
Staff prepared a public hearing notice for the proposed project that was published in the *San Bernardino Sun* newspaper as required by State law, posted copies of the public hearing notice outside the Council Chambers and the Project Site, and mailed public hearing notices to all property owners within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

RECOMMENDATION:

The Planning Division recommends that the Planning Commission:

1. Determine the project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15332, In-Fill Development Projects; and,

2. Adopt the attached Resolution (**Exhibit E**) and Resolution (**Exhibit F**) approving Conditional Development Permit No.2022-0014 and Precise Plan of Design No. 2022-0016.



Project Location Map

N

TRASH ENCLOSURE CALCULATION

Determine how much average waste/trash individuals create daily.

Per the EPA (Environments Protection Agency) the average American generates 4.9 lbs. of trash per day.

Additionally, you need to understand how many pounds of trash is in a yard; for typical daily trash, we can go with an average of 350 lbs. per yard.

So, 4.9 pounds per person per day ÷ (divided by) 350 lbs. per yard x 7 days per week. = 0.098 cubic yards per person each week.

Next, extrapolate the yard volume of waste per individual to your total number of residents.

The number of residents is of more importance than the total number of units would be (1,2,3 bedroom units, you see the point).

If you have 500 residents living in your 200-unit apartment site, then 500 people x 0.098 yards per week = 49 yards per week of garbage.

Next, determine how many waste dumpsters you need, so you will need to.

Number of resident per unit : 4

Number of units : 6

4x6 = 24

Total Resident : 24

4.9 /350 lbs =0.14 x 7= .098 cubic yard per person / each week

.098x 24 = 2.352 cubic yard / each week

PARKING ANALYSIS

A MINIMUM OF TWO PARKING SPACES FOR EACH DWELLING UNIT

ONE SPACE SHALL BE LOCATED WITHIN AN ENCLOSED GARAGE

ONE GUEST PARKING SPACE FOR EVERY FOUR DWELLING UNITS.

GUEST PARKING SPACE MAY BE OPEN AND SHALL BE FULLY POSTED AND MAINTAINED AT ALL TIMES FOR GUEST PARKING.

HANDICAPPED PARKING SPACES

PARKING SHALL BE PROVIDED AS REQUIRED IN SECTION 18.58.050(L)(1)

PARKING REQUIRED:

12 +1 HANDICAP + 1 GUEST PARKING = 14 PARKING SPACES

PARKING PROVIDED:

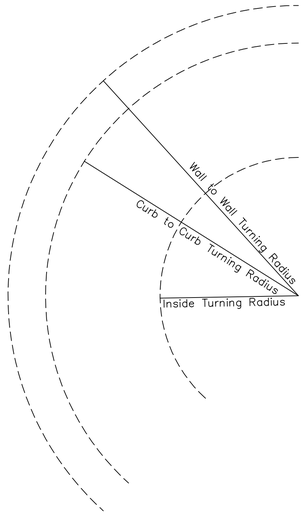
14 PARKING SPACES TOTAL

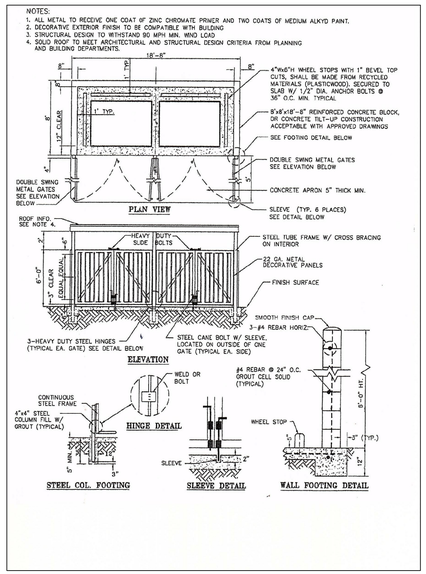
12 +1 HANDICAP + 1 GUEST PARKING = 14 PARKING SPACES

THAT BLOCK VISIBLE FROM THE PUBLIC RUGHT-OF-WAY SHALL BE DECORATIVE INCLUDING CAP(ie,: TAN SPLIT-FACE OR PRECISION BLOCK WITH STUCCO PLASTER FINISH).

CALCULATED TURNING RADIUS:

Inside Turn: 19'-4"
Curb to Curb: 35'-4"
Wall to Wall: 40'-7"

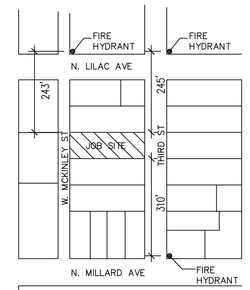




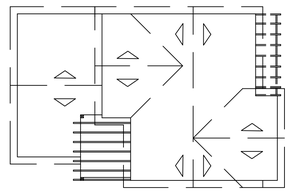
TRASH CAN ENCLOSURE

A CONDITIONAL OF APPROVAL FOR UNDERGROUND OF UTILITIES AS REQUIRED BY MUNICIPAL CODE CHAPTER 15.32 WILL BE PROVIDE:
EXCEPT AS PROVIDED IN THIS CHAPTER, ALL ELECTRICAL DISTRIBUTION LINES OF SIXTEEN THOUSAND VOLTS OR LESS,TLEPHONE, CABLE ANTENNA TELEVISION, AND SIMILAR SERVICE WIRE OR CABLES, WHICH PROVIDE DIRECT TO THE PROPERTY BEING DEVELOPED, SHALL BE INSTALLED UNDERGROUND.

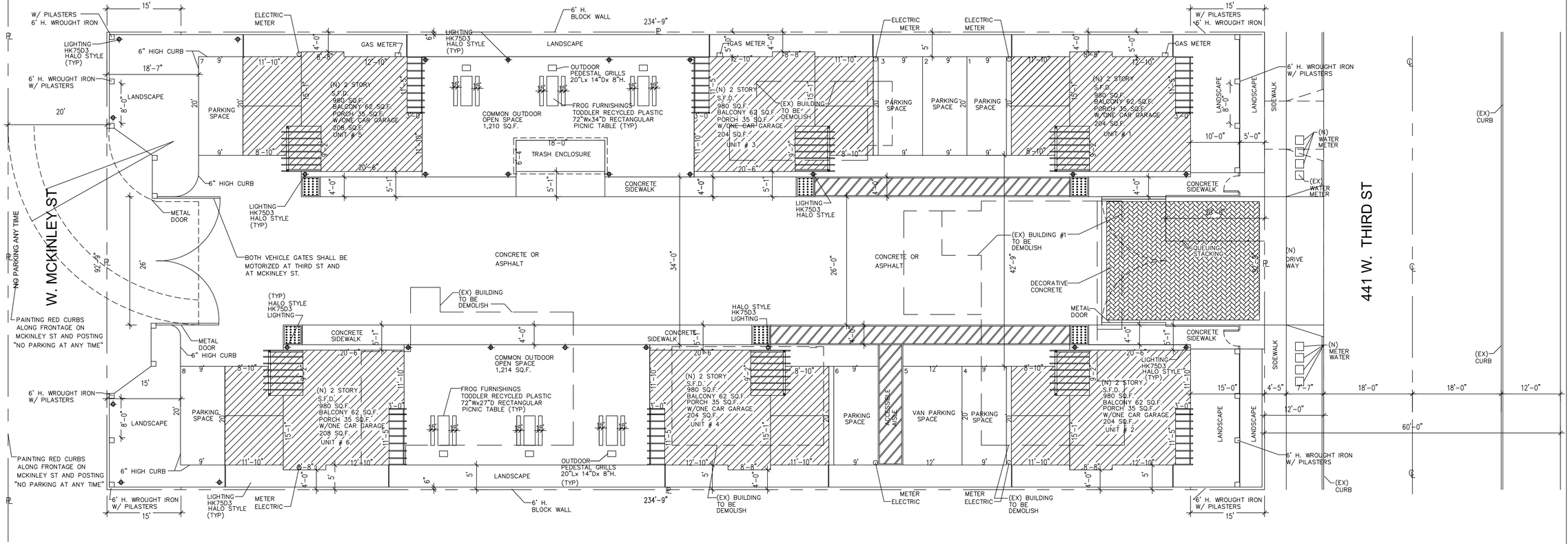
BOTH VEHICLE GATES SHALL BE MOTORIZED AT THIRD ST, AND MCKINLEY ST



VICITY MAP
FIRE HYDRANT



ROOF PLAN
1" = 10'-0"



SITE PLAN

1" = 10'-0"

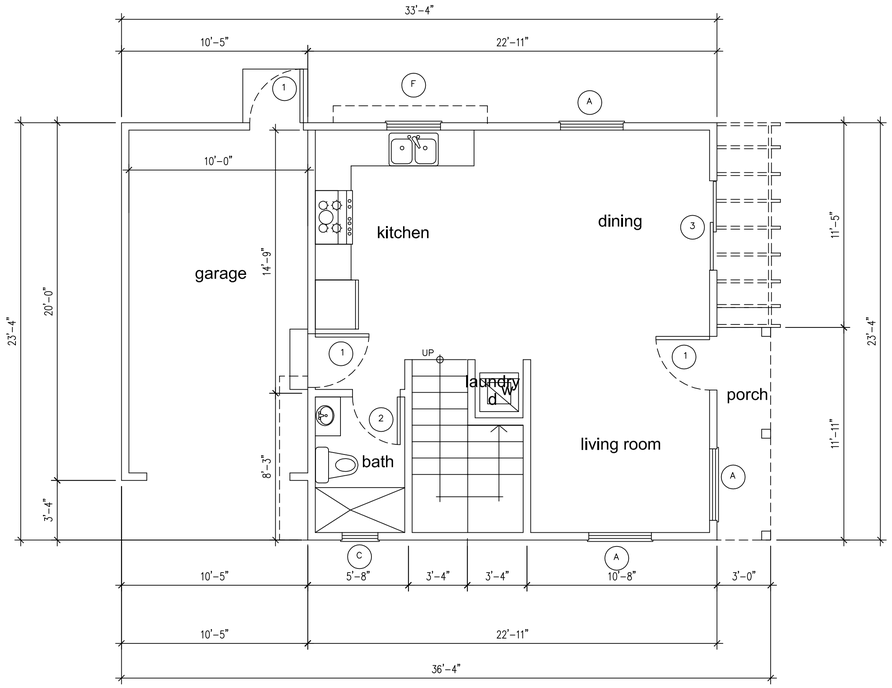
NORTH

REVISIONS	BY

COSMOS
DRAFTING SERVICES
9030 FARM ST • DOWNEY • CA • 90241
(5 6 2) 928-6010
(5 6 2) 861-4678
cosmoscustomdesign@gmail.com

OWNER NAME:
JOSE ZEPEDA
JOB ADRESS:
441 W. THIRD ST
RIALTO, CA. 92376

DRAWN	E.J.
CHECKED	E.J.
DATE	02/15/2022
SCALE	AS NOTED
JOB NO.	0012
SHEET	A-01
OF	_ SHEETS



FLOOR PLAN

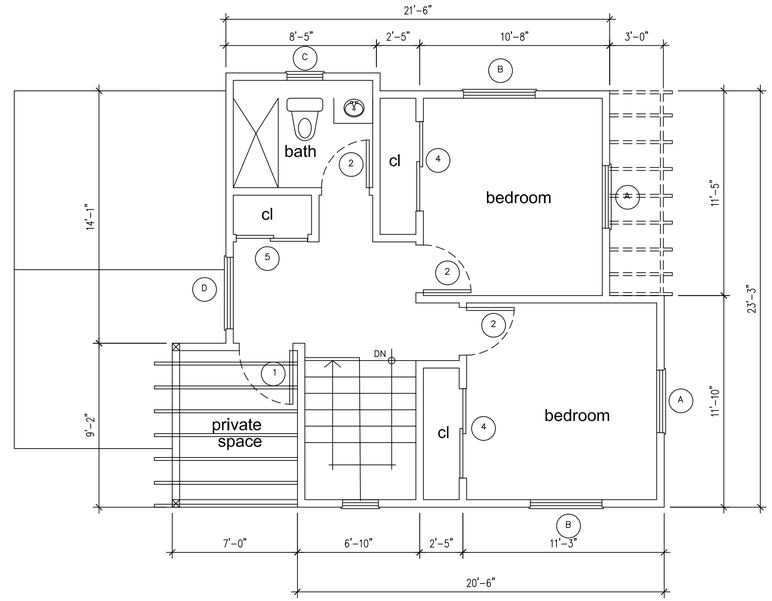
1/4" = 1'=0"

unit: 1,5

WINDOW SCHEDULE			
SYM	SIZE	TYPE	REQ.
A	5'-6" x 4'-6"	SINGLE / HUNG	
B	4'-0" x 1'-6"	SINGLE / HUNG	
C	2'-0" x 2'-0"	SINGLE / HUNG	
D	4'-0" x 2'-0"	SINGLE / HUNG	
E	2'-0" x 4'-0"	FIX	
F	5'-0" x 5'-0"	SINGLE / HUNG	
G	4'-0" x 5'-0"	SINGLE / HUNG	

NOTE: WINDOWS TO BE DOUBLE GLASS
U-FACTOR OF 0.40 AND SHGC OF 0.40

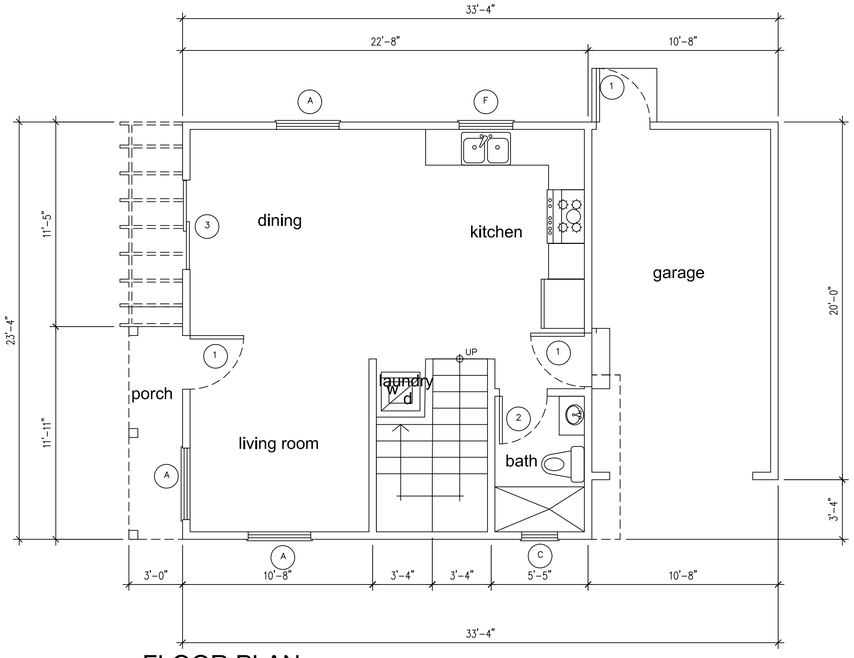
DOOR SCHEDULE			
SYM	SIZE	TYPE	REQ.
1	5'-0" x 6'-8"	SOLID CORE	
2	2'-8" x 6'-8"	HOLLOW CORE	
3	5'-0" x 6'-8"	GLASS/ TEMPERED	
4	6'-0" x 6'-8"	WARDROBE	
5	4'-0" x 6'-8"	WARDROBE	



SECOND FLOOR PLAN

1/4" = 1'=0"

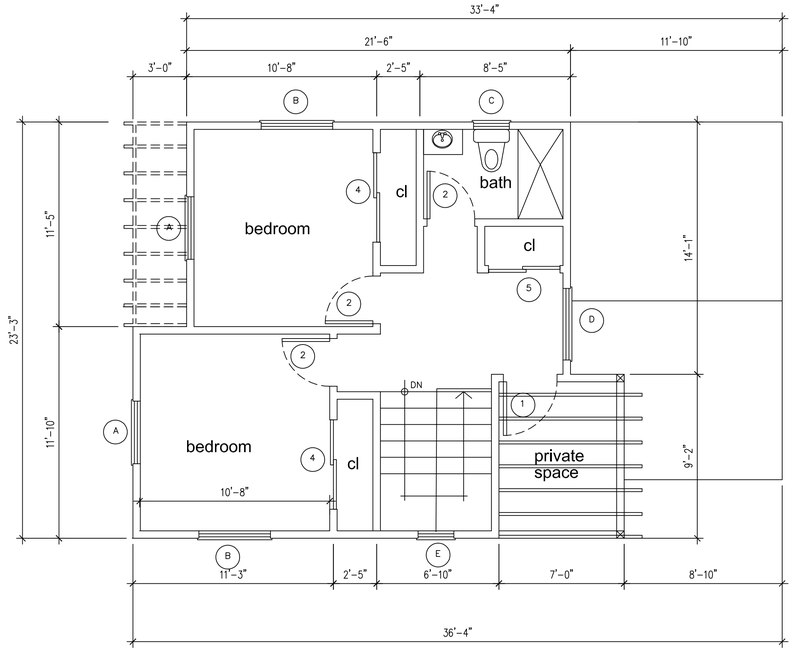
unit: 1,5



FLOOR PLAN

1/4" = 1'-0"

unit: 3



SECOND FLOOR PLAN

1/4" = 1'-0"

unit: 3

REVISIONS	BY

COSMOS
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(5 6 2) 861-4678
cosmoscustomdesign@gmail.com

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DRAWN	E.J.
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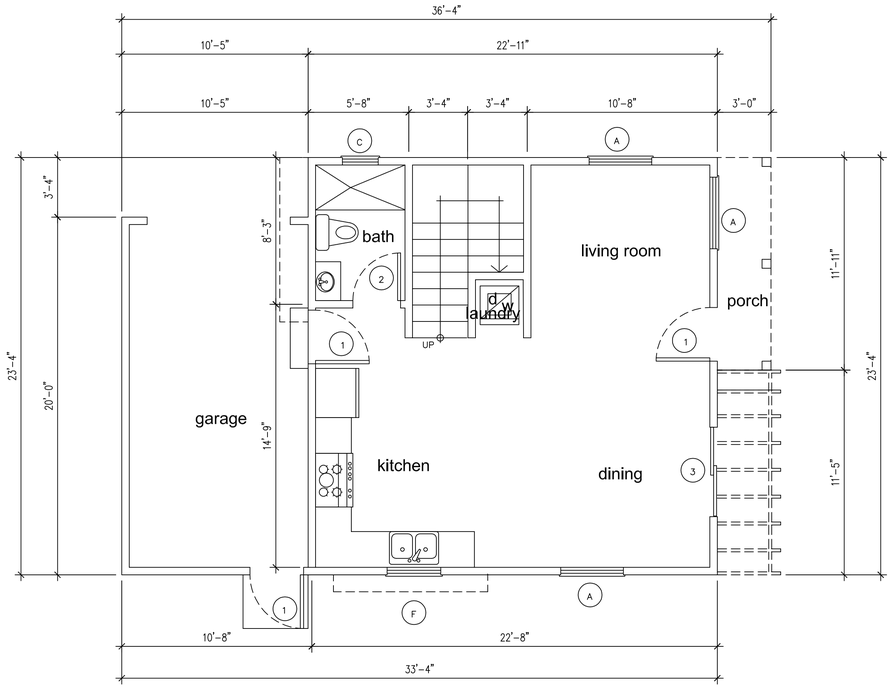

FLOOR PLAN

1/4" = 1'-0"

unit: 2, 6

WINDOW SCHEDULE			
SYM	SIZE	TYPE	REQ.
A	5'-6" x 4'-6"	SINGLE/HUNG	
B	4'-0" x 1'-6"	SINGLE/HUNG	
C	2'-0" x 2'-0"	SINGLE/HUNG	
D	4'-0" x 2'-0"	SINGLE/HUNG	
E	2'-0" x 4'-0"	FIX	
F	5'-0" x 5'-0"	SINGLE/HUNG	
G	4'-0" x 5'-0"	SINGLE/HUNG	

NOTE: WINDOWS TO BE DOUBLE GLASS
U-FACTOR OF 0.40 AND SHGC OF 0.40

DOOR SCHEDULE			
SYM	SIZE	TYPE	REQ.
1	5'-0" x 6'-8"	SOLID CORE	
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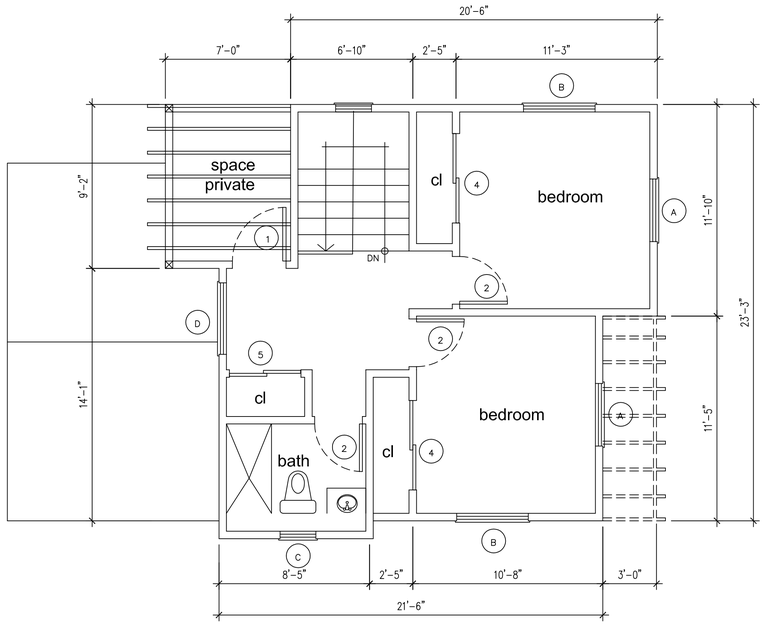
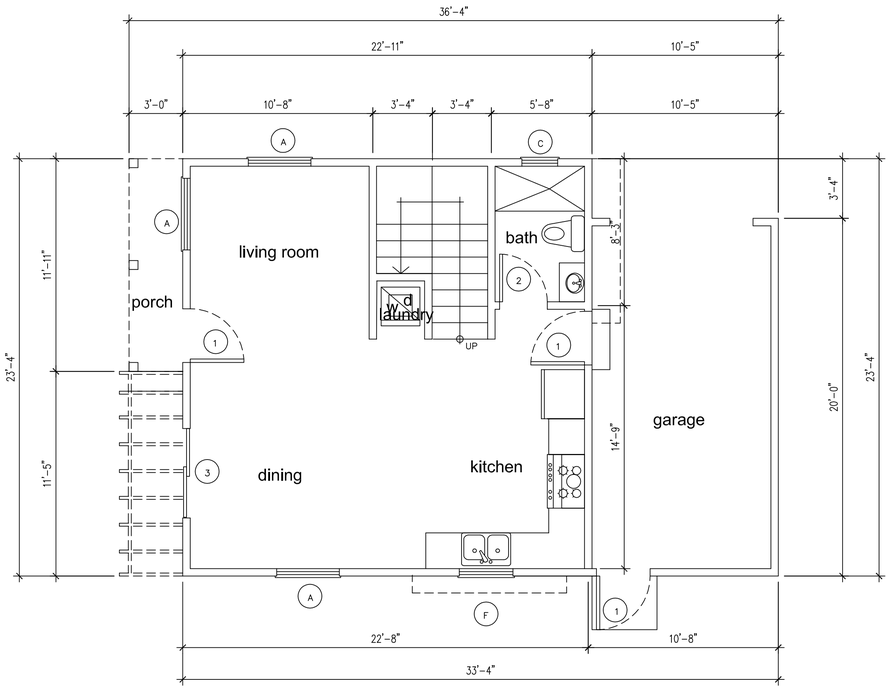
4	6'-0" x 6'-8"	WARDROBE	
5	4'-0" x 6'-8"	WARDROBE	



SECOND FLOOR PLAN

1/4" = 1'-0"

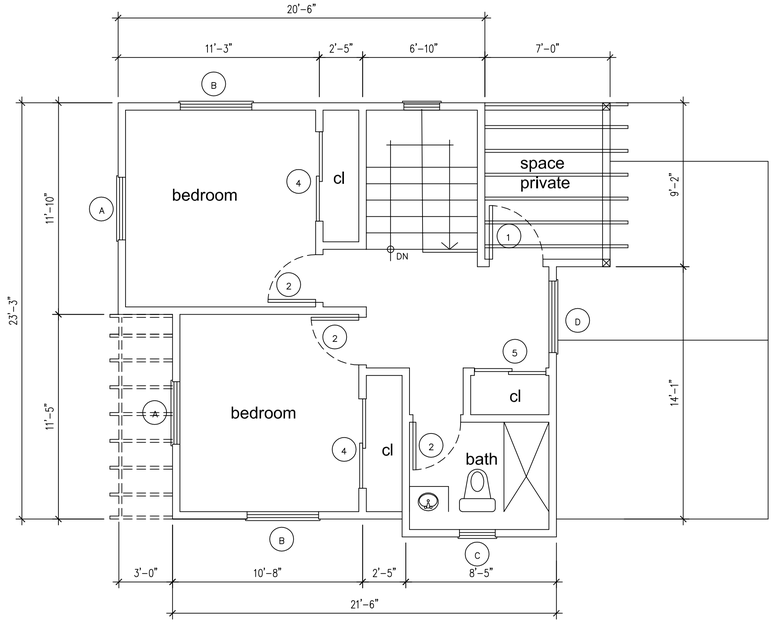
unit: 2, 6



FLOOR PLAN

1/4" = 1'-0"

unit: 4



SECOND FLOOR PLAN

1/4" = 1'-0"

unit: 4

REVISIONS	BY

COSMOS
DRAFTING SERVICES
9030 FARM ST • DOWNEY • CA • 90241
(5 6 2) 928-6010
(5 6 2) 861-4678
cosmoscustomdesign@gmail.com

OWNER NAME: JOSE ZEPEDA
JOB ADRESS: 441 W. THIRD ST
RIALTO, CA. 92376

DRAWN	E.J.
CHECKED	E.J.
DATE	02/15/2022
SCALE	AS NOTED
JOB NO.	0012
SHEET	A-2
OF	_ SHEETS

RESOLUTION NO. 2024-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA APPROVING CONDITIONAL DEVELOPMENT PERMIT NO. 2022-0014 ALLOWING THE DEVELOPEMNT OF 6 DETACHED APARTMENT UNITS WITH ASSOCIATED IMPROVEMENT ON A 0.5 ACRES OF LAND LOCATED ON THE SOUTH SIDE OF THIRD STREET APPROXIMATELY 200 FEET EAST OF LILAC AVENUE WITHIN THE MULTIPLE FAMILY RESIDENTIAL (R-3) ZONE.

WHEREAS, the applicant, Jose Zepeda, proposes to develop a 6-unit apartment complex consisting of 6 two-story buildings and associated paving, landscaping, lighting and drainage improvements (Project) on approximately 0.5 gross acres of land (APNs: 0130-082-05) located on the south side of Third Street approximately 200 feet east of Lilac Avenue ("Site"); and

WHEREAS, pursuant to Section 18.22.020C of the Rialto Municipal Code, the Project requires a Conditional Development Permit, and the applicant has agreed to apply for Conditional Development Permit No. 2022-0014 ("CDP No. 2022-0014"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Precise Plan of Design No. 2022-0016 ("PPD No. 2022-0016") to develop a 6-unit apartment complex consisting of 6 two-story buildings and associated paving, landscaping, lighting and drainage improvements on the Site; and

WHEREAS, on April 3, 2024, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on CDP No. 2022-0014 and PPD No. 2022-0016, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed CDP No. 2022-0014 and PPD No. 2022-0016; and closed the public hearing; and

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

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

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

SECTION 2. Based on substantial evidence presented to the Planning Commission during the public hearing conducted with regard to CDP No. 2022-0014, including written staff reports, verbal testimony, site plans, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that CDP No. 2022-0014 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 comprised of one (1) parcel of land approximately 0.5 acre in size. The Project will replace an existing triplex development and redevelop the Site with 6 detached apartment units, in accordance with the Multiple Family Residential (R-3) zone and Residential 21 land use designation. The Project will provide addition detached rental product opportunities within the City.

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

This finding is supported by the following facts:

The development of 6 detached unit apartment complex on the Site is consistent with the R-3 zone, which conditionally permits the development. The proposed multi-family residential development is compatible with all nearby land uses as all the surrounding properties also consist of multiple unit developments. Therefore, the project is not expected to negatively impact any surrounding uses with the successful implementation of measures such as landscape buffering, the installation of perimeter walls and fencing, and aesthetic building enhancements.

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 0.5 acre in size adjacent to Third Street, which will be able to accommodate the proposed use. The Project will have one (1) driveway along the Third Street frontage and one (1) driveway on the south for fire apparatus ally access. In addition, the project has space for on-site stacking at the entry gate as well as adequate vehicle parking spaces as 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 consists of an existing triplex development which currently has adequate access to all utilities and the new development will be required to connect through main water, electric, sewer, and other utility lines hook up for the Site as well.

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

This finding is supported by the following facts:

As previously stated, the proposed use is consistent with the Multiple Family Residential (R-3) zone. The buildings will incorporate footprint articulation and projections on all four side to ensure architectural enhancements are visible from public views. The Project also includes adequate vehicle parking spaces as required by Chapter 18.58 (Off-Street Parking) of the Rialto Municipal Code as well as open space area in compliance with Chapter 18.22 (Multiple Family Residential Zone) of the Rialto Municipal Code, and the City's Design Guidelines. A condition of approval has been included in the draft resolution requiring the incorporation of abundant landscaping on the Site, and the developer shall submit landscape and irrigation plans to the Planning Division for review and approval in compliance with the conditions of approval herein.

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 is consistent with the Residential 21 General Plan land use designation and the R-3 zoning designation. The Site is bound on the north by Third Street. All the surrounding properties are similarly zoned R-3 and are within the same General Plan designation of Residential 21. The proposed multi-family residential development is compatible with all nearby land uses as all the surrounding properties also consist of multiple unit developments. Construction impacts will be limited through the strict enforcement of the allowable construction hours listed in Section 9.50.070 of the Rialto Municipal Code, as well as enforcement of regular watering of the Site to limit airborne dust and other particulate matter. The project is not expected to negatively impact any surrounding uses with the successful implementation of measures such as landscape buffering, the installation of perimeter walls and fencing, and aesthetic building enhancements. Therefore, any potential adverse effects are outweighed by the benefits conferred upon the community and neighborhood as a whole.

SECTION 3. The Project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA), pursuant to Section 15301, Existing Facilities. The Planning Commission directs the Planning Division to file the necessary documentation with the Clerk of the Board of Supervisors for San Bernardino County.

SECTION 4. CDP No. 2022-0014 is granted to Jose Zepeda, in accordance with the plans and application on file with the Planning Division, subject to the following conditions:

1. The approval is granted allowing the development of a 6-unit apartment complex consisting of 6 two-story buildings and associated paving, landscaping, lighting and drainage improvements on a 0.5-acre parcel of land (APN: 0130-082-05) located on the south side of Third Street approximately 200 feet east of Lilac Avenue, as shown on the plans attached as Exhibit A and as approved by the Planning Commission. If the Conditions of Approval specified herein are not satisfied or otherwise completed, the project shall be subject to revocation.

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

3. The applicant shall 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 CDP No. 2022-0014.

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, landlord, and/or tenant(s) shall record the Declaration of Restrictions attached to the staff report with the County of San Bernardino restricting the subdivision of the property. The Declaration of Restrictions shall be recorded prior to the issuance of building permits.

6. The applicant, landlord, and/or tenant(s) shall install red curbing and "No Parking" signage along the entire length of the Fire Lane including Fire turnaround areas to the satisfaction of the Fire Department prior to the issuance of a Certificate of Occupancy. The red curbing and "No Parking" signage shall be identified on the formal Building Permit submittal prior to the issuance of a building permit.

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

8. Approval of CDP No. 2022-0014 will not become effective until the applicant has signed a statement acknowledging awareness and acceptance of the required conditions of approval contained herein.

9. 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 Multiple Family Residential (R-3) zoning district and/or the City's General Plan, the applicant shall address the issues within forty-eight (48) hours of being notified by the City.

10. If the applicant fails to comply with any of the conditions of approval placed upon CDP No. 2022-0014 or PPD No. 2022-0016, 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. Conditional Development Permit No. 2022-0014 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 Multiple Family Residential (R-3) zone 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 3rd day of April, 2024.

_____
JERRY GUTIERREZ, CHAIR
CITY OF RIALTO PLANNING COMMISSION

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

I, Kimberly Dame, Administrative Analyst 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 ____, 2024.

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 __rd day of ___, 2024.

_____

KIMBERLY DAME, ADMINISTRATIVE ANALYST

Exhibit "A"

Project Plans

Exhibit “B”

Attachment B – Project Trip Generation
From the Traffic Impact Analysis Scoping Agreement prepared for the Project by Ganddini Group.
– Dated December 22, 2022

Exhibit “C”

Rialto General Plan Truck Route

RESOLUTION NO. 2024-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA APPROVING PRECISE PLAN OF DESIGN NO. 2022-0016 ALLOWING THE DEVELOPMENT OF A 6-UNIT APARTMENT COMPLEX CONSISTING OF 6 TWO-STORY BUILDINGS AND ASSOCIATED PAVING, LANDSCAPING, LIGHTING AND DRAINAGE IMPROVEMENTS ON A 0.5-ACRE PARCEL OF LAND (APN: 0130-082-05) LOCATED ON THE SOUTH SIDE OF THIRD STREET APPROXIMATELY 200 FEET EAST OF LILAC AVENUE.

WHEREAS, the applicant, Jose Zepeda, proposes to develop a 6-unit apartment complex consisting of 6 two-story buildings and associated paving, landscaping, lighting and drainage improvements (Project) on approximately 0.5 gross acres of land (APNs: 0130-082-05) located on the south side of Third Street approximately 200 feet east of Lilac Avenue ("Site"); 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 has agreed to apply for Precise Plan of Design No. 2022-0016 ("PPD No. 2022-0016"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Conditional Development Permit No. 2022-0014 ("CDP No. 2022-0014"), pursuant to Section 18.78.060 of the Rialto Municipal Code; and

WHEREAS, on April 3, 2024, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on PPD No. 2022-0016 and CDP No. 2022-0014, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed PPD No. 2022-0016 and CDP No. 2022-0014; 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 PPD No. 2022-0016, including written staff reports, verbal testimony, site plans, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that PPD No. 2022-0016 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 designation of Residential 21 and a zoning designation of Multiple Family Residential (R-3). According to R-3 Development Standards there shall be a minimum of 2,000 square feet of lot area for each proposed dwelling on the project site. The applicant is proposing to develop 6 dwelling units on the 0.5-acre Site. The Project will include 6 detached apartment unit buildings with the associated paving, landscaping, lighting and drainage improvements on the project site. As a result, the Project will facilitate the development of multi-family residential project that is consistent with the underlying land use and zoning designations.

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 Project is consistent with the Residential 21 General Plan land use designation and the R-3 zoning designation. The Site is bound on the north by Third Street. All the surrounding properties are similarly zoned R-3 and are within the same General Plan designation of Residential 21. The proposed multi-family residential development is compatible with all nearby land uses as all the surrounding properties also consist of multiple unit developments. Construction impacts will be limited through the strict enforcement of the allowable construction hours listed in Section 9.50.070 of the Rialto Municipal Code, as well as enforcement of regular watering of the Site to limit airborne dust and other particulate matter. The proposed project will not have a significant impact on the environment and is not anticipated to have a negative effect on the surrounding neighborhood.

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, perimeter walls, and enhanced architectural features. The proposed multi-family residential development is compatible with all nearby land uses as all the surrounding properties also consist of multiple unit developments. Therefore, the proposed project is not expected to negatively impact any uses with the successful implementation of measures such as landscape buffering, the installation of perimeter walls, and aesthetic building enhancements.

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 intent of the Multiple Family Residential (R-3) zone and is a logical addition to the existing uses in the immediate area. 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. The Project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA), pursuant to Section 15301, Existing Facilities. The Planning Commission directs the Planning Division to file the necessary documentation with the Clerk of the Board of Supervisors for San Bernardino County.

SECTION 4. PPD No. 2022-0016 is granted to Jose Zepeda 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. 2022-0016 allowing the development of a 6-unit apartment complex consisting of 6 two-story buildings and associated paving, landscaping, lighting and drainage improvements on a 0.5-acre parcel of land (APN: 0130-082-05) located on the south side of Third Street approximately 200 feet east of Lilac Avenue, subject to the Conditions of Approval contained herein.

2. The approval of PPD No. 2022-0016 is granted for a one (1) year period from the date of approval. Approval of PPD No. 2022-0016 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. 2022-0016 shall conform to the site plan, floor plan, exterior elevations, conceptual grading plan, conceptual landscape plan, Wall and Fence plan, and wall details 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. 2022-0016 shall comply with all Conditions of Approval contained within CDP No. 2022-0014.

5. The development associated with PPD No. 2022-0016 shall comply with 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 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. 2022-0016.

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 install decorative lighting (carriage and/or recessed) adjacent to the front entry door and both sides of the garage door of each dwelling. The lighting shall be identified on the formal building plan check submittal prior to the issuance of building permits.

10. All on-site light standards, including the base, shall be a maximum of twenty (20) feet high, as measured from the finished surface. Lighting shall be shielded and/or directed toward the site so as not produce 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.

11. All new walls, including any retaining walls, shall be comprised of decorative masonry block. Decorative masonry block means tan-colored slumpstone block, tan-colored split-face block, or precision block with a stucco, plaster, or cultured stone finish. Pilasters shall be incorporated within all new walls visible from the public view. 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 and to the side of the wall. All decorative masonry walls and pilasters, including retaining walls, shall include a decorative masonry cap. All walls and pilasters shall be identified on the site plan and 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.

12. The applicant shall construct ADA accessible trash enclosure in compliance with Burrtec Design Guidelines. The exterior of each trash enclosure shall match the material and base color of the buildings. 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 enclosures shall be provided within formal building plan check submittal prior to the issuance of building permits.

13. The 26-foot-wide drive aisle serves as an emergency Fire Lane with approved fire truck turn around at the far east end and is required to be maintained clear of all obstructions at all times. The applicant shall install red curbing and "No Parking" signage along the entire length of the Fire Lane including Fire turnaround areas to the satisfaction of the Fire Department prior to the issuance of a Certificate of Occupancy. The red curbing

and "No Parking" signage shall be identified on the formal Building Permit submittal prior to the issuance of a building permit.

14. 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.

15. The applicant shall plant one (1) tree every thirty (30) feet on-center within the public right-of-way parkway along Cactus 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 Third Street shall be the Lagerstromia Indica "Crape Myrtle" and/or the Quercus Virginianan "Southern Live Oak". The street trees shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.

16. The applicant shall plant shrubs 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. 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. The shrubs shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.

17. The applicant shall plant a substantial amount of 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. 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. 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.

18. 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.

19. 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.

20. The applicant shall comply with all conditions of approval for PPD No. 2022-0016 to the satisfaction of the City Engineer, prior to the issuance of a Certificate of Occupancy.

21. All improvements within the public right-of-way require a City of Rialto Encroachment Permit.

22. The applicant shall pay all applicable development impact fees in accordance with the current City of Rialto fee ordinance, including any applicable Transportation and Traffic Fair Share Contribution fees, prior to the issuance of any building permit related to the Project.

23. A City of Rialto Off-site Construction Permit is required for any improvements within the public right-of-way. In an effort to expedite and facilitate improvements in the public right-of-way, the applicant is responsible for submitting a multi-phase master plan traffic control plan which includes all phases of construction in the public right-of-way i.e. sewer, water, overhead, underground, etc. prior to the issuance of Off-Site Construction Permit/Encroachment Permit. Note, in an effort to simplify the permitting process, a single master Off-Site Construction Permit shall replace individual Encroachment Permits to be pulled by the applicant's contractor.

24. 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 ten (10) feet of the public sidewalk and/or curb.

25. The applicant shall submit street improvement plans for streetlight, sewer, water, traffic and signage improvements prepared by a registered California civil engineer to the Engineering Division, as determined by the City Engineer, for review and approval by the City Engineer prior to the issuance of permits.

26. The applicant shall submit a Precise Grading/Paving Plan prepared by a California registered civil engineer to the Engineering Division for review and approval. The Grading Plan shall be approved by the City Engineer prior to the issuance of any building permit.

27. Prior to grading plan approval, 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.

28. Prior to the grading plan approval, a Geotechnical/Soils Report, prepared by a California registered Geotechnical Engineer shall be required for and incorporated as an integral part of the grading plan for the proposed development. A geotechnical report shall include a section on infiltration testing. A digital copy (PDF) of the Geotechnical/Soils Report shall be submitted to the Engineering Division with the first submittal of the Precise Grading Plan.

29. Prior to issuance of building permit, 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.

30. 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.

31. The applicant shall construct asphalt concrete paving for streets in two separate lifts. The final lift of asphalt concrete pavement shall be postponed until such time that on-site construction activities are complete. Unless the City Engineer provide prior authorization, paving of streets in one lift prior to completion of on-site construction is not allowed. If City Engineer authorized, completion of asphalt concrete paving for streets prior to completion of on-site construction activities, requires 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.

32. 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.

33. 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.

34. The applicant shall backfill and/or repair any and 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. Rialto Water Service, Southern California Edison, Southern California Gas Company, Time Warner, Verizon, etc.). Multiple excavations, trenches, and other street cuts within existing asphalt concrete pavement of off-site streets resulting from the proposed development may require complete grinding and asphalt concrete overlay of the affected off-site streets, at the discretion of the City Engineer. The pavement condition of the existing off-site streets shall be returned to a condition equal to or better than what existed prior to construction of the proposed development.

35. 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.

36. The applicant shall reconstruct any broken, chipped, or unsatisfactory sidewalks or curbs 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.

37. 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.

38. 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.

39. Prior to grading plan approval, the applicant shall submit to the City Traffic Engineer verification that sight distance requirements are met at the project access driveway with Third Street. Verification shall be in the form of field photographs showing adequate sight distance with a cover memo describing the required sight distance based on 85th percentile speed consistent with City requirements and subject to the satisfaction of the City Engineer.

40. The applicant shall construct one (1) new twenty-six (26) foot wide commercial driveway approach on Third Street, in accordance with City of Rialto Standard Drawings, 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.

41. At the discretion of the City Engineer, the applicant shall remove existing pavement and construct new pavement with a minimum pavement section of 4 inches asphalt concrete pavement over 6 inches crushed aggregate base with a minimum subgrade of 24 inches at 95% relative compaction, or equal, along the entire frontage of Third Street in accordance with City of Rialto Standard Drawings. The pavement section shall be determined using a Traffic Index ("TI") of 10. The pavement section shall be designed by a California registered Geotechnical Engineer using "R" values from the project site and submitted to the City Engineer for approval. Alternatively, depending on the existing street condition and geotechnical recommendations, a 2" grind and overlay, slurry seal, or other repair can be performed to preserve existing pavement improvements as approved by the City Engineer.

42. The minimum pavement section for all on-site pavements shall be two (2) 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.

43. The applicant shall connect the project to the City of Rialto sewer system and apply for a sewer connection account with Rialto Water Services.

44. Domestic water service to the underlying property is provided by Rialto Water Services. The applicant shall be responsible for coordinating with Rialto Water Services and complying with all requirements for establishing domestic water service to the property. The design may be required to include fire hydrants along West Third Street.

45. The applicant shall install a new domestic water line lateral connection to the main water line within Third Street, pursuant to the Rialto Water Services requirements. A water line plan shall be approved by Rialto Water Services prior to issuance of permit.

46. The applicant shall provide certification from 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 or final inspection approval from the Public Works Engineering Division.

47. The development of the site is subject to the requirements of the National Pollution Discharge Elimination System (NPDES) Permit for the City of Rialto, under the Santa Ana Regional Water Quality Control Board, Board Order No. R8-2010-0036. Pursuant to the NPDES Permit, the applicant shall ensure development of the site incorporates post-construction Best Management Practices ("BMPs") in accordance with the Model Water Quality Management Plan ("WQMP") approved for use for the Santa Ana River Watershed. The applicant is advised that applicable Site Design BMPs will be required to be incorporated into the final site design, pursuant to a site specific WQMP submitted to the City Engineer for review and approval.

48. Prior to grading plan approval, the applicant shall submit a Water Quality Management Plan for the parcel 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 Grading Plan. A WQMP Maintenance Agreement shall be required, obligating the property owner(s) to appropriate operation and maintenance obligations of on-site BMPs constructed pursuant to the approved WQMP.

49. Prior to grading plan approval, 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.

50. The applicant shall prepare a Notice of Intent (NOI) to comply with the California General Construction Stormwater Permit (Water Quality Order 2009-0009-DWQ as modified September 2, 2009) is required via the California Regional Water Quality Control Board online SMARTS system. A copy of the executed letter issuing a Waste Discharge Identification (WDID) number shall be provided to the City Engineer prior to issuance of a grading or building permit. The applicant's contractor shall prepare and maintain a Storm Water Pollution Prevention Plan ("SWPPP") as required by the General Construction Permit. All appropriate measures to prevent erosion and water pollution during construction shall be implemented as required by the SWPPP.

51. Prior to occupancy approval, submit a WQMP Certification that demonstrates that all structural BMPs have been constructed and installed in conformance with approved plans and specifications, and as identified in the approved WQMP.

52. Prior to grading approval, 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. Provide a hydrology study to determine the volume of increased stormwater runoff due to development of the site, and to determine required stormwater runoff mitigation measures for the proposed development. Final 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. 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. All on-site and off-site designs must comply with NPDES stormwater regulations.

54. Any utility trenches or other excavations within existing asphalt concrete pavement of off-site streets required by the proposed development shall be backfilled and repaired in accordance with City of Rialto Standard Drawings. The Applicant shall be responsible for removing, grinding, paving and/or overlaying existing asphalt concrete pavement of off-site streets as required by and at the discretion of the City Engineer, including additional pavement repairs to pavement repairs made by utility companies for utilities installed for the benefit of the proposed development (i.e. Rialto Water Services, 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 required by the proposed development may require complete grinding and asphalt concrete overlay of the affected off-site streets, at the discretion of the City Engineer. The pavement condition of the existing off-site streets shall be returned to a condition equal to or better than existed prior to construction of the proposed development.

55. The original improvement plans prepared for the proposed development and approved by the City Engineer (if required) shall be documented with record drawing "as-built" information and returned to the Engineering Division prior to issuance of a final certificate of occupancy. Any modifications or changes to approved improvement plans shall be submitted to the City Engineer for approval prior to construction.

56. The applicant shall adhere to the City Council approved franchise agreements and disposal requirements during all construction activities, in accordance with Section 8.08 (Refuse Collection of the City of Rialto Municipal Code).

57. 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 Cactus Avenue.

    c. Post dust control signage with the following verbiage: "Project Name, WDID No., IF YOU SEE DUST COMING FROM THIS PROJECT CALL:, If you do not receive a response, please call the AQMD at 1-800-CUT-SMOG/1-800-228-7664"

58. The applicant shall remove any graffiti within 24 hours, before, during, and post construction.

59. 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 Public Works Engineering, 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.

60. 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.).

61. 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.

62. The applicant shall design the structures to withstand ultimate wind speed of 130 miles per hour, exposure C and seismic zone D.

63. The applicant shall submit fire sprinkler, fire alarm systems, and fire hydrant plans to the Building Division for plan review concurrently with building plans and shall be approved prior to the issuance of a building permit.

64. 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.

65. The applicant shall install temporary construction fencing and screening around the perimeter of the project site. The fencing and screening shall be maintained at all times during construction to protect pedestrians.

66. 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.

67. 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.

68. 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.

69. 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.

70. 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.

71. 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.

72. 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.

73. 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.

74. 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.

75. 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.

76. 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.

77. The applicant shall comply with all applicable requirements of the California Fire Code and Chapter 15.28 (Fire Code) of the Rialto Municipal Code.

78. The applicant shall install an engineered automatic sprinkler system in each residential structure. Plans for such a system shall be submitted for review and approval by the Fire Department prior to the issuance of any building permit.

79. The applicant shall install a water supply system capable of providing the required fire flow for the proposed type of development as per requirements of the applicable California Fire Code current edition. On site fire hydrants shall be installed by a C-16 licensed contractor as required prior to the construction phase of the development. Plans for the on-site water system shall be approved by the Fire Department prior to issuance of building permits. Provide 12 gage locator wire non-insulated, taped above fire service main for all underground fire line.

80. Where access to or within a structure area is restricted because of secured openings and immediate access is necessary for life saving or firefighting purposes, a Key Box is to be installed in an accessible location(s) as approved by the Fire Department. The Key Box shall be of a type approved by the Fire Department.

81. All streets and access roadways as approved on the final tract map shall be maintained in such a manner as to provide access for emergency vehicles at all times during construction phase. All streets and/or access roadways shall be constructed and maintained as to provide a smooth driving surface of not less than twenty-six (26) feet of unobstructed width, capable of supporting the imposed load of Fire Department apparatus and/or emergency rescue equipment to within seventy five (75) feet of all structures. Failure by the developer and the persons responsible for the project site to comply with this provision or any of the other requirements outlined in Rialto Municipal Code and California Fire Code current edition, will be cause for the Fire Chief to require that all activity be discontinued pending compliance.

82. 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. Lighting shall be designed/constructed in such a manner as to automatically turn on at dusk and turn off at dawn.

83. 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. Lighting shall be designed/constructed in such a manner as to automatically turn on at dusk and turn off at dawn.

84. The applicant shall illuminate all common open space areas with a minimum of 1.5-foot candles (at surface level) of light during the hours of darkness. Lighting shall be designed/constructed in such a manner as to automatically turn on at dusk and turn off at dawn.

85. 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.

86. The applicant shall provide an illuminated address prominently placed on the front of each dwelling unit, prior to the issuance of a Certificate of Occupancy.

87. The applicant shall install a Knox box immediately adjacent to all entrances of the private residential neighborhood 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 an adjacent block column or wall. The Knox box shall be equipped with the appropriate keys, prior to the issuance of the first certificate of occupancy. The Knox box placement shall be shown on the formal building plan review submittal prior to the issuance of a building permit.

88. The applicant shall install cluster mailboxes in such a way that they are tamper and vandalism resistant and shall be illuminated during times of darkness.

89. 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 3rd day of April, 2024.

_____
JERRY GUTIERREZ, CHAIR
CITY OF RIALTO PLANNING COMMISSION

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

I, Kimberly Dame, Administrative Analyst 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 ___rd day of ____, 2024.

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 __rd day of ___, 2024.

_____

KIMBERLY DAME, ADMINISTRATIVE ANALYST

Exhibit A

RENDERING -1

RENDERING -2

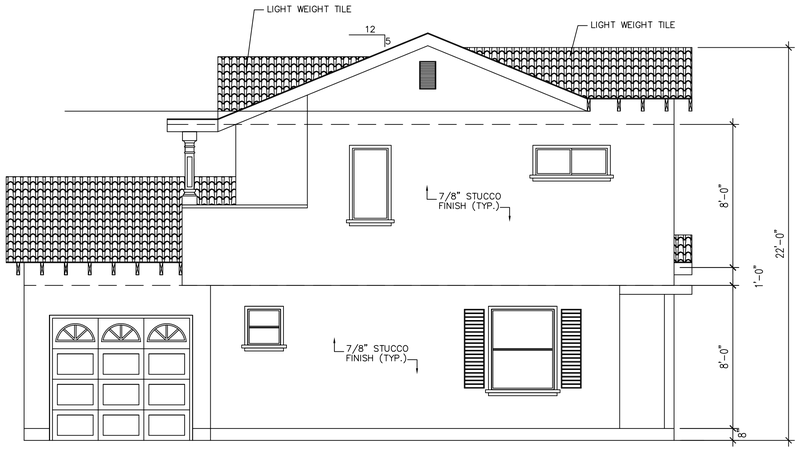
REVISIONS	BY

COSMOS
DRAFTING SERVICES
9030 FARM ST • DOWNEY • CA • 90241
(5 6 2) 928-6010
(5 6 2) 861-4678
cosmoscustomdesign@gmail.com

OWNER NAME:
JOSE ZEPEDA
JOB ADRESS:
441 W. THIRD ST
RIALTO, CA. 92376

DRAWN	E.J.
CHECKED	E.J.
DATE	02/15/2022
SCALE	AS NOTED
JOB NO.	0012
SHEET	R

OF _ SHEETS

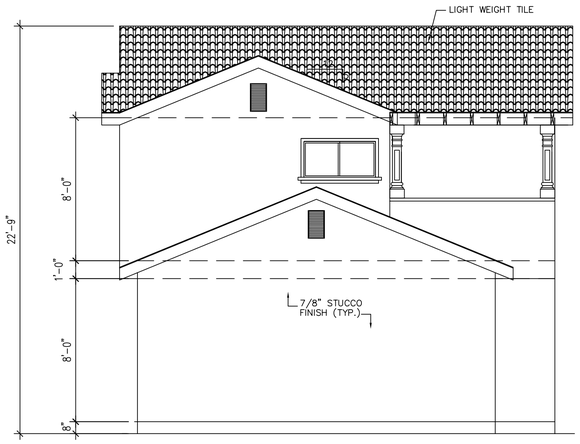


EAST ELEVATION

1/4" = 1'-0"

NORTH ELEVATION

1/4" = 1'-0"



SOUTH ELEVATION

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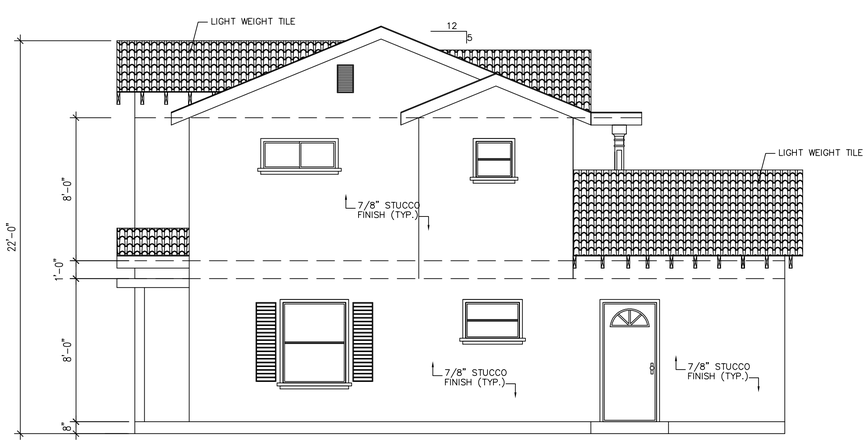

WEST ELEVATION

1/4" = 1'-0"

unit: 1,5

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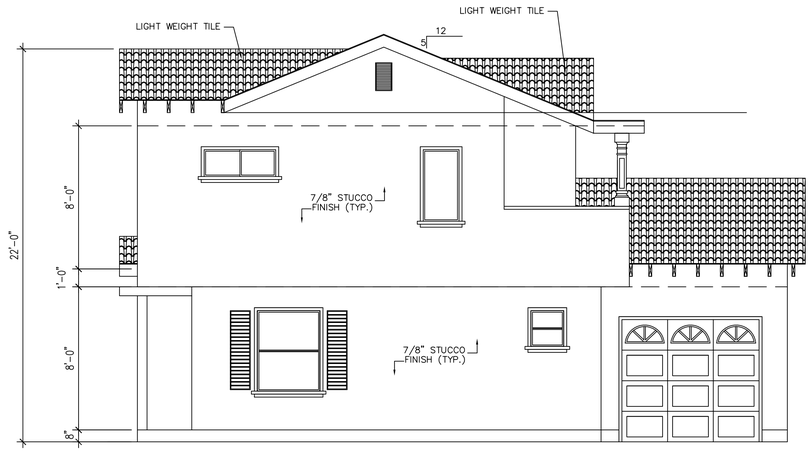
SHEET	A-3
OF	_ SHEETS

NORTH ELEVATION

1/4" = 1'-0"



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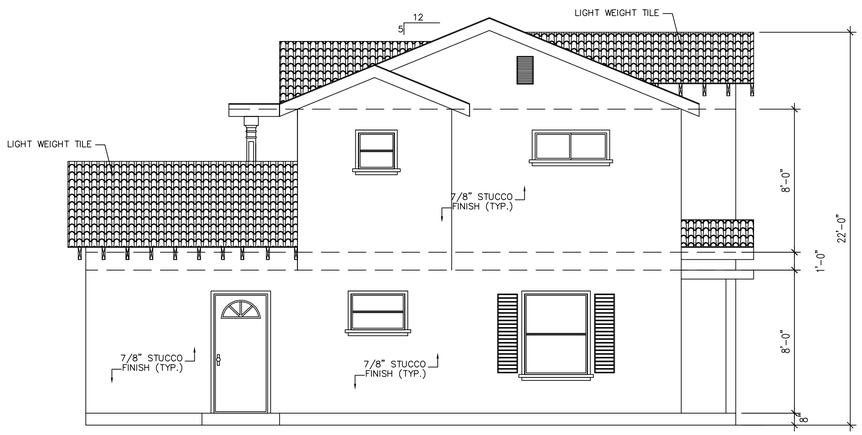

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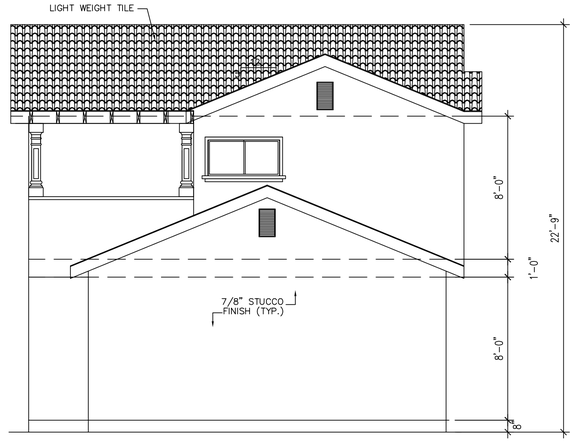

SOUTH ELEVATION

1/4" = 1'-0"

unit: 2,6

REVISIONS	BY

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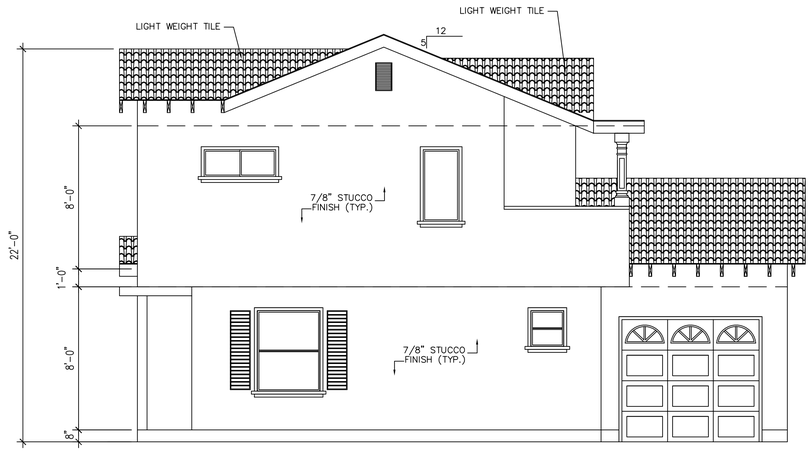
SCALE	AS NOTED
JOB NO.	0012
SHEET	A-4
OF	_ SHEETS

SOUTH ELEVATION

1/4" = 1'-0"



EAST ELEVATION

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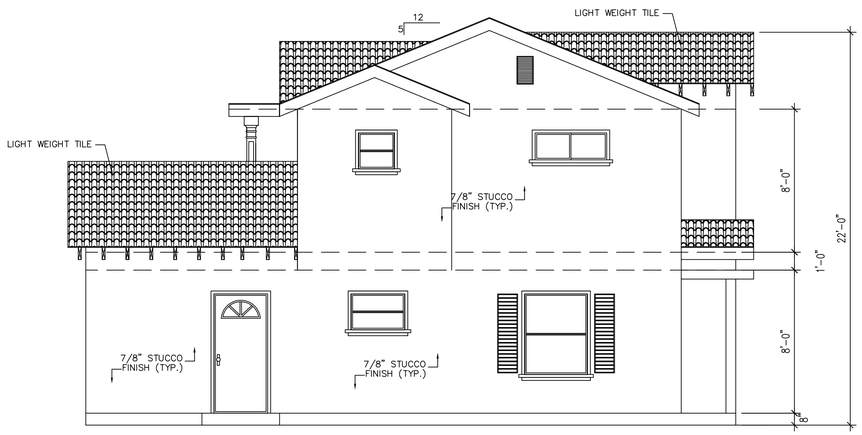

WEST ELEVATION

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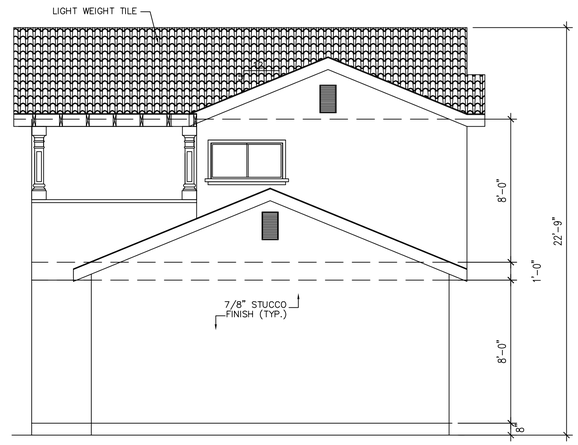

NORTH ELEVATION

1/4" = 1'-0"

unit: 3

REVISIONS	BY

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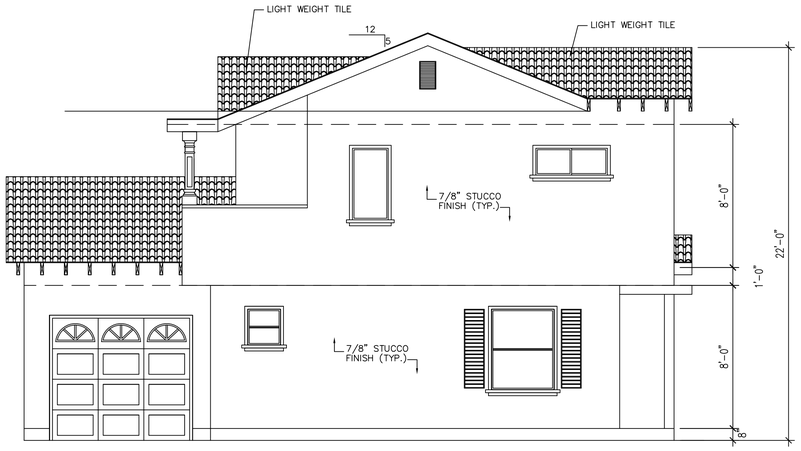

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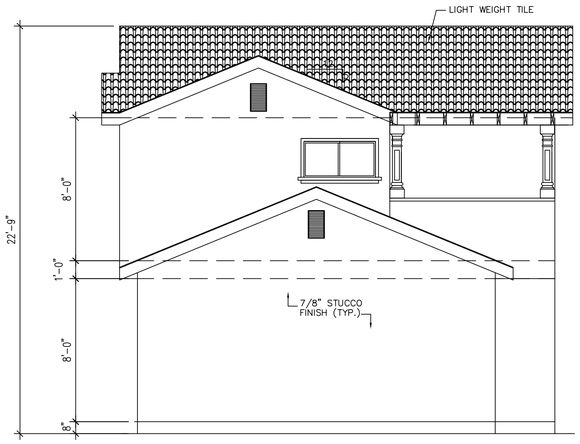
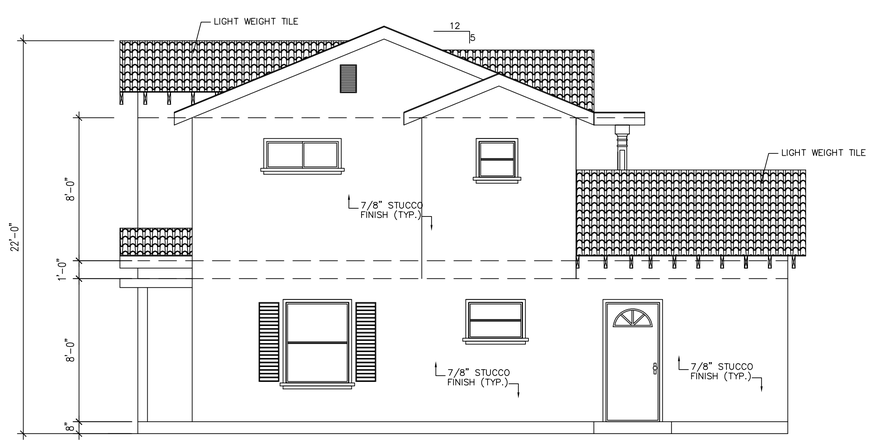
SOUTH ELEVATION

1/4" = 1'-0"



NORTH ELEVATION

1/4" = 1'-0"



EAST ELEVATION

1/4" = 1'-0"

unit: 4

REVISIONS	BY

COSMOS
DRAFTING SERVICES
9030 FARM ST • DOWNEY • CA • 90241
(5 6 2) 928-6010
(5 6 2) 861-4678
cosmoscustomdesign@gmail.com

OWNER NAME: JOSE ZEPEDA

JOB ADRESS: 441 W. THIRD ST RIALTO, CA. 92376

DRAWN	E.J.
CHECKED	E.J.
DATE	02/15/2022
SCALE	AS NOTED
JOB NO.	0012
SHEET	A-6
OF	_ SHEETS

File #: PC-24-1281, **Version:** 1, **Agenda #:**

For the Planning Commission Meeting of April 3, 2024

TO: Honorable Chairman and Planning Commissioners

APPROVAL: Colby Cataldi, Community Development Director

REVIEWED BY: Paul Gonzales, Community Development Manager

FROM: Daniel Casey, Principal Planner

(Master Case No. 2022-0022) Tentative Parcel Map No. 2023-0005, Conditional Development Permit No. 2022-0015, Condition Development Permit Nos. 2023-0026 - 2023-0029, Conditional Development Permit No. 2023-0031, and Precise Plan of Design No. 2022-0017: Development of one (1) 224,566 square foot industrial warehouse building, 3,915 square foot restaurant building with drive-thru, vehicle fuel station with a 4,042 square foot overhead canopy, 3,700 square foot convenience market, and a 1,458 square foot automated car wash on a 14.29 acre site (APN's: 0264 -191-02 & -04). The site is located on the southeast corner of Pepper Avenue and the SR-210 Freeway. The project also includes the subdivision of two (2) parcels of land (APN's: 0264-191-02 & -04) into three (3) new parcels - Parcel 1 (1.18 acres), Parcel 2 (1.46 acres), and Parcel 3 (11.65 acres). An Addendum to the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report (Environmental Assessment Review No. 2023-0048) has been prepared for consideration in conjunction with the project, in accordance with the California Environmental Quality Act (CEQA).

APPLICANT:

Newcastle Rialto Associates, LLC, 4740 Green River Road, Suite 110, Corona, CA 92878

LOCATION:

The project site consists of two (2) parcels of land (APN's: 0264-191-02 & -04) located at the southeast corner of Pepper Avenue and SR-210 Freeway within Planning Areas 1 & 10 of the Pepper Avenue Specific Plan (Refer to the attached Location Map (**Exhibit A**)).

BACKGROUND:

Surrounding General Plan Land Use Designations

Location	***General Plan Designation***
Site	Specific Plan with a Specific Plan Overlay (Pepper Avenue SP)
North	SR-210 Freeway

East	Jurisdiction of the City of San Bernardino
South	Specific Plan with a Specific Plan Overlay (Pepper Avenue SP)
West	Specific Plan with a Specific Plan Overlay (Pepper Avenue SP)

Surrounding Zoning Designations

Location	***Zoning or Specific Plan Land Use Designation***
Site	Pepper Avenue Specific Plan (Planning Area 1 - Community Commercial (CC) & Planning Area 10 - Light Industrial (LI))
North	SR-210 Freeway
East	Jurisdiction of the City of San Bernardino
South	Pepper Avenue Specific Plan (Light Industrial (LI))
West	Pepper Avenue Specific Plan (Community Commercial (CC))

Site Characteristics
The project site is a relatively flat and asymmetrical-shaped area of land totaling approximately 14.29 acres in size with approximate dimensions of 475 feet (north-south) by 1,300 feet (east-west). The project site is bound on the north by the SR-210 Freeway and on the west by Pepper Avenue. The property is vacant and covered by natural grasses, shrubs, and trees except for a concrete foundation from a residential dwelling that previously existed on the property.

ANALYSIS/DISCUSSION:

Project Proposal
The applicant, Newcastle Rialto Associates, LLC, proposes to subdivide the project site into three (3) new parcels of land and then construct one (1) 224,566 square foot industrial warehouse building, a 3,915 square foot restaurant building with drive-thru service, and a vehicle fuel station comprised six (6) fuel dispensers, a 4,042 square foot overhead canopy, a 3,700 square foot convenience market, and a 1,458 square foot automated car wash on the new parcels. There are no proposed tenants for the new buildings at this time.

Parcel Map
As shown on the tentative parcel map (**Exhibit B**), the applicant has requested to subdivide the project site into three (3) parcels of land - Parcel 1 (1.18 acres), Parcel 2 (1.46 acres), and Parcel 3 (11.65 acres). Parcel 1 will be located at the northwest corner of the project site, Parcel 2 will be located at the southwest corner of the project site, and Parcel 3 will encompass the east end of the project site. According to Table 5-3 (Pepper Avenue Development Standards) of the Pepper Avenue Specific Plan, the Community Commercial (CC) and Light Industrial (LI) land use districts do not require a minimum lot size for any new parcel.

Site Design - Parcel 1
As shown on the retail development site plan (**Exhibit C**), the applicant proposes to construct a 3,915 square foot restaurant building on the west end of Parcel 1 near the Pepper Avenue frontage. A double-lane drive-thru will wrap around the north, west, and south sides of the building and will provide stacking for up to eleven (11) vehicles from the drive-thru entrance to the pick-up window.

The proposed layout also includes a parking lot with 50 parking spaces on the east end of the project site, a canopy over the drive-thru windows, a trash enclosure, concrete pathways, and landscape planters around the perimeter of the project site, the building, and throughout the parking areas.

Site Design - Parcel 2
According to the retail development site plan (**Exhibit C**), the applicant proposes to construct a 3,700 square foot convenience market building with a 1,458 square foot attached automated car wash building on the north end of Parcel 2 and a 4,042 square foot canopy and six (6) fuel dispensers on the south end of Parcel 2. A drive-thru lane for the car wash will wrap around the west and north sides of the building and will provide stacking for up to seven (7) vehicles from the drive-thru entrance to the car wash tunnel. The proposed layout also includes parking areas with 32 parking spaces, a bypass lane along the north side of the car wash tunnel, a trash enclosure, concrete pathways, and landscape planters around the perimeter of the project site, the building, and throughout the parking areas.

Site Design - Parcel 3
As shown on the industrial development site plan (**Exhibit D**), the applicant proposes to construct a 224,566 square foot industrial warehouse building on the north end of Parcel 3. The proposed layout includes an enclosed truck court on the south side of the building and passenger vehicle parking areas along the north, east, and west sides of the building. The truck court will accommodate a maximum of 90 trucks and trailers, while the passenger vehicle parking areas will provide for the parking of up to 215 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.

Access
One (1) driveway is proposed to be connected to Pepper Avenue for access - a sixty-five (65) foot wide signalized shared driveway on the south end of the project frontage will provide full access for trucks and passenger vehicles.

Architectural Design - Parcels 1 & 2
As shown on the elevations for the restaurant building (**Exhibit E**), the convenience market/car wash building (**Exhibit F**), and the canopy (**Exhibit G**), each structure will have a contemporary architectural design compatible with the Veneto architectural style requirements of the Pepper Avenue Specific Plan. This includes the incorporation of stucco finishes, light/neutral colors, cornice roofline treatments, articulated massings, varied pitched-roof forms, and concrete tile roofing. The exterior heights across all structures will range from 20 feet up to 28.5 feet. Additional architectural features include generous amounts of glass, reveals, metal wall trellises, stone accents, wall sconces, and reveals.

Architectural Design - Parcel 3
The proposed industrial warehouse 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 H**), the height of the building will range from 44 feet to 52 feet from the finished floor level. The exterior of the building will be of concrete tilt-up wall construction painted with a palette of four (4) different colors - white and three (3) gray tones. Additional architectural features of the building include formliners, wall panel reveals,

metal eyebrow accents, and glazing.

Parking
Parcel 1 will have 50 passenger vehicle parking spaces, including three (3) ADA accessible parking spaces, Parcel 2 will have 32 passenger vehicle parking spaces, including three (3) ADA accessible parking spaces, and Parcel 3 will have 215 passenger vehicle parking spaces, including six (6) ADA accessible parking spaces. These quantities meet or exceed the minimum parking requirement as shown in the parking calculation charts below and as required by Chapter 18.58 (Off-Street Parking) of the Rialto Municipal Code:

Parcel 1:

Type of Use	***Floor Area (square feet)***	***Parking Ratio***	***Number of spaces required***
Restaurant Drive-Thru Credit	3,915 N/A	1 / 75 -3 per DT	53 -3
Total Required/Total Provided			**50/50**

Parcel 2:

Type of Use	***Floor Area (square feet)***	***Parking Ratio***	***Number of spaces required***
Convenience Market	3,700	1 / 250	15
Total Required/Total Provided			**15/32**

Parcel 3:

Type of Use	***Floor Area (square feet)***	***Parking Ratio***	***Number of spaces required***
Office Ground floor Above ground floor Warehouse	5,000 5,000	1 / 250 1 / 250	20 20
Floor area up to 10,000 square feet Floor area 10,001 square feet or more	10,000 204,566	1 / 1,000 1 / 2,000	10 103
Total Required/Total Provided			**153/215**

Landscaping
The landscape coverage for the entire project is 15.8 percent. More specifically, the landscape coverage is 30.9 percent for Parcel 1, 21.8 percent for Parcel 2, and 13.5 percent for Parcel 3, all of which exceed the minimum required amount of 10.0 percent. This includes a twenty-five (25) foot landscape setback along Pepper Avenue and planters around the perimeter of the buildings and the project site. 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 I**).

Operations
The vehicle fuel station, convenience market, and car wash will operate twenty-four (24) hours a day, seven (7) days a week. No tenant has been identified yet. However, the convenience market will offer typical convenience-type merchandise, such as snacks, drinks, cigarettes, lottery, etc.

Off-Sale of Beer and Wine
In addition to the sale of typical convenience-type merchandise, the convenience market will also sell alcoholic beverages for off-site consumption. Specifically, the applicant will seek to obtain a Type 21 license from the California Department of Alcoholic Beverage Control (ABC) for the sale of beer, wine, and distilled spirits. Section 18.110.050 of the Rialto Municipal Code provides separation criteria between establishments that engage in the off-sale of alcohol, and sensitive uses, such as churches, schools, etc. Measurements are obtained by measuring the distance from any point upon the outside wall of the location in question to the nearest developed portion of the convenience market property. The proposed location of the convenience market, in which beer and wine will be available for sale, exceeds the minimum separation criteria as shown in the chart below and as required by Section 18.110.050 of the Rialto Municipal Code:

Separation from…	***Requirement***	***Proposed***	***Meets Code***
Schools (Frisbie Middle School)	Min. 1,000 ft.	2,430+/- ft.	Yes
Churches/Parks (Frisbie Park)	Min. 500 ft.	1,350+/- ft.	Yes
Residential Areas	Min. 100 ft.	1,450+/- ft.	Yes

Crime Prevention Plan
In accordance with Section 18.106.050A(1) of the Rialto Municipal Code, the applicant submitted a Crime Prevention Plan (**Exhibit J**) that details safety measures designed to increase employee and customer safety and minimize criminal activity within the convenience market. Safety measures contained within the Crime Prevention Plan include the installation of security lighting at a minimum of 1.5 foot-candles around the entire building, the installation of burglary and robbery alarms, and surveillance cameras. Sergeant Jonathan Palmer with the Rialto Police Department reviewed and endorsed the prevention measures contained within the applicant's Crime Prevention Plan and concluded that, if properly implemented and sustained, these safety measures will minimize crime and nuisance activities that may otherwise be associated with the convenience market.

Traffic
EPD Solutions, Inc. prepared a Traffic Impact Analysis (TIA), dated January 2, 2024, to assess the project's potential impacts to local streets and intersections (**Exhibit K**). The TIA estimates that the project will generate approximately 3,487 daily vehicle trips (3,749 PCE daily vehicle trips) with 307

trips in the AM peak hour and 275 trips in the PM peak hour. Trucks will constitute a maximum of 155 of the 3,487 new daily vehicle trips.

The TIA analyzed the following 7 intersections in the project vicinity:

Study Area Intersections:

1. Pepper Avenue/Highland Avenue
2. Pepper Avenue/SR-210 WB Ramps
3. Pepper Avenue/SR-210 EB Ramps
4. Pepper Avenue/Project Driveway (future)
5. Pepper Avenue/Winchester Drive-Terrace Road
6. Pepper Avenue/Baseline Road
7. Project Driveway (future)/Retail Driveway (future)

The TIA concluded that all seven (7) of the intersections will operate an acceptable level of service when existing plus ambient and project generated traffic volumes are combined with cumulative growth without any mitigation. Despite this, the applicant will still be responsible for a fair share payment in the amount of $365,642 for future roadway and intersection improvements along Pepper Avenue, as required by the Pepper Avenue Specific Plan Subsequent Environmental Impact Report.

Voluntary Contribution
In conjunction with the development of the proposed industrial warehouse building, the applicant proposes to voluntarily provide a one-time monetary contribution to the City of Rialto in the amount of $1,000,000 towards public safety and public facility needs. The voluntary contribution will be paid prior to the issuance of a Certificate of Occupancy.

Land Use Compatibility
The project is consistent with the Pepper Avenue Specific Plan, the regulations contained within Chapter 18.112 (Indoor Storage Uses) of the Rialto Municipal Code, and the surrounding uses. Additionally, the Draft Resolutions of Approval contain conditions of approval requiring that traffic generated by the proposed industrial warehouse building not exceed the traffic estimates contained within the TIA, thereby ensuring that the project will not significantly impact local streets and intersections. The project will be a benefit to the community and an improvement to the surrounding area.

GENERAL PLAN CONSISTENCY:

The General Plan land use designation of the site is Specific Plan with a Specific Plan Overlay. This designation requires the underlying Specific Plan to establish distinct land use designations within the Specific Plan itself. Figure 1-3 (Land Use Plan) of the Pepper Avenue Specific Plan indicates that the land use designation for the project site is Community Commercial (CC) on the Planning Area 1 portion and Light Industrial (LI) on the Planning Area 10 portion. According to Table 5-2 (Permitted Uses) of the Pepper Avenue Specific Plan, the uses proposed by the project for Planning Areas 1 &

10 are consistent with the underlying land use designations. 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:

California Environmental Quality Act
The applicant engaged EPD Solutions, Inc. to prepare an Addendum to the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report (EIR Addendum), in accordance with the provisions of the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the rules, regulations, and procedures for implementing CEQA as set forth by the City of Rialto. Section 15164(a) of the State CEQA Guidelines states that "the lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred."

The purpose of the EIR Addendum is to analyze any potential differences between the impacts identified in the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report (SEIR) and those that would be associated with the proposed Project. Pursuant to provisions of CEQA and State CEQA Guidelines, the City is the Lead Agency charged with the responsibility of deciding whether to approve development on the Project site. As detailed in the EIR Addendum, the proposed Project would result in no new significant impacts that were not analyzed in the SEIR, nor would the proposed Project cause a substantial increase in the severity of any previously identified environmental impacts. The potential impacts associated with proposed Project would either be the same or less than those described in the SEIR. In addition, there are no substantial changes to the circumstances under which the proposed Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the SEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. The EIR Addendum is attached to the agenda report as **Exhibit L**.

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 the City Clerk's Office, 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:

1. Adopt the attached Resolution (**Exhibit M**) to approve the Addendum to the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report (Environmental Assessment Review No. 2023-0048); and,

2. Adopt the attached Resolution (**Exhibit N**) to approve Tentative Parcel Map No. 2023-0005, subject to the findings and conditions therein; and

3. Adopt the attached Resolution (**Exhibit O**) to approve Conditional Development Permit No. 2022-0015, subject to the findings and conditions therein; and

4. Adopt the attached Resolution (**Exhibit P**) to approve Conditional Development Permit No. 2023-0026, subject to the findings and conditions therein; and

5. Adopt the attached Resolution (**Exhibit Q**) to approve Conditional Development Permit No. 2023-0027, subject to the findings and conditions therein; and

6. Adopt the attached Resolution (**Exhibit R**) to approve Conditional Development Permit No. 2023-0028, subject to the findings and conditions therein; and

7. Adopt the attached Resolution (**Exhibit S**) to approve Conditional Development Permit No. 2023-0029, subject to the findings and conditions therein; and

8. Adopt the attached Resolution (**Exhibit T**) to approve Conditional Development Permit No. 2023-0031, subject to the findings and conditions therein; and

9. Adopt the attached Resolution (**Exhibit U**) to approve Precise Plan of Design No. 2022-0017, subject to the findings and conditions therein.

Project Location Map

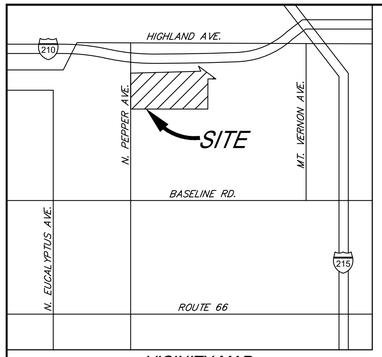
N

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

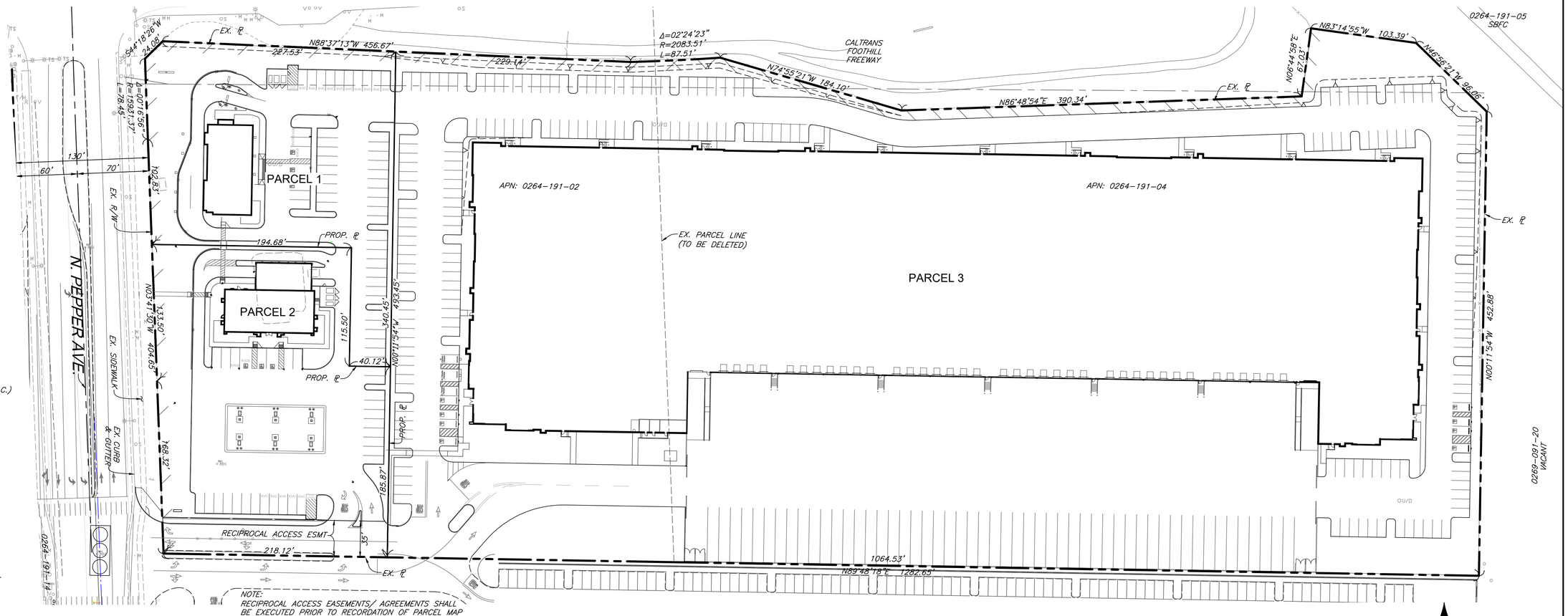
TENTATIVE PARCEL MAP N0. 20602
PEPPER AVE. DEVELOPMENT

March 24

PORT. SEC 27, T1N, R5W, SBBM



VICINITY MAP
NOT TO SCALE



OWNER/APPLICANT

NEWCASLE PARTNERS
470 GREEN RIVER, STE. 118
CORONA, CA 92880
VOICE: (951) 582-9800
ATTN: JACKSON SMITH

ENGINEER

SDH & ASSOCIATES, INC
27363 VIA INDUSTRIA
TEMECULA, CA 92590
VOICE: (951) 683-3691

ASSESSORS INFO

0264-191-02
0264-191-04

EARTHWORK

RAW CUT= 17,257 C.Y.
RAW FILL= 17,257 C.Y.

PROJECT INFO

AREA OF SITE:	622,316 S.F. (14.29 AC.)
PROPOSED PARCEL 1:	51,355 S.F.
PROPOSED PARCEL 2:	63,600 S.F.
PROPOSED PARCEL 3:	507,361 S.F.

UTILITY PURVEYORS

WATER:	WEST VALLEY WATER DISTRICT
GAS:	SO. CALIF. GAS
ELECTRICAL:	EDISON
TELEPHONE:	PACIFIC BELL
SEWER:	CITY OF RIALTO

LEGEND

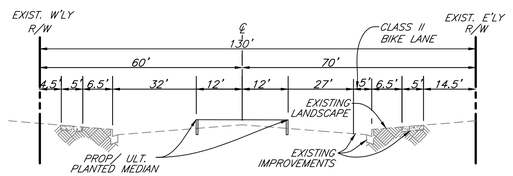
- TRACT BOUNDARY
- CENTERLINE
- CURB AND GUTTER
- 1280 EXISTING CONTOUR LINE
- LOT LINE
- EXISTING LOT LINE

ZONING AND LAND USE

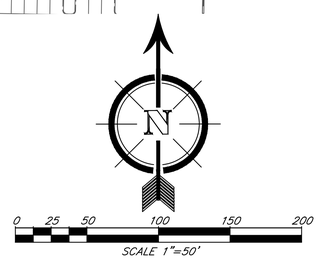
EXISTING ZONING:	R-1A (SINGLE FAMILY RESIDENTIAL)
PROPOSED ZONING:	M-1 (LIGHT INDUSTRIAL), C-1A (COMMUNITY SHOPPING CENTER)
EXISTING LAND USE:	VACANT
PROPOSED LAND USE:	INDUSTRIAL, COMMERCIAL

ASSESSORS INFO

PARCEL NO. 1:
THAT PORTION OF THE NORTHEAST 1/4 OF SECTION 36, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO UNITED STATES
GOVERNMENT TOWNSHIP PLAT THEREOF, DESCRIBED AS FOLLOWS:
BEGINNING AT THE SOUTHEAST CORNER OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 36; THENCE WEST 11.89 CHAINS; THENCE NORTH 3 DEG. 10' WEST 20 CHAINS TO A POST ON THE NORTH LINE OF SAID SECTION; THENCE EAST 1 CHAIN; THENCE SOUTH 32 DEG. EAST 8.82 CHAINS; THENCE SOUTH 2 DEG. WEST 2.06 CHAINS; THENCE SOUTH 54 DEG. EAST 4.59 CHAINS; THENCE SOUTH 63 DEG. EAST 4.40 CHAINS TO THE EAST LINE OF SAID SECTION; THENCE SOUTH 8.48 CHAINS TO THE POINT OF BEGINNING. EXCEPT THOSE PORTIONS CONVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED MAY 26, 1966 IN BOOK 6634, PAGE 608, OFFICIAL RECORDS, AND BY DEED RECORDED APRIL 25, 2003 AS INSTRUMENT NO. 2003-274887 OFFICIAL RECORDS. ALSO EXCEPT THOSE PORTIONS CONVEYED TO THE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, BY GRANT DEED RECORDED MARCH 17, 2017 AS INSTRUMENT NO. 2017-0115024 IN OFFICIAL RECORDS OF COUNTY OF SAN BERNARDINO.
PARCEL NO. 2:
THAT PORTION OF THE NORTHEAST 1/4 OF SECTION 36, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO UNITED STATES
GOVERNMENT TOWNSHIP PLAT THEREOF, DESCRIBED AS FOLLOWS:
COMMENCING AT A POINT 11.89 CHAINS WEST OF THE SOUTHEAST CORNER OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SAID SECTION 36; THENCE WEST 7.83 CHAINS TO A POST; THENCE NORTH 3 DEG. 10' WEST 20 CHAINS TO A POST ON THE NORTH LINE OF SAID SECTION 36; THENCE EAST ALONG THE NORTH LINE OF SAID SECTION 7.83 CHAINS TO A POST 13 CHAINS WEST OF THE NORTHEAST CORNER OF SAID SECTION; THENCE SOUTH
3 DEG. 10' EAST 20 CHAINS TO THE POINT OF BEGINNING. EXCEPT THOSE PORTIONS CONVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED MAY 26, 1966 IN BOOK 6634, PAGE 608, OFFICIAL RECORDS, AND BY DEED RECORDED APRIL 25, 2003 AS INSTRUMENT NO. 2003-274887 OFFICIAL RECORDS.



TYPICAL SECTION
N. PEPPER AVE.
NOT TO SCALE



ENGINEER SEAL
REGISTERED PROFESSIONAL ENGINEER
DANE A. SOMMERS
No. 90433
Exp. 9-30-23
CIVIL
STATE OF CALIFORNIA

SDH & ASSOCIATES INCORPORATED

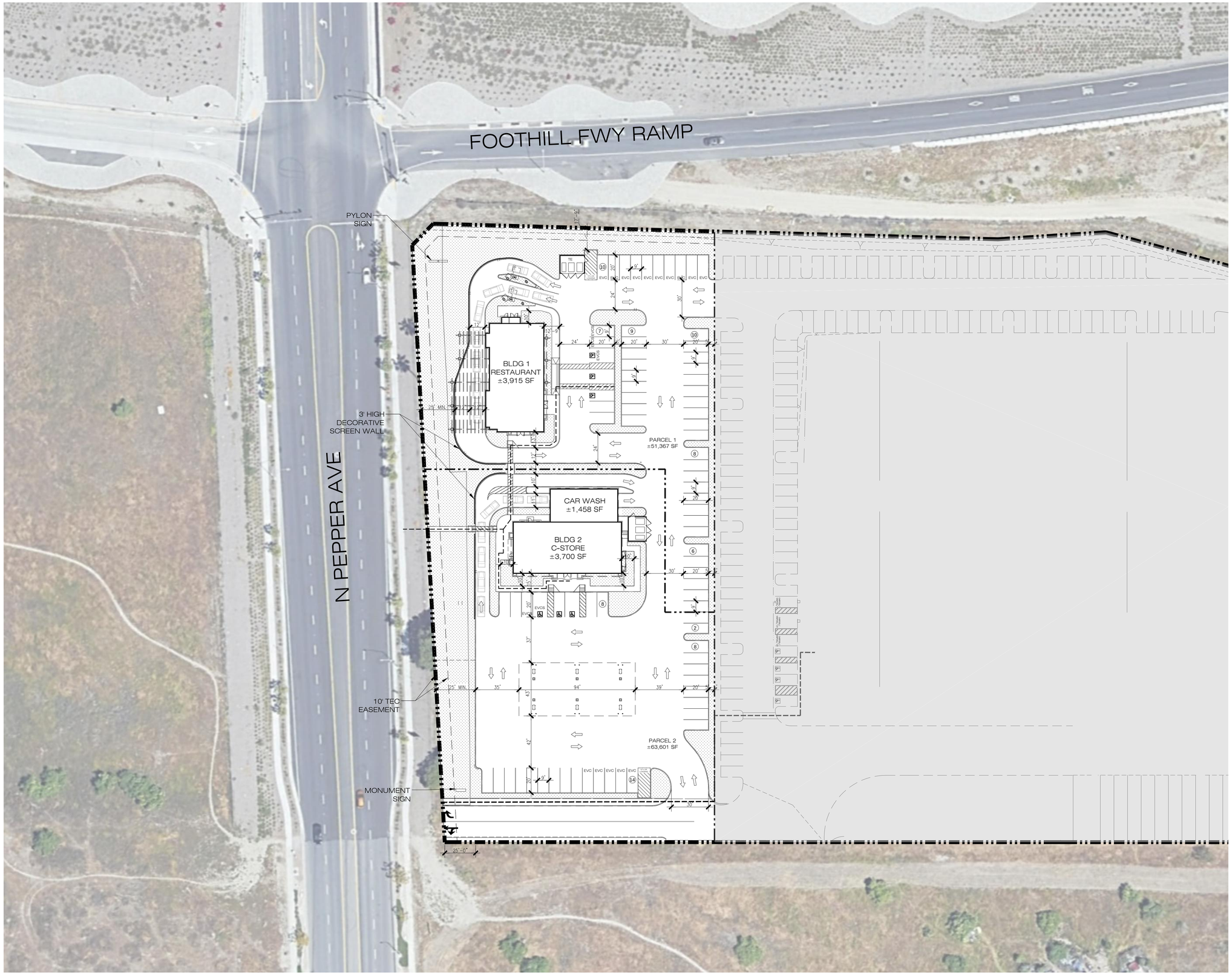
SDH AND ASSOCIATES INC.
27363 VIA INDUSTRIA
Temecula, California 92590
TEL: (951) 683-3691

CITY OF RIALTO

PEPPER AVE. DEVELOPMENT
TENTATIVE PARCEL MAP
NO. 20602

PROJECT NO. 1

SHEET 1 OF 1



SITE INFORMATION
TOTAL BUILDING AREA: ±9,073 SF
(NOT INCLUDING UTILITY AREAS)

LANDSCAPE AREA: ±29,850 SF

PARKING INFORMATION
PLEASE NOTE ALL PARKING STALLS ARE TO BE DOUBLE-STRIPED

PARKING REQUIREMENT:
- RESTAURANT: 1 PER 75 SF & 3 STALLS CREDIT FOR EACH D/T LANE
- CONVENIENCE MARKET: 1 PER 250 SF

PARKING STALLS REQUIRED:
BUILDING 1: RESTAURANT: 47 STALLS (INCLUDES 3 STALL CREDIT FOR DRIVE-THRU LANES)
BUILDING 2: CONVENIENCE MARKET: 21 STALLS

PARKING STALLS PROVIDED:
BUILDING 1: RESTAURANT: 50 STALLS
BUILDING 2: CONVENIENCE MARKET: 32 STALLS

TOTAL STALLS REQUIRED: 68 STALLS
TOTAL STALLS PROVIDED: 82 STALLS

— — — ADA PATH OF TRAVEL

NORTH

BICKEL GROUP
ARCHITECTURE
BICKEL GROUP INCORPORATED
3600 BIRCH STREET, SUITE 120
NEWPORT BEACH, CA 92660
P: 949.757.0411 F: 949.757.0511
w w w . b i c k e l g r p . c o m

PEPPER AVENUE DEVELOPMENT

SEC N PEPPER AVE & FOOTHILL FWY
RIALTO, CALIFORNIA

SITE PLAN

Scale: 1" = 30'
March 19, 2024
P:\23\23460 - Rialto, SEC 210 & Pepper Ave\Design\Site\x23460 - Site Plan.dwg

The plans, ideas, arrangements and designs indicated or represented by this drawing are owned by, and are the property of BICKEL GROUP, and were created and developed solely for use on, and in connection with this specific project, and shall not be used, in whole or in part, for any purpose for which they were not originally intended without written permission from BICKEL GROUP. © 2017.

GENERAL NOTES

1. THE PROPOSED PROJECT SHALL COMPLY WITH THE PROVISIONS OF THE CITY OF RIALTO.

2. A LANDSCAPING PLAN SHALL BE SUBMITTED TO THE PLANNING DEPARTMENT FOR APPROVAL PRIOR TO ISSUANCE OF BUILDING PERMITS AND SHALL BE IMPLEMENTED PRIOR TO OCCUPANCY.

3. THE PROJECT DOES NOT PROPOSE ANY TENANT SIGNAGE AT THIS TIME.

4. THERE ARE NO PROTECTED PLANTS ON SITE.

5. ALL ROOF DRAINS AT STREET FRONTAGES SHALL BE IN THE INTERIOR OF THE BUILDING ENVELOPE.

6. ALL LANDSCAPE SHALL BE BOUND BY A 6" HIGH CONCRETE CURB.

7. A LIGHT PLAN SHALL BE SUBMITTED SHOWING CONFORMANCE WITH MINIMUM FOOTCANDLE LEVELS. FIXTURES SHALL BE SHIELDED HIGH PRESSURE SODIUM.

8. A SIGN PROGRAM SHALL BE DEVELOPED IN ACCORDANCE WITH MUNICIPAL CODE FOR APPROVAL BY THE PLANNING DIVISION.

9. ALL ABOVEGROUND UTILITIES AND OVERHEAD UTILITIY LINES ARE TO BE UNDERGROUNDED.

10. ALL BUILDINGS OVER 5,000 SF IN SIZE WILL HAVE FIRE SPRINKLERS INSTALLED.

11. KNOX BOXES WILL BE INSTALLED FOR ALL ENTRY GATES.

KEYNOTES (000)

1. PAINTED CONCRETE TILT-UP WAREHOUSE / OFFICE / MANUFACTURING FACILITY.
2. SHADED AREA: PROPOSED IRRIGATED LANDSCAPING PER CITY AND SPECIFIC PLAN GUIDELINES WITH MIN 6" CONCRETE CURBS AT ALL PERIMETERS.
3. PAINTED CONCRETE TRASH ENCLOSURE. SCREEN WALLS SHALL BE MIN. 6'-0" HIGH.
4. TYPICAL STANDARD PARKING STALL MIN. 9' X 18' - STRIPE PER CITY STANDARDS.
5. NEW 14'-0" CONCRETE TILT-UP SCREEN WALLS AT TRUCK YARD ENTRY.
6. EXISTING FENCE TO REMAIN.
7. NEW 8'-0" HIGH TUBULAR STEEL SLIDING GATE INTO THE TRUCK COURT.
8. TRANSFORMER PAD LOCATION.
9. ACCESSIBLE PRIMARY ENTRANCE TO THE BUILDING.
10. BIKE RACK FOR BIKE POSITIONS PER RACK.
11. TYPICAL (EV) ELECTRIC CAR , (VP) VANPOOL AND (CP) CARPOOL PARKING POSITIONS
12. NEW DRIVE WAY APRON PER CITY STANDARD WITH ENHANCED DECORATIVE PAVING AT DRIVEWAY APPROACH WITH 2'-0" WIDE SMOOTH CONCRETE BAND.
13. PROPOSED UNDERGROUND PERFORATED INFILTRATION CHAMBERS FOR WATER QUALITY.
14. NEW 8'-0" HIGH TUBULAR STEEL FENCE PAINTED BLACK.
15. NEW 14'-0" CONCRETE TILT-UP SCREEN WALLS AT TRUCK COURT.

VICINITY MAP

APPLICANT

NEWCASTLE PARTNERS, INC.
4740 GREEN RIVER, SUITE 118
CORONA, CA 592880
PHONE: 951-582-9800
CONTACT: JACKSON SMITH

PLAN PREPARER

RGA, OFFICE OF ARCHITECTURAL DESIGN, INC.
15231 ALTON PARKWAY, SUITE 100
IRVINE, CA 92618
CONTACT: MIKE GILL

BUILDING USE

OCCUPANCY: B - OFFICE
S-1 WAREHOUSE
CONSTRUCTION TYPE: III - B

UTILITIES & SERVICES

SEE CIVIL DRAWINGS

ASSESSOR'S PARCEL NUMBER

0264-191-04-0-000, 0264-191-02-0-000

LEGAL DESCRIPTION

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

PARCEL 1:
THAT PORTION OF THE NORTHEAST 1/4 OF SECTION 36, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO UNITED STATES GOVERNMENT TOWNSHIP PLAT THEREOF.

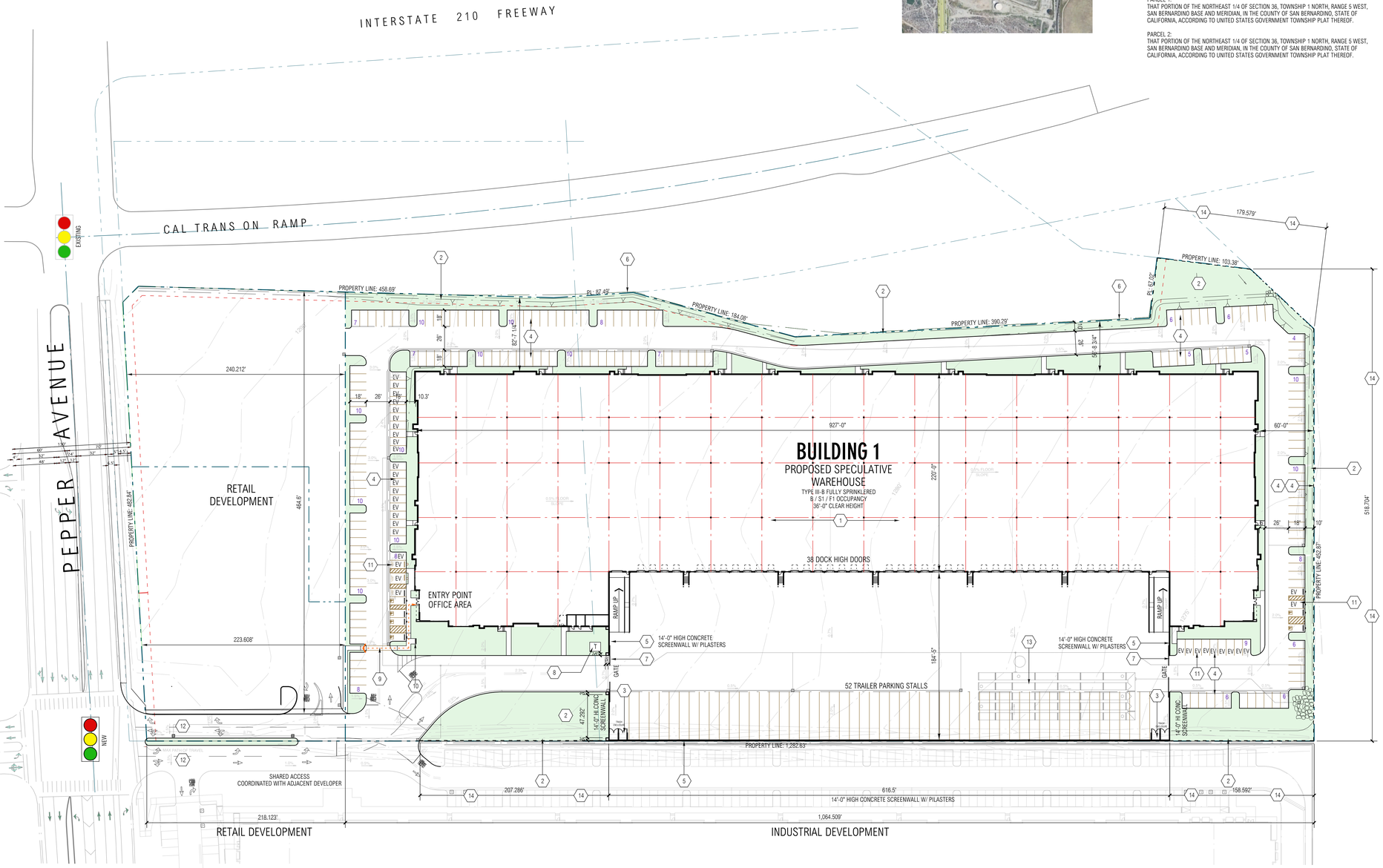
PARCEL 2:
THAT PORTION OF THE NORTHEAST 1/4 OF SECTION 36, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO UNITED STATES GOVERNMENT TOWNSHIP PLAT THEREOF.

PROJECT DATA - LAND AREA

GROSS OVERALL SITE AREA:	00 SF / 00 AC
RETAIL SITE AREA:	114,944 SF / 2.63 AC
NET INDUSTRIAL SITE AREA:	507,187 SF / 11.64 AC

PROJECT DATA

GROSS SITE AREA:	00 SF / 00 AC
NET SITE AREA:	507,187 SF / 11.64 AC
BUILDING AREA:	
GROUND FLOOR	219,566 SF
MEZZANINE	5,000 SF
FIRE PUMP	00 SF
TOTAL	224,566 SF
LOT COVERAGE:	43.24 %
FAR:	44.23 %
AUTO PARKING REQUIRED:	
10,000 SF OFFICE (1/250 SF)	40 STALLS
10,000 SF WAREHOUSE (1/1000 SF)	10 STALLS
207,600 SF WAREHOUSE (1/2000 SF)	104 STALLS
TOTAL REQUIRED	154 STALLS
AUTO PARKING PROVIDED:	
PROVIDED STALLS	181 STALLS
ACCESSIBLE AUTO STALLS	6 STALLS
TOTAL PROVIDED	187 STALLS
ALTERNATE FUEL/CARPOOL PARKING:	
FUTURE ELECTRIC VEHICLE CHARGING STATIONS	26 STALLS
CARPOOL/VANPOOL PARKING	9 STALLS
TOTAL ALTERNATE FUEL/CARPOOL PKG	35 STALLS
LOADING REQUIRED	
0 - 400,000 SF + 1 PER 100K	3 DOCKS
LOADING PROVIDED	38 DOCKS
LANDSCAPE AREA REQUIRED:	50,718 SF / 10.00 %
LANDSCAPE AREA PROVIDED:	68,577 SF / 13.52 %



SITE PLAN

SCALE: 1" = 50'-0"

0' 10' 20' 50' 100'

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15231 Alton Parkway, Suite 100
Irvine, CA 92618
T 949-341-0920
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CONSULTANT

PROFESSIONAL SEALS

PEPPER AVENUE DEVELOPMENT

0000 PEPPER AVENUE
RIALTO, CA

Newcastle | PARTNERS
4740 GREEN RIVER, SUITE 110
CORONA, CA 92880
951-582-9800

CD		
BID		
PC		
DD		
SD	3/4/24	SCHEMATIC DESIGN
MARK	DATE	DESCRIPTION

RGA PROJECT NO:	21126.00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	21126-00-A1-2P
DRAWN BY:	MG
CHK'D BY:	CS

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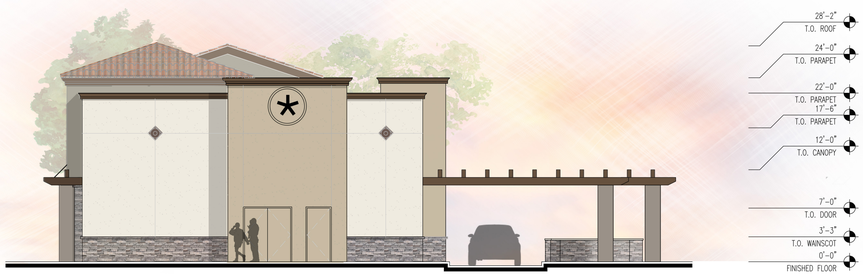
SHEET TITLE
SITE PLAN

SHEET: A1-2P

SOUTH ELEVATION

EAST ELEVATION



NORTH ELEVATION

WEST ELEVATION

CLAY TILE ROOF
US TILE BY BORAL
EL CAMINO BLEND

PLASTER/STUCCO
SHERWIN WILLIAMS
SHELL WHITE
SW 8917

PLASTER/STUCCO
SHERWIN WILLIAMS
KAFFEE
SW 6104

PLASTER/STUCCO
SHERWIN WILLIAMS
RELAXED KHAKI
SW 6149

PLASTER/STUCCO
SHERWIN WILLIAMS
HONED SOAPSTONE
SW 9126

PLASTER/STUCCO
SHERWIN WILLIAMS
ELEPHANT EAR
SW 9168

PLASTER/STUCCO
SHERWIN WILLIAMS
SOFTER TAN
SW 6141

CORONADO STONE
LEDGESTONE SERIES
HONEY LEDGE
HURON

STOREFRONT
DARK BRONZE
ALUMINUM

MEDALLION
PINEAPPLE GROVE DESIGN
BROWN STONE

BICKEL GROUP
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w w w . b i c k e l g r p . c o m

PEPPER AVENUE DEVELOPMENT

SEC N PEPPER AVE & FOOTHILL FWY
RIALTO, CALIFORNIA

BUILDING 1 COLOR ELEVATIONS

Scale: 1/8" = 1'-0"
March 11, 2024

P:\23\23460 - rialto, sec 210 & pepper ave\design\elevations\x23460 Building 1 Elevations (1).dwg

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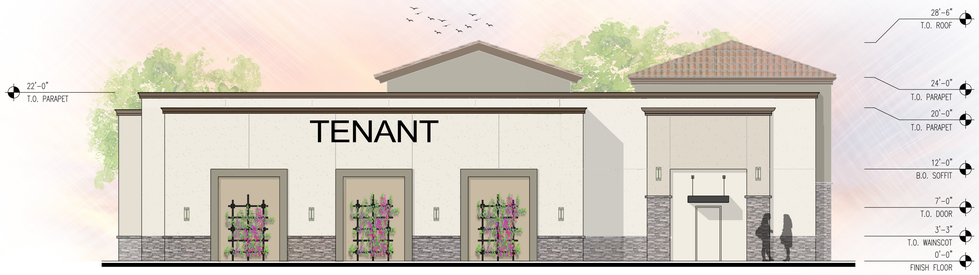

NORTH ELEVATION

EAST ELEVATION

SOUTH ELEVATION

WEST ELEVATION

CLAY TILE ROOF
US TILE BY BORAL
EL CAMINO BLEND

PLASTER/STUCCO
SHERWIN WILLIAMS
SHELL WHITE
SW 8917

PLASTER/STUCCO
SHERWIN WILLIAMS
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SHERWIN WILLIAMS
RELAXED KHAKI
SW 6149

CORONADO STONE
LEDGESTONE SERIES
HONEY LEDGE
HURON

STOREFRONT
DARK BRONZE
ALUMINUM

NOTES:

PLEASE SEE SITE PLAN FOR 3 FOOT DECORATIVE WALL TO SCREEN
THE DRIVE-THRU AISLES VISIBLE FROM PEPPER AVENUE

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w w w . b i c k e l g r p . c o m

PEPPER AVENUE DEVELOPMENT

SEC N PEPPER AVE & FOOTHILL FWY,
RIALTO, CALIFORNIA

BUILDING 2 COLOR ELEVATIONS

Scale: 1/8" = 1'-0"

February 28, 2024

P:\23\23460 - Rialto, SEC 210 & Pepper Ave\Design\Elevations\x23460 Building 2 Elevations.dwg

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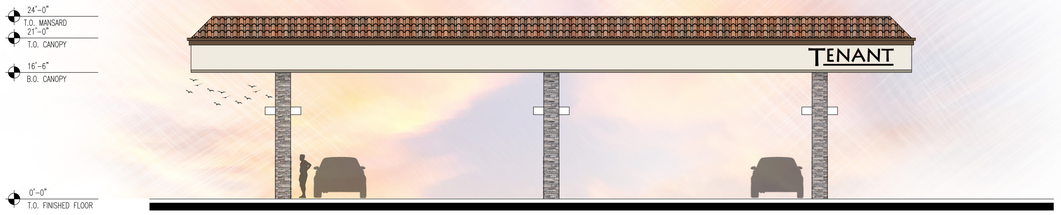

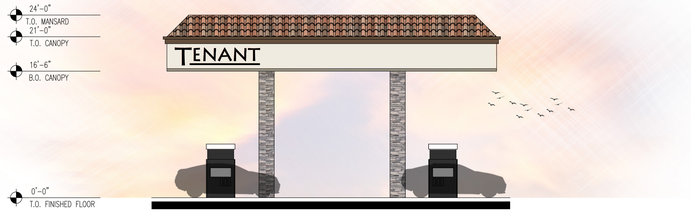

CLAY TILE ROOF
US TILE BY BORAL
EL CAMINO BLEND

PLASTER/STUCCO
SHERWIN WILLIAMS
SHELL WHITE
SW 8917

PLASTER/STUCCO
SHERWIN WILLIAMS
KAFFEE
SW 6104

PLASTER/STUCCO
SHERWIN WILLIAMS
SOFTER TAN
SW 6141

PLASTER/STUCCO
SHERWIN WILLIAMS
ELEPHANT EAR
SW 9168

PLASTER/STUCCO
SHERWIN WILLIAMS
HONED SOAPSTONE
SW 9126

CORONADO STONE
LEDGESTONE SERIES
HONEY LEDGE
SIOUX FALLS

STOREFRONT
DARK BRONZE
ALUMINUM

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PEPPER AVENUE DEVELOPMENT

SEC N PEPPER AVE & FOOTHILL FWY,
RIALTO, CALIFORNIA

BUILDING 2 GAS CANOPY ELEVATIONS

Scale: 1/8" = 1'-0"

February 28, 2024

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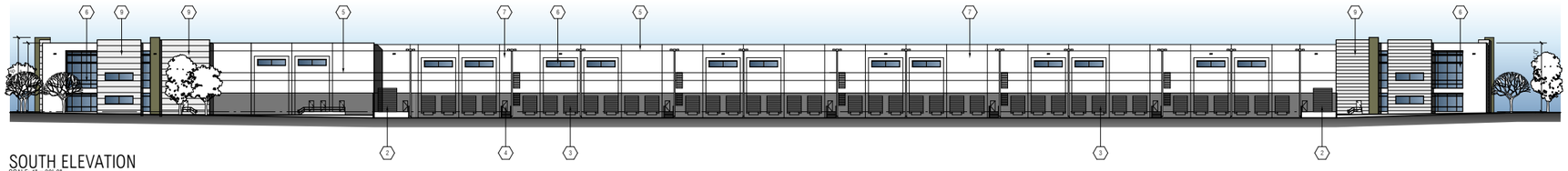
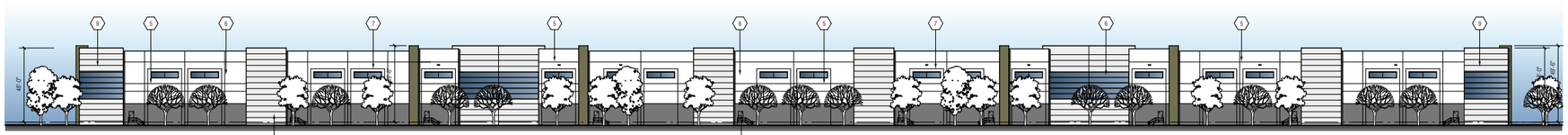
WEST ELEVATION
SCALE: 1" = 20'-0"



SOUTH ELEVATION
SCALE: 1" = 30'-0"

EAST ELEVATION
SCALE: 1" = 20'-0"



NORTH ELEVATION
SCALE: 1" = 30'-0"

SIMILAR SITE LIGHTING STYLE
SCALE: N.T.S.

1

KEYNOTES

1. PRIMARY ENTRANCE.
2. PAINTED 12' WIDE X 14' HIGH LEVEL VERTICAL LIFT TRUCK DOOR.
3. PAINTED 9' WIDE X 10' HIGH VERTICAL LIFT TRUCK DOOR.
4. 3' X 7' PAINTED METAL MAN DOOR.
5. 2" WIDE X 3/4" DEEP HORIZONTAL / VERTICAL REVEAL.
6. BLUE GLASS IN ANODIZED ALUMINUM STOREFRONT FRAME SYSTEM.
7. PAINTED CONCRETE TILT-UP EXTERIOR WALL CONSTRUCTION.
8. PROPOSED FUTURE TENANT SIGNAGE LOCATION.
9. FORMLINER HORIZONTAL SCORED CONCRETE WALL PANEL.
10. LIT BUILDING ADDRESS NUMBERS.

GENERAL NOTES:

1. ALL ROOFTOP MECH. EQUIPMENT SHALL BE SCREENED FROM VIEW.
2. PROVIDE GRAFFITI RESISTANT COATING TO A HEIGHT OF 12 FEET ON THE WEST ELEVATION.

FINISH SCHEDULE:

1. FIELD COLOR
   FRAZEE - CL 3211W - WASH BASIN
2. LIGHT ACCENT COLOR
   FRAZEE - CL 3214M - WAVELENGTH
3. DARK ACCENT COLOR
   FRAZEE - CL 3215D - ELF
4. DARK ACCENT COLOR
   FRAZEE - CL 3216A - BRAINCHILD
5. CANOPIES - ALUCOBOND:
   NATURAL BRUSHED GRAPHITE
6. GLASS - PRIMARY WINDOW
   PPG SOLARCOOL PACIFICA
7. GLASS - ACCENT COLOR AT ENTRIES
   PPG VISTACOOL PACIFICA
8. TOWER ACCENT COLOR
   PPG - 11-26

EXTERIOR ELEVATIONS

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CONSULTANT

PROFESSIONAL SEALS

PEPPER AVENUE DEVELOPMENT

0000 PEPPER AVENUE
RIALTO, CA

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MARK	DATE	DESCRIPTION
CD		
BID		
PC		
DD		
SD	3/4/24	SCHEMATIC DESIGN

RGA PROJECT NO:	21126.00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	21126-00-A3-1P
DRAWN BY:	MG
CHK'D BY:	CS

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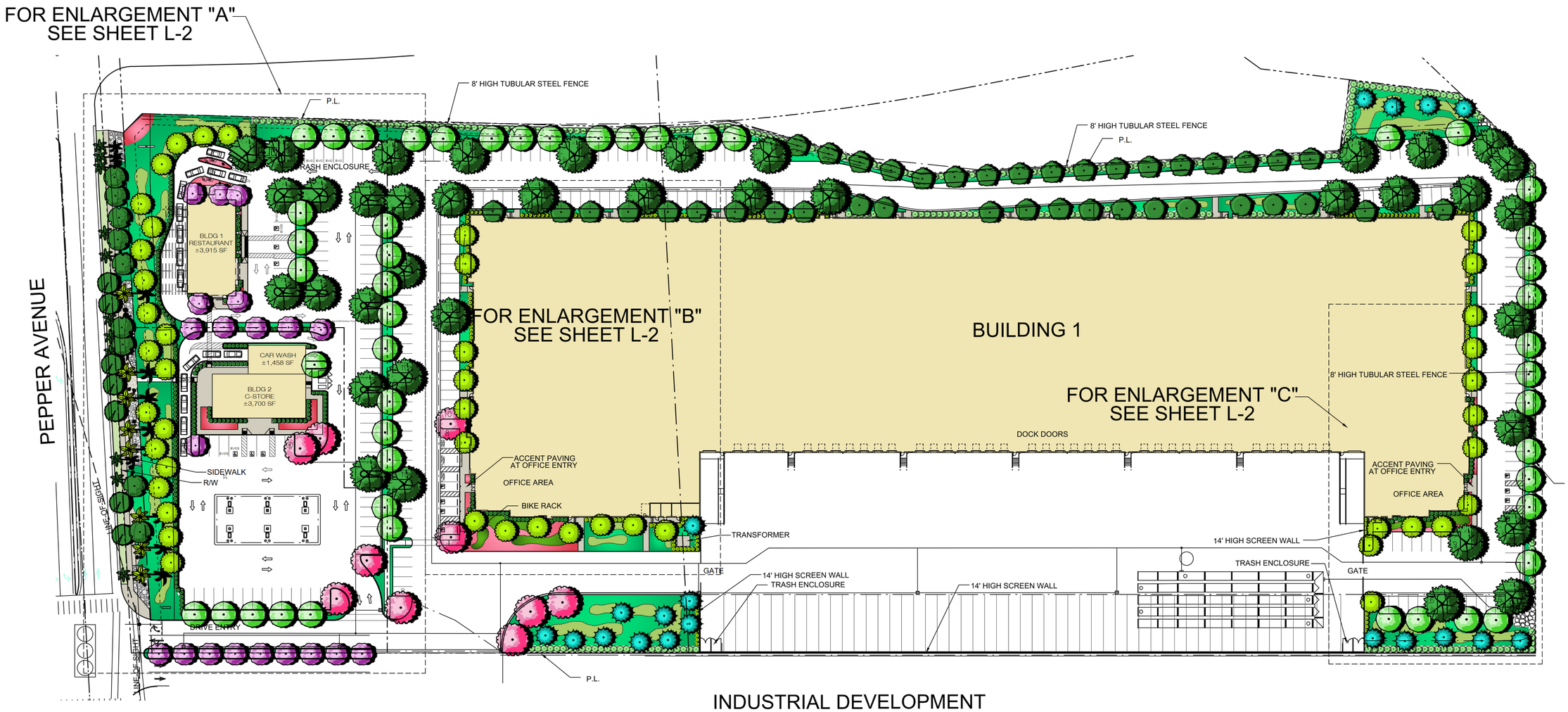
SHEET TITLE
EXTERIOR ELEVATIONS

SHEET: A3-1P



TREE LEGEND

TREES	CODE	BOTANICAL / COMMON NAME	SIZE	WULCOLS	QTY
	ALB JU2	ALBIZIA JULIBRISSIN / SILK TREE	24"BOX	MED	9
	ALB JUL	EXISTING ALBIZIA JULIBRISSIN / EXISTING SILK TREE TO REMAIN	---		7
	WAS ROB	EXISTING WASHINGTONIA ROBUSTA / EXISTING MEXICAN FAN PALM TO REMAIN	---		11
	KM	KOELREUTERIA BIPINNATA / CHINESE FLAME TREE STANDARD	36"BOX	MED	10
	LM	LAGERSTROEMIA X `MUSKOGEE' / LAVENDER CRAPE MYRTLE STD.	24"BOX	MED	20
	PE2	PINUS ELDARICA / AFGHAN PINE	24"BOX	LOW	19
	PG	PODOCARPUS GRACILIOR / FERN PINE	24"BOX	MED	40
	QV	QUERCUS VIRGINIANA / SOUTHERN LIVE OAK	24"BOX	LOW	39
	RS	RHUS LANCEA / AFRICAN SUMAC	24"BOX	LOW	49
	TR2	TRISTANIA CONFERTA / BRISBANE BOX	24"BOX	MED	46
	WAS RO2	WASHINGTONIA ROBUSTA / MEXICAN FAN PALM	8` BROWN TRUNK		8

CONCEPT PLANT SCHEDULE

FOUNDATION PLANTING / HEDGE SCREEN - MED WATER - 5 GAL
BUXUS MICROPHYLLA JAPONICA `GREEN BEAUTY" / GREEN BEAUTY BOXWOOD
LIGUSTRUM TEXANUM / TEXAS PRIVET
PODOCARPUS GRACILIOR `COLUMN' / FERN PINE
XYLOSMA CONGESTUM / SHINY XYLOSMA

LARGE SCALE PERIMETER SHRUBS - LOW WATER - 5 GAL
ARBUTUS UNEDO / STRAWBERRY TREE SHRUB
CALLISTEMON CITRINUS / LEMON BOTTLEBRUSH SHRUB
DODONAEA VISCOSA `PURPUREA' / PURPLE LEAFED HOPSEED BUSH
ELEAGNUS PUNGENS / SILVERBERRY

INDUSTRIAL DEVELOPMENT

SMALL SCALE FOUNDATION PLANTING - LOW WATER - 5 GAL
CALLISTEMON CITRINUS `LITTLE JOHN' / DWARF BOTTLE BRUSH
ELEAGNUS PUNGENS / SILVERBERRY
LEUCOPHYLLUM FRUTESCENS `GREEN CLOUD` TM / GREEN CLOUD TEXAS RANGER
ROSMARINUS OFFICINALIS `TUSCAN BLUE` / TUSCAN BLUE ROSEMARY
WESTRINGIA FRUTICOSA / COAST ROSEMARY

ACCENT SHRUBS - LOW WATER USE - 5 GAL
AGAVE DESMETTIANA `VARIEGATA` / VARIEGATED AGAVE
AGAVE X `BLUE FLAME` / BLUE FLAME AGAVE
CALLISTEMON CITRINUS `LITTLE JOHN' / DWARF BOTTLE BRUSH
LEUCOPHYLLUM FRUTESCENS `GREEN CLOUD` TM / GREEN CLOUD TEXAS RANGER
MUHLENBERGIA CAPILLARIS / PINK MUHLY
MUHLENBERGIA CAPILLARIS `AUTUMN BLUSH' / PINK MUHLY
ROSMARINUS OFFICINALIS `TUSCAN BLUE` / TUSCAN BLUE ROSEMARY
SALVIA CLEVELANDII `ALLEN CHICKERING' / CLEVELAND SAGE
SALVIA GREGGII `FURMANS RED` / FURMAN`S RED SALVIA
WESTRINGIA FRUTICOSA / COAST ROSEMARY

SHRUB PALETTE - MEDIUM WATER USE
BUXUS X `GREEN GEM` / GREEN GEM BOXWOOD
LIGUSTRUM TEXANUM / TEXAS PRIVET
ROSA FLORIBUNDA `ICEBERG` / ICEBERG ROSE
XYLOSMA CONGESTUM / SHINY XYLOSMA

GROUND COVER PALETTE - LOW WATER USE - 1 GAL
ACACIA REDOLENS `DESERT CARPET` TM / BANK CATCLAW SPACE 4` O.C.
BACCHARIS PILULARIS `PIGEON POINT` / COYOTE BRUSH - SPACE 4` O.C.
MYOPORUM PARVIFOLIUM `PUTAH CREEK` / PUTAH CREEK MYOPORUM SPACE 3` O.C.
ROSMARINUS OFFICINALIS `HUNTINGTON CARPET` / HUNTINGTON CARPET ROSEMARY - SPACE 3` O.C.

GROUND COVER PALETTE - MEDIUM WATER USE - 1 GAL
ROSA X `FLOWER CARPET PINK` / ROSE
ROSA X `FLOWER CARPET RED` / ROSE
TRACHELOSPERMUM JASMINOIDES / STAR JASMINE

EXISTING LMD PLANTING TO REMAIN
-

REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION
1	6"-12" RIVER ROCK COBBLE AVAILABLE FROM SOUTHWEST BOULDER
2	3" THICK TAN COLORED STABLIZED D.G. OVER WEED BARRIER.
3	2`-3` BOULDERS TYPICAL - DESERT GOLD - AVAILABLE FROM SOUTHWEST BOULDER & STONE (877) 792-7625
4	6" WIDE CONCRETE MOWCURB

NOTES

1. ALL TREES WITHIN 6' OF HARDSCAPE SHALL BE IN A SHAWTOWN LINEAR (WRAP AROUND NOT ALLOWED) ROOT BARRIER 24" HIGH LINEAR ROOT BARRIER SHALL BE CENTERED ON TREE AND EXTEND 5' IN BOTH DIRECTIONS FOR A TOTAL OF 10'
2. NOTE: QUANTITIES AND AREA CALCULATIONS SHOWN IN LEGEND ARE FOR REFERENCE ONLY . CONTRACTOR REPONSIBLE FOR ALL QUANTITY TAKE-OFFS AND AREA CALCULATIONS FOR DETERMINING COST AND DELIVERY OF MATERIALS TO SITE.

SHREDDED MULCH NOTE

ALL PLANTER AREAS TO RECEIVE A 3" LAYER OF SHREDDED COVER MULCH AVAILABLE FROM EARTHWORKS (951)782-0260

0 40 80 120 160 feet
1" = 40'

NORTH

REVISIONS

Environs inc
LANDSCAPE ARCHITECTURE
Creating Sustainable & Water Conserving Solutions
801 El Bierro • San Clemente, CA 92672
Ph. (909) 626-9663

DEVELOPED BY:
NEWCASTLE PARTNERS, INC.
4740 GREEN RIVER
SUITE 118
CORONA, CA 92880
951 - 582-9800

SHEET TITLE: PRELIMINARY LANDSCAPE PLAN
PROPOSED DEVELOPMENT:
PEPPER AVENUE DEVELOPMENT
0000 PEPPER AVENUE
RIALTO, CA

LICENSED LANDSCAPE ARCHITECT
BRETT K. FRENCH
3419
Signature
10/31/24
Renewal Date
STATE OF CALIFORNIA

DRAWN BY BFK
DATE 1/10/24
JOB NO. RGA00157
SHEET NO. L-1
1 OF 3 SHTS.

Property Maintenance Program in accordance with Section 18.112.050B(3) of the Rialto Municipal Code: The property owner will hire a Property Management Company specializing in the maintenance and upkeep of retail properties. The property manager will regularly walk the property to inspect the building structures, landscaping, and paved surfaces. A landscape maintenance company will be hired to maintain the landscaping on site and ensure it is properly cared for. If other items are in need of maintenance such as paved surfaces, building structures, etc. the property management company will work with the ownership to make repairs that ensure good physical appearance and condition. Landscape maintenance will be on a monthly basis. Paved surface maintenance and building structure maintenance will be checked regularly, at a minimum major items such as the roofing, pavement, etc. will be checked on a yearly basis. The property manager and owner will also ensure that graffiti is removed promptly. In addition, any abandoned vehicles will be removed from the property. Trash and debris will be kept in the appropriate disposal bins. Peeling paint, rotted wood, broken windows, etc. will also be repaired promptly. Further, the property manager will ensure all tenants follow these guidelines to support the owner's goal to maintain the property in good condition.

Crime Prevention Plan for the proposed Convenience Market per Chapter 18.106 of the Rialto Municipal Code:

a. Measures to increase employee and customer safety – Regular training will be required of employees. Employees will be trained how to detect and spot a potential threat, and how to confront an individual if a threat does occur. Training will also include knowing how to alert other members of staff and management of potential criminal activity via a "code" or announcement, knowing when they should and shouldn't approach suspected criminals, and when to alert police and security guards. The tenant will implement a policy that details how staff are expected (and not expected) to act when it comes to dealing with crime. In regards to customer safety, a number of measures will be taken. For example, no alcohol will be sold to minors. Security guards will be hired if necessary to deter crime and maintain a safe environment for customers. Additional security cameras, such as mirrors and security cameras, will also aide in the safety of both employees and customers.

b. Enhanced security measures, including security lighting, approved alarm systems, and other crime prevention measures to be incorporated into the design and operation of the convenience-type market. As a part of the required security measures, video security cameras shall be installed within the building. – Ownership will hire a security expert to determine a security plan which includes the installation of security cameras, alarm systems, and/or lighting.

c. Measures to control loitering – Ownership will post “no trespassing” signs as well as signage notifying individuals that the property is under video surveillance. Fencing will be maintained to ensure that entry/exit points are monitored properly. Efficient lighting will also be installed and maintained at the property.

d. Any other crime-related measures required by the police department which are intended to mitigate the costs of city-provided services for the proposed convenience-type market will be implemented as well.

In addition to the above measures, all applicable city standards and regulations will be implemented, including but not limited to the following 18.110.060 - Development standards:

A.Drive-Throughs Prohibited. No sale of alcoholic beverages shall be made from a drive-in lane or drive-through window.

B.Frontage Requirements. A site for any such business shall have direct frontage along a major or secondary highway or city street or thoroughfare as designated on the city's master plan of streets and highways. If the site is a corner lot having frontage on two or more streets one of which is a major or secondary highway the adjacent street may be a designated collector street on said master plan. The site shall not have direct frontage onto a local residential street.

C.Visibility. The location of any such business shall be such that it is fully visible from a public street with an unobstructed view from the public street for purposes of public safety.

D.Sign Requirements. The premises on which such business is located shall be posted to indicate that it is unlawful for any person to drink or consume alcoholic beverages in any public place or posted premises in accordance with Section 9.34.020.

E.Employees. Employees on duty who sell alcoholic beverages, must be at least twenty-one years of age.

F.Education of the Public. The management at each location engaged in the off-sale of alcoholic beverages pursuant to this chapter shall be responsible for educating the public regarding drunk driving laws and the related penalties for breaking those laws. This includes minimum age laws, open container laws and laws related to driving while under the influence of alcohol. This can be accomplished by posting prominent signs or decals, providing brochures at the point of purchase and providing adequate training for employees.

G.Litter Control and Maintenance.

The business licensee for the establishment shall be responsible to provide all of the following:

1.A litter control program shall be established for the purpose of reducing litter both on the business site and minimizing the resulting impacts of litter on properties adjacent to the site.

2.A building maintenance program shall be established for the purpose of maintaining the building structures and landscaping, if any, on site in good physical appearance.

Furthermore, all applicable rules and regulations set forth by the California Department of Alcoholic Beverage Control will be abided by, including but not limited to the following:

B & P Code 25612.5.
Retail Operating Standards.

A prominent, permanent sign or signs stating “NO LOITERING IS ALLOWED ON OR IN FRONT OF THESE PREMISES” shall be posted in a place that is clearly visible to patrons of the licensee. The size, format, form, placement, and languages of the sign or signs shall be determined by the department. This paragraph shall apply to a licensee only upon written notice to the licensee from the department. The department shall issue this written notice only upon a request, from the local law enforcement agency in whose jurisdiction the premises are located, that is supported by substantial evidence that there is loitering adjacent to the premises.

A prominent, permanent sign or signs stating “NO OPEN ALCOHOLIC
BEVERAGE CONTAINERS ARE ALLOWED ON THESE PREMISES” shall be posted in a place that is clearly visible to patrons of the licensee. The size, format, form, placement, and languages of the sign or signs shall be determined by the department. This paragraph shall apply to a licensee only upon written notice to the licensee from the department. The department shall issue this written notice only upon a request, from the local law enforcement agency in whose jurisdiction the premises are located, that is supported by substantial evidence that there is dunking in public adjacent to the premises.

No alcoholic beverages shall be consumed on the premises of an off-sale retail establishment, and no alcoholic beverages shall be consumed outside the edifice of an on-sale retail establishment.

The exterior of the premises, including adjacent public sidewalks and all parking lots under the control of the licensee, shall be illuminated during all hours of darkness during which the premise is open for business in a manner so that persons standing in those areas at night are identifiable by law enforcement personnel. However, the required illumination shall be placed so as to minimize interference with the quiet enjoyment of nearby residents of their property.

Litter shall be removed daily from the premises, including adjacent public sidewalks and all parking lots under the control of the licensee. These areas shall be swept or cleaned, either mechanically or manually, on a weekly basis to control debris.

Graffiti shall be removed from the premises and all parking lots under the control of the licensee within 72 hours of application. If the graffiti occurs on a Friday or weekend day, or on a holiday, the licensee shall remove the graffiti within 72 hours following the beginning of the next weekday.

No more than 33 percent of the square footage of the windows and clear doors of an off-sale premises shall bear advertising or signs of any sort, and all advertising and signage shall be placed and maintained in a manner that ensures that law enforcement personnel have a clear and unobstructed view of the interior of the premises, including the area in which the cash registers are maintained, from the exterior public sidewalk or entrance to the However, this latter requirement shall not apply to premises where there are no windows, or where existing windows are located at a height that precludes a view of the interior of the premises to a person standing outside the premises.

Upon request of the local law enforcement agency in whose jurisdiction the licensed premises are located or at the discretion of the department, each public telephone located on off-sale premises (or located in an adjacent area under the control of the off-sale license shall be equipped with devices or mechanisms that prevent persons from calling into that public telephone.

Every licensed retailer who sells or rents video recordings of harmful matter, as defined by Section 313 of the Penal Code, shall create an area within his or her business establishment for the placement of video recordings of harmful matter and for any material that advertises the sale or rental of these video recordings. This area shall be labeled “adults only.” The licensed retailer makes reasonable efforts to arrange the video recordings in this area in such a way that minors may not readily access the video recordings or view the video box covers. The failure to create and label the “adults only” area is an infraction punishable by a fine of not more than one hundred dollars ($100). The failure to place a video recording or advertisement, regardless of its content, in this area shall not constitute an infraction.

A copy of the applicable operating standards shall be available during normal business hours for viewing by the general public.

Concurrent Sales of Gasoline and Alcohol

B & P Code 23790.5.
Concurrent Sales

d) Notwithstanding any other provision of law, establishments engaged in the concurrent sale of motor vehicle fuel with beer and wine for off-premises consumption shall abide by the following conditions:

» 1) No beer or wine shall be displayed within five feet of the cash register or the front door unless it is in a permanently affixed cooler as of January 1, 1988.

» 2) No advertisement of alcoholic beverages shall be displayed at motor fuel islands.

» 3) No sale of alcoholic beverages shall be made from a drive-in window.

» 4) No display or sale of beer or wine shall be made from an ice tub.

» 5) No beer or wine advertising shall be located on motor fuel islands and no self- illuminated advertising for beer or wine shall be located on buildings or windows.

» 6) Employees on duty between the hours of 10 p.m. and 2 a.m. who sell beer or wine shall be at least 21 years of age to sell beer and wine.

The standards contained in this subdivision are minimum state standards which do not limit local regulation otherwise permitted under this section.

B & P Code 24046.
Posting License

Upon receipt of any license, the licensee shall post it in a conspicuous place upon the licensed premises.

The following sign requirements may apply to you as a retail licensee.

Customer Warning

Applies to:

Type 20 and 21 licensees

Sign Requirement:

You must post a sign in your store that warns customers about certain laws and penalties relating to the sale of alcoholic beverages to, or the purchase of alcoholic beverages by, any

person under the age of 21 years. There is no minimum size requirement for the sign. The sign must be placed at an entrance or at a point of sale in your store, or in any other location in your store that is visible to your customers and employees (Illustration #16). (Section 25658.4 Business & Professions Code)

Source:

Make your own, have it made, or use Illustration #16 in this PDF download.

Excess Signs on Windows and Doors

Applies to:

Type 20 and 21 licensees

Sign Requirement:

No more than 33% of the square footage of the windows and clear doors may have advertising or signs of any sort. Signage shall be placed so that law enforcement personnel have a clear and unobstructed view of the interior of the store from the outside. This includes areas where the cash register is located. (Section 25612.5(c)(7) Business & Professions Code)

Loitering and Open Containers

Applies to:

Type 20, 21,40, 42, 48, and 61 licensees

Sign Requirement:

Upon written notice from ABC, you must post signs prohibiting loitering and open alcoholic beverage containers. ABC will issue the written notice when there is substantial evidence of loitering or drinking in public,, adjacent to the premises. The signs must be prominent, permanent and clearly visible. Generally, the signs should be 24" in length and 14" in width with the print of sufficient size to make them clearly readable. The placement should be reasonable based upon the physical layout of the premises (Illustrations #12 and #13)
(Section 25612.5 (c)(1)(2) Business & Professions Code)

Source:

Make your own or have them made.

Signs Furnished by Suppliers for use by Retailers

Applies to:

All licensees

Sign Requirement:

Alcoholic beverage suppliers may give signs advertising their products to retail accounts for interior display. Signs advertising wine or distilled spirits given to on-sale premises cannot exceed 630 square inches in size.

In general, permitted interior signs may have no secondary or utilitarian value. Permitted signage may not be personalized or customized for any retail account. Suppliers may not pay money or furnish anything of value to anyone for the privilege of placing signage in a retail licensed business.

Exterior signs are not authorized and may not be furnished without charge to retail licensees. (Rule l 06, California Code of Regulations)

Cancer/Pregnancy Warning

Applies to:

All retail licensees, including special event licensees

Sign Requirement:

You must post warning signs regarding cancer risk and birth defects. The law is very specific as to sign size, font size, and placement. (Illustration #15). (Section 1260l(b)(l)(D)(l) and 12601(b)(4)(E) California Code of Regulations)

Source:

Your local alcoholic beverage distributor or Sign Management Company (800) 421-3003

Tobacco

Applies to:

Any licensee who sells tobacco products

Sign Requirement:

You must (l) Keep a copy of Penal Code Section 308 conspicuously posted; and (2) Post a warning sign at each point of sale and on each vending machine, stating that selling tobacco products to minors is illegal and subject to penalties. Warning signs must include a toll-free number (l -800-5-ASK-4-ID) that customers may use to report observed tobacco sales to youth under the age off 21. (Sections 22950-22960 Business and Professions Code)

Source: Department of Health Services, Tobacco Control Section, (910) 558-1784.

Smoking

Applies to:

All licensees

Sign Requirement:

Post clear and prominent signs, as follows:

(1) Where smoking is prohibited throughout the building or structure, a sign stating "No smoking" shall be posted at each entrance to the building or structure.

(2) Where smoking is permitted in designated areas of the building or structure, a sign stating "Smoking is prohibited except in designated areas" shall be posted at each entrance to the building or structure. (Section 6404.5, California Labor Code)

Source:

Your local Health Department.

Offensive Signs

Applies to:

All licensees

Sign Requirement:

Signs may not be gaudy, blatant, or offensive, and must not obstruct the view of the interior of the premises from the street. (Section 25612 Business and Professions Code)

NEWCASTLE PEPPER AVENUE INDUSTRIAL PROJECT

TRAFFIC IMPACT ANALYSIS

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October 24, 2023

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APPENDICES

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1 EXECUTIVE SUMMARY

This Traffic Impact Analysis (TIA) has been prepared by EPD Solutions, Inc. (EPD) to analyze the proposed Newcastle Pepper Avenue Industrial Project (Project) which is located on the east side of Pepper Avenue south of State Route (SR) 210 in the City of Rialto (City). The proposed Project would construct 226,731 square feet (SF) of speculative warehouse building and 9,073 SF of retail space (fast food restaurant with drive-through, and gas station with convenience store and car wash). The Project site is currently vacant.

The following intersections and roadway segments comprise the study area.

Study Area Intersections:

1. Pepper Avenue/Highland Avenue
2. Pepper Avenue/SR-210 WB Ramps
3. Pepper Avenue/SR-210 EB Ramps
4. Pepper Avenue/Project Driveway (future)
5. Pepper Avenue/Winchester Drive-Terrace Road
6. Pepper Avenue/Baseline Road
7. Project Driveway (future)/Retail Driveway (future)

Study Area Roadway Segments

1. Pepper Avenue from Baseline Road to Winchester Drive-Terrace Road
2. Pepper Avenue from Winchester Drive-Terrace Road to SR-210 EB Ramps

AM and PM peak hour traffic operations were evaluated at the study area intersections for the following scenarios:

- Existing Conditions
- Project Opening Day (Existing + Ambient Growth)
- Project Opening Day With Project
- Future Conditions (Project Opening Day With Project Plus Cumulative Projects)
- General Plan
- General Plan With Project

LOS Analysis Results

All study area intersections and roadway segments would operate at satisfactory LOS in all analysis scenarios except for the following intersection:

2. Pepper Avenue/SR-210 WB Ramps

This intersection would be impacted by the project in the General Plan with Project scenario. However, changing the intersection's phasing to split phase in the north-south direction and changing the northbound lane geometry from one left-turn lane and two through lanes to one left-turn lane, one left-through lane, and one through lane would mitigate the project's impact at the intersection.

Queueing Analysis Results

A queueing analysis was conducted for intersections where queueing applies. Most of the intersections would provide sufficient queuing length; however, at the following intersections, the left-turn queue storage would be exceeded (see Table 7.1):

1. Pepper Avenue/Highland Avenue
2. Pepper Avenue/SR-210 WB
6. Pepper Avenue/Baseline Road

Summary of Improvements

The Project would be responsible for the following improvements (see Table 8.1):

- Pepper Avenue/Highland Avenue: Adding an additional (second) northbound left-turn lane and restripe the westbound left-turn lanes to 230 ft provide the required storage length.
- Pepper Avenue/SR-210 Westbound Ramps: Modify the intersection's phasing to split phase in the north-south direction and change the northbound lane geometry from one left-turn lane and two through lanes to one left-turn lane, one left-through lane, and one through lane.
- Pepper Avenue/Baseline Road: The City has requested that the Project pay a fair share of the implementation of a southbound right-turn lane at the intersection of Pepper Avenue/Baseline Road to facilitate improvements to the roadway segment and intersection operations, consistent with the findings of the EIR for the Specific Plan. Additionally, the left-turn lanes at Pepper Avenue/Baseline Road should be restriped to the following queue storage provide the required storage length:
    - NBL: 740 ft.
    - SBL: 740 ft.
    - EBL: 280 ft.

2 INTRODUCTION

This Traffic Impact Analysis (TIA) has been prepared by EPD Solutions, Inc. (EPD) to analyze the proposed Newcastle Pepper Avenue Industrial Project (Project) which is generally located on the east side of Pepper Avenue south of State Route-210E (APNs 0264-191-02, and -04) in the City of Rialto (City). The Project is part of the Pepper Avenue Specific Plan. The Project would construct 226,731 SF of speculative warehouse building and 9,105 SF of retail (fast food restaurant with drive through, gas station with convenience store and car wash). The development project site is currently vacant. The scope of work for this TIA was reviewed and approved by the City of Rialto and is provided in Appendix A. The TIA was prepared according to the approved scope of work using methodologies and significance criteria consistent with the *City of Rialto Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (LOS) (Draft, October 2021)*.

2.1 Project Description

The proposed Project is located on a currently vacant 11.64-acre site on the east side of Pepper Avenue, south of the SR-210 freeway (Assessor's Parcel Numbers [APNs] 0264-191-02, and -04). The proposed Project is part of the Pepper Avenue Specific Plan. The project is located within the Pepper Avenue Specific Plan and is consistent with the specific Plan as amended in 2023. The location of the Project site is shown in Figure 2.1 and the proposed Project site plan is shown in Figure 2.2 & Figure 2.3.

The Project proposes the construction of 226,731 SF of speculative warehouse building and 9,073 SF of retail space. The Project will be accessible via one driveway on Pepper Avenue, which would be signalized and support all movements.

Figure 2.1: Project Location

Figure 2.2: Project Site Plan

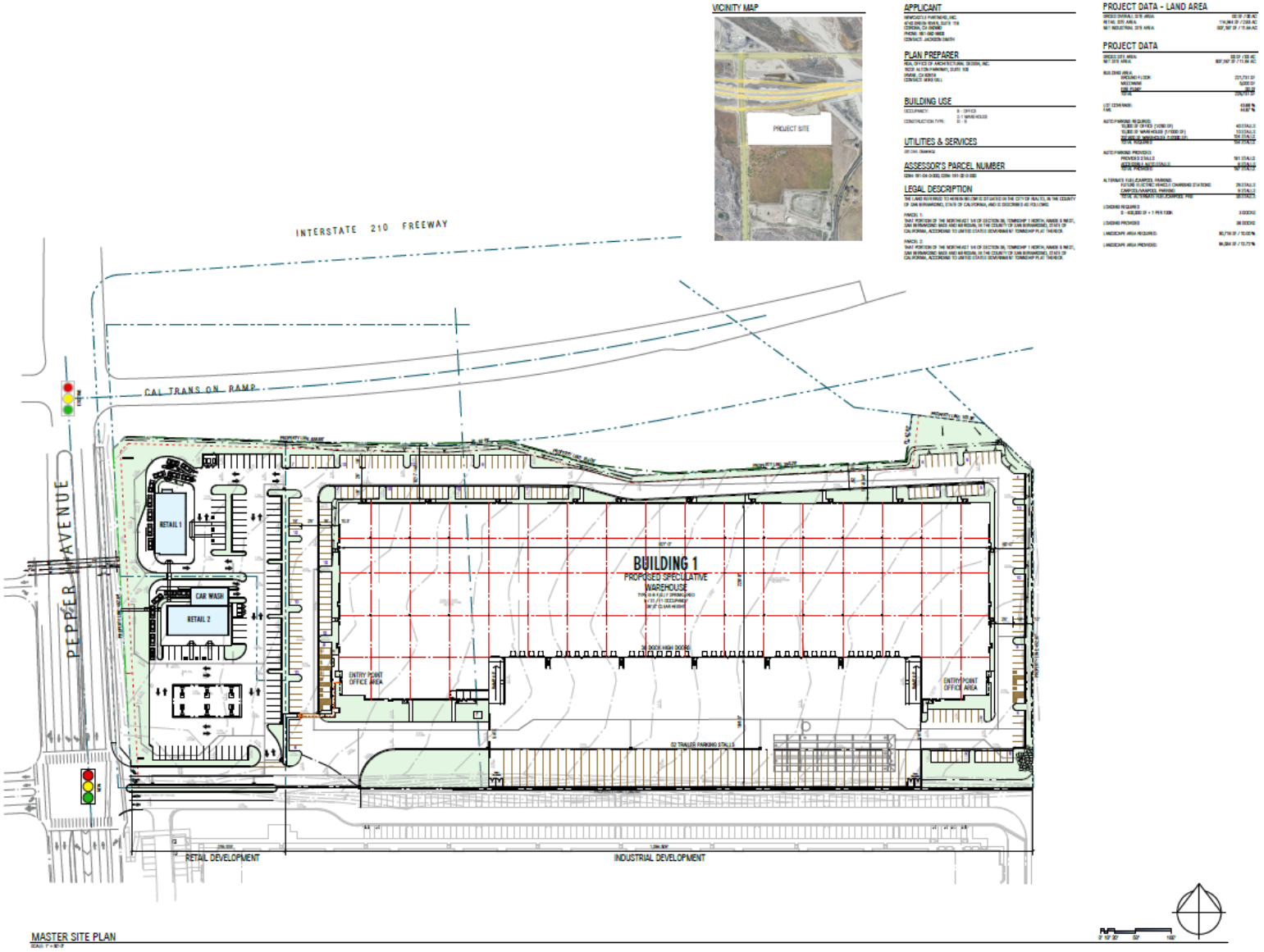
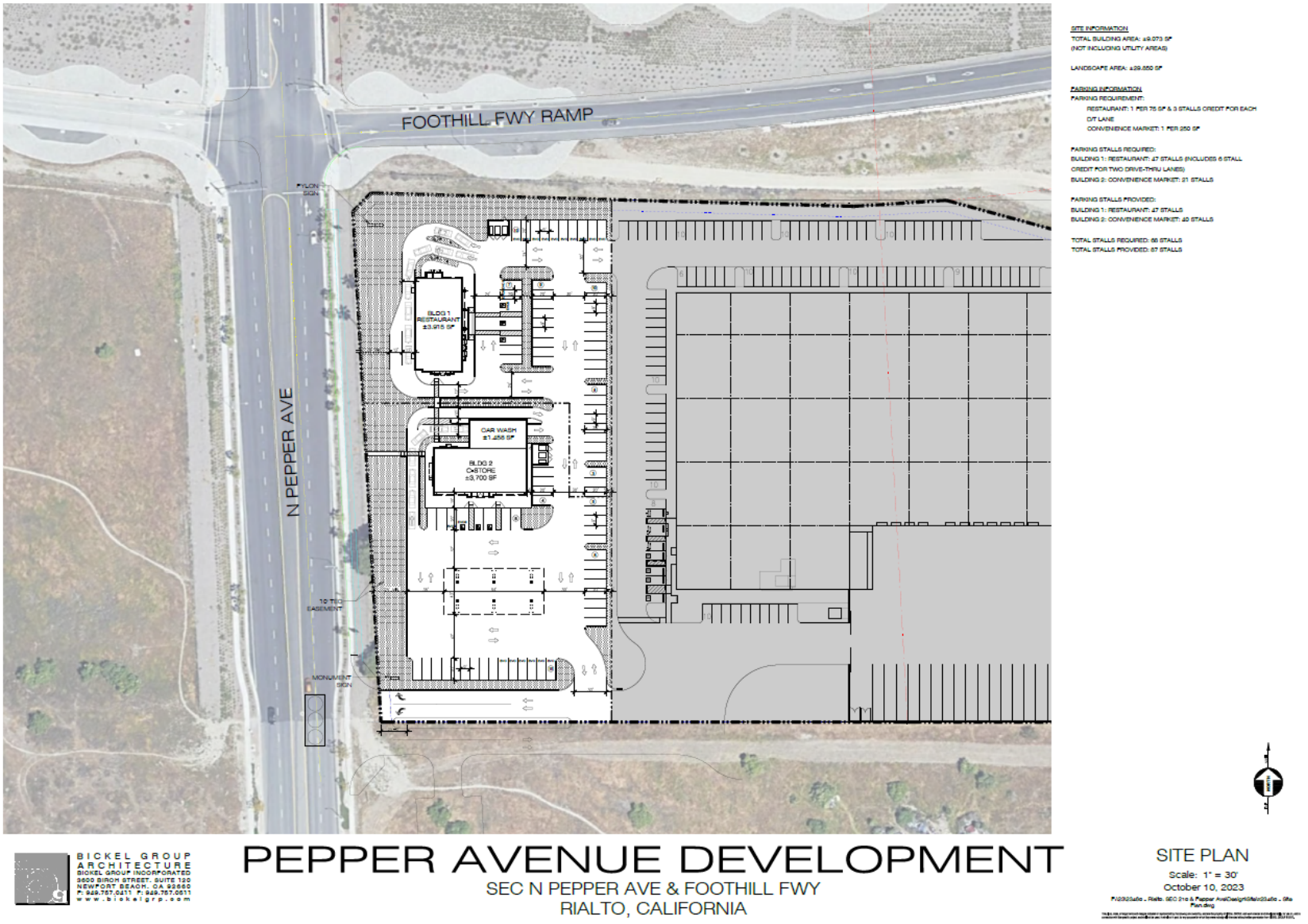


Figure 2.3: Project Site Plan(continued)



2.2 Study Area and Analysis Scenarios

The *City of Rialto TIA Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (LOS)* provides thresholds for determining when a TIA is needed and guidance on selecting study area intersections. According to the Guidelines, a TIA report is required if a project is likely to have a traffic impact on the City's circulation system. The TIA is to consider the following traffic impacts:

- Increased traffic volumes on any street.
- Any operational traffic issues (i.e., traffic signal operations, increased delay, restricted pedestrian movements, modified roadway access, limited sight distance, inadequate ingress/egress, inadequate storage volume for required turning movements, etc.), or other concerns identified by the City.

The TIA Guidelines state that a major traffic study is required for any project that generates 50 or more trips during any peak hour without consideration of pass-by trips. The intersections selected for the study shall follow the following criteria:

- At a minimum, the study area shall include any intersection of "Collector" to higher classification street, with "Collector" or higher classification, shown on Rialto Circulation Element, at which the proposed project will add 50 or more A.M. or P.M. peak hour trips within 5 miles of the project. Passenger car equivalent (PCE) factors apply to this threshold.

The study area was selected to include those intersections and roadway segments to which the Project would add 50 or more peak hour trips on a Collector or higher classification roadway. This includes the following signalized and two-way stop-controlled intersections:

1. Pepper Avenue/Highland Avenue
2. Pepper Avenue/SR-210 WB Ramps
3. Pepper Avenue/SR-210 EB Ramps
4. Pepper Avenue/Project Driveway (future)
5. Pepper Avenue/Winchester Drive-Terrace Road
6. Pepper Avenue/Baseline Road
7. Project Driveway (future)/Retail Driveway (future)

The following roadway segments were included in the analysis:

1. Pepper Avenue from Baseline Road to Winchester Drive-Terrace Road
2. Pepper Avenue from Winchester Drive-Terrace Road to SR-210 EB Ramps

The study area is shown on Figure 2.4, *Project Study Area*. Study area intersections were evaluated during the AM and PM peak hours, which are defined as the hour with the highest traffic volumes during the 6 AM to 9 AM and 3 PM to 6 PM peak commute periods. The daily traffic volume was evaluated for study area roadway segments. The following scenarios are included in this analysis:

- Existing Conditions
- Project Opening Day (Existing + Ambient Growth)
- Project Opening Day With Project
- Future Conditions (Opening Day With Project Plus Cumulative Projects)
- General Plan
- General Plan With Project

EPD contracted with a traffic counting and data collection firm to collect traffic counts at the study area intersections and roadway segments, which were collected on August 22, 2023. At the time counts were

collected, schools and businesses were operating under normal conditions, and no adjustments would be necessary. The traffic count data is provided in Appendix B.

Figure 2.4: Project Study Area

2.3 Methodology

Intersection operations are evaluated using level of service (LOS), which is a measure of the delay experienced by drivers on a roadway facility. LOS A indicates free-flow traffic conditions, generally the best operating conditions. LOS F indicates extremely congested traffic conditions and is the worst operating condition from the driver's perspective. In this report, LOS at signalized and unsignalized intersections is calculated using the *Highway Capacity Manual (HCM), 7th Edition* methodology.

LOS at signalized intersections is defined in terms of the weighted average control delay for the intersection as a whole. Control delay is a measure of the increase in travel time that is experienced due to traffic signal control and is expressed in terms of average control delay per vehicle (in seconds). Control delay is determined based on the intersection geometry and volume, signal cycle length, phasing, and coordination along the arterial corridor. Table 2.1 shows the relationship between control delay and LOS.

Table 2.1: Relationship Between Control Delay and LOS at Signalized Intersection

LOS	Delay (Seconds per Vehicle)
A	≤ 10
B	>10 – 20
C	>20 – 35
D	>35 – 55
E	>55 – 80
F	>80

Unsignalized intersections are categorized as either all-way stop control (AWSC) or two-way stop control (TWSC). LOS at AWSC intersections is determined by the weighted average control delay of the overall intersection. The HCM TWSC intersection methodology calculates LOS based on the delay experienced by drivers on the minor (stop-controlled) approaches to the intersection. For TWSC intersections, LOS is determined for each minor-street movement, as well as the major-street left turns. The relationship between delay and LOS at unsignalized intersections is shown in Table 2.2.

Table 2.2: Relationship Between Delay and LOS at Unsignalized Intersection

LOS	Delay (seconds)
A	0-10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F	>50

Intersection and roadway analysis parameters were taken from the City's TIA Guidelines.

2.4 Significance Criteria

City of Rialto

The City of Rialto TIA Guidelines provide the following criteria for the determination of unsatisfactory traffic effects.

The City's General Plan recommends an LOS standard of at least D. Intersections already operating at worse than LOS D would be required to implement improvements to reduce delay caused by the Project to acceptable operations according to increases in delay shown in Table 2.3.

Table 2.3: Thresholds for Acceptable Intersection Operation in City of Rialto

With Project LOS	Acceptable Increase in Delay
A/B	+10.0 Seconds
C	+8.0 Seconds
D	+5.0 Seconds
E	+2.0 Seconds
F	+1.0 Seconds

Table 2.4 lists the City's roadway segment capacities and corresponding LOS for acceptable operations. For roadways under the Congestion Management Program (described below), LOS E is acceptable.

Table 2.4: City of Rialto Roadway Segment Capacity [1]

		Two-Way Traffic Volume (ADT)[2]		
Roadway Classification	**No. of Lanes**	**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 – 21,199	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.

San Bernardino County Congestion Management Program (CMP)

The San Bernardino County CMP sets an LOS standard of at least E for intersections or roadway segments on the CMP system of roadways. LOS E would apply as the standard at the following study area intersections:

6. Pepper Avenue/Baseline Road

There are no roadway segments within the Project study area that require analysis under the San Bernardino CMP.

California Department of Transportation (Caltrans)

The Caltrans *Guide for the Preparation of Traffic Impact Studies* (December 2002) requires that State Highway facilities be analyzed when Project traffic is added to the facility. LOS D is the required standard at intersections under the jurisdiction of Caltrans. In response to implementation of Senate Bill (SB) 743, Caltrans released the *Vehicle Miles Traveled-Focused Transportation Impact Study Guide*, on May 20, 2020.

According to this guide, the Department will transition away from requesting LOS or other vehicle operations analyses of land use projects.

3 BASELINE CONDITIONS

This section discusses the baseline (without Project) conditions. Baseline conditions are those conditions that exist within the study area in the existing condition and that are forecasted to occur in the future without the proposed Project.

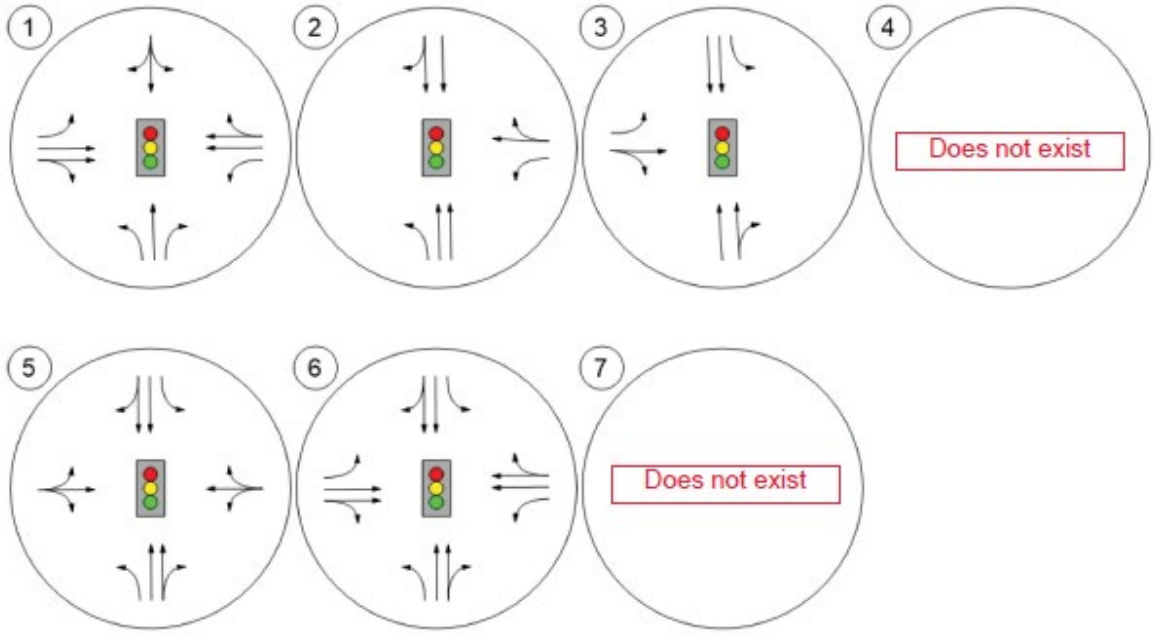
3.1 Existing Transportation System

The posted speed limit on Pepper Avenue, which provides access to the Project site, is 45 miles per hour (mph). Regional access to the Project site is provided by SR-210, which connects to Interstate 215 approximately 2.5 miles east of the Project site.

There are currently sidewalks with landscaping along the Project site frontage on Pepper Avenue. There are no marked bicycle lanes on Pepper Avenue at this location and parking is not allowed on Pepper Avenue between Winchester Drive-Terrace Road and SR 210. Transit service is provided in the Project area by Omnitrans. There is currently no transit service on Pepper Avenue, however Omnitrans Route 312 provides service along Highland Avenue, approximately 1,400 feet north of the Project site.

The existing traffic control and intersection geometrics at study area intersections are shown in Figure 3.1.

Figure 3.1: Existing Conditions Lane Geometries and Traffic Control



3.2 Existing Conditions Traffic Volumes and Intersection Operations

Existing AM and PM peak hour traffic volumes at the study area intersections are shown in Figures 3.2 and 3.3. The existing LOS at the study area intersections were determined using the HCM methodology, as described previously in Section 2.3. Table 3.1 shows the existing AM and PM peak hour levels of service at the study intersections. All LOS calculations are provided in Appendix C.

As shown in Table 3.1, all of the study area intersections operate at a satisfactory LOS D or better under the Existing Conditions scenario.

Table 3.1: Existing Conditions AM and PM Peak Hour Level of Service

		AM Peak		PM Peak	
Intersection	**Control Type**	**Delay**	**LOS**	**Delay**	**LOS**
1. Pepper Avenue/Highland Avenue	Signal	27.5	C	24.2	C
2. Pepper Avenue/SR-210 WB Ramps	Signal	30.9	C	25.3	C
3. Pepper Avenue/SR-210 EB Ramps	Signal	19.0	B	22.0	C
4. Pepper Avenue/Project Driveway (future)	Signal	-	-	-	-
5. Pepper Avenue/Winchester Drive - Terrace Road	Signal	12.7	B	5.5	A
6. Pepper Avenue/Baseline Road	Signal	24.0	C	23.8	C
7. Project Driveway (future)/Retail Driveway (future)	TWSC	-	-	-	-

TWSC = Two Way Stop Control
Delay Reported in Seconds per Vehicle
LOS = Level of Service

3.3 Existing Conditions Roadway Segment Analysis

The Existing Conditions LOS at the roadway segments were determined through comparison of the daily roadway volumes with the capacity shown in the City's TIA Guidelines. Table 3.2 shows the existing LOS for daily roadway segments. As shown in Table 3.2, all roadway segments operate at satisfactory levels above the LOS D threshold.

Table 3.2: Existing Conditions Roadway Segment Analysis

Roadway Segment	Typed of Roadway	Threshold of Significance	Threshold Capacity	Existing Roadway ADT	Deficient
1. Pepper Avenue: Baseline to Winchester-Terrace	Modified Arterial	LOS D	32,999	21,414	No
2. Pepper Ave: Winchester-Terrace to I-210 EB Ramp	Modified Arterial	LOS D	32,999	22,847	No

Note: The City's General Plan Streed Classification Map shows Pepper Avenue as a Major Arterial. However, the TIA Guidelines do not include this classification. Therefore Modified Arterial (100') 4 lanes is used for the Capacity of Pepper Avenue.

Figure 3.2: Existing Conditions AM Peak Hour Traffic Volumes

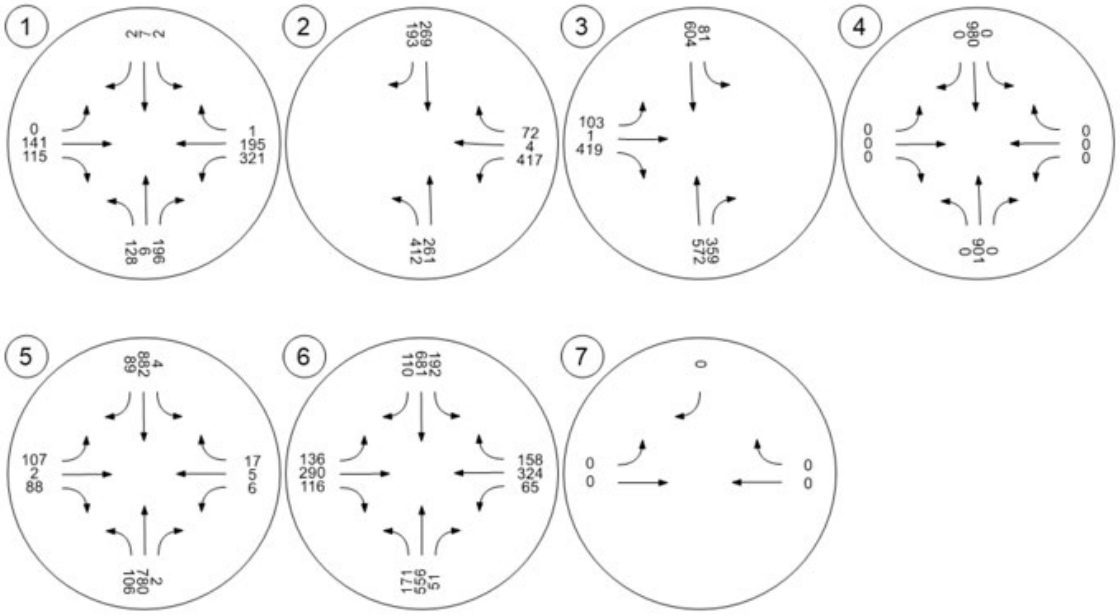
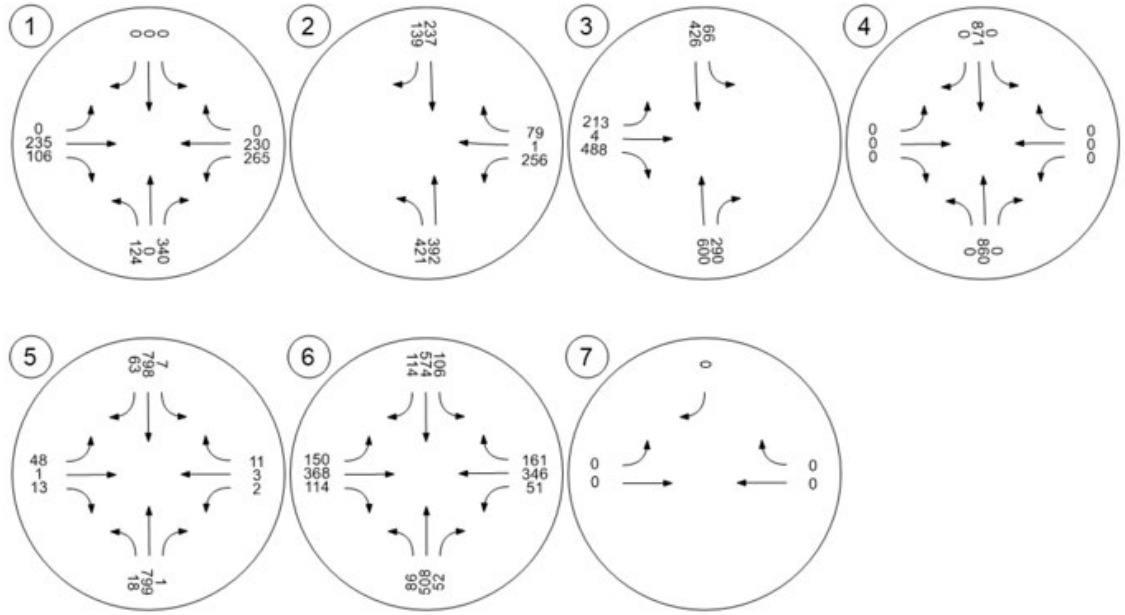


Figure 3.3: Existing Conditions PM Peak Hour Traffic Volumes



3.4 Project Opening Day Traffic Volumes and Intersection Operations

Project Opening Day (2026) traffic volumes were developed by applying a growth rate of two percent per year to the existing (2023) traffic volumes. The Project Opening Day Baseline traffic volumes are illustrated in Figures 3.4 and 3.5. Table 3.3 below shows the Project Opening Day AM and PM peak hour LOS at the study intersections. As shown in Table 3.3, all study area intersections would operate with a satisfactory LOS under the Project Opening Day condition.

Table 3.3: Project Opening Day AM and PM Peak Hour Level of Service

		AM Peak		PM Peak	
Intersection	**Control Type**	**Delay**	**LOS**	**Delay**	**LOS**
1. Pepper Avenue/Highland Avenue	Signal	32.3	C	34.5	C
2. Pepper Avenue/SR-210 WB Ramps	Signal	32.3	C	25.7	C
3. Pepper Avenue/SR-210 EB Ramps	Signal	19.4	B	24.7	C
4. Pepper Avenue/Project Driveway (future)	Signal	-	-	-	-
5. Pepper Avenue/Winchester Drive - Terrace Road	Signal	13.5	B	5.6	A
6. Pepper Avenue/Baseline Road	Signal	25.1	C	24.3	C
7. Project Driveway (future)/Retail Driveway (future)	TWSC	-	-	-	-

TWSC = Two Way Stop Control
Delay Reported in Seconds per Vehicle
LOS = Level of Service

3.5 Project Opening Day Conditions Roadway Segment Analysis

The Project Opening Day LOS at the roadway segments were determined through comparison of the daily roadway volumes with the capacity shown in the City's TIA Guidelines. Table 3.4 shows the Project Opening Day LOS for daily roadway segments. As shown in Table 3.4, all roadway segments operate at satisfactory levels above the LOS D threshold.

Table 3.4: Project Opening Day Roadway Segment Analysis

Roadway Segment	Typed of Roadway	Threshold of Significance	Threshold Capacity	Opening Year Roadway ADT*	Deficient
1. Pepper Avenue: Baseline to Winchester-Terrace	Modified Arterial	LOS D	32,999	22,699	No
2. Pepper Ave: Winchester-Terrace to I-210 EB Ramp	Modified Arterial	LOS D	32,999	24,218	No

Note: The City's General Plan Streed Classification Map shows Pepper Avenue as a Major Arterial. However, the TIA Guidelines do not include this classification. Therefore Modified Arterial (100') 4 lanes is used for the Capacity of Pepper Avenue.

* 6% Growth applied to exisitng ADT

Figure 3.4: Project Opening Day AM Peak Hour Traffic Volumes

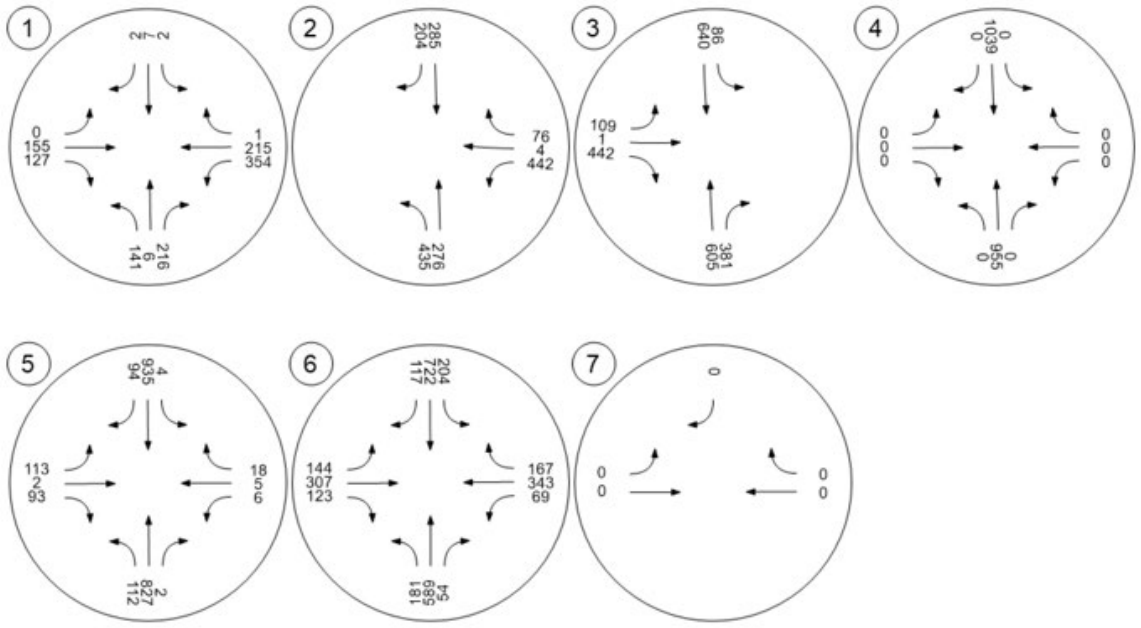
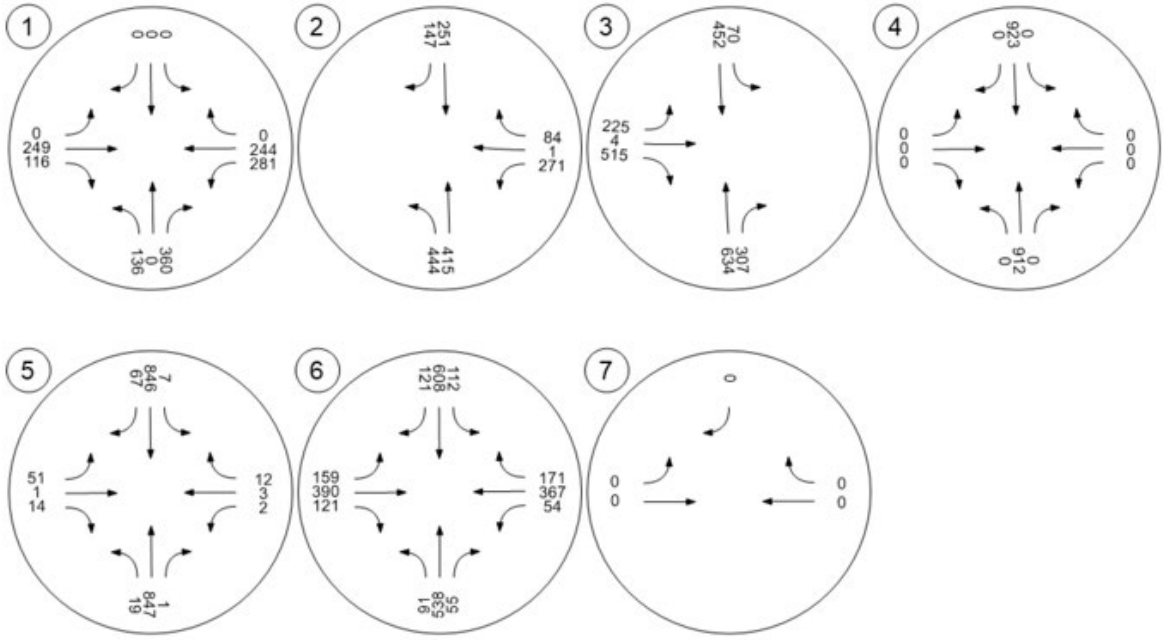


Figure 3.5: Project Opening Day PM Peak Hour Traffic Volumes



3.6 General Plan Condition Traffic Volumes and Intersection Operations

General Plan buildout (2040) traffic volumes were developed by adding observed growth from the San Bernardino County Transportation Analysis Model (SBTAM) to the existing traffic volumes. The baseline 2016 SBTAM model network does not include Pepper Avenue connecting to Highland Boulevard or the Pepper Avenue interchange. Therefore, the growth in roadway volumes on Pepper Avenue from the 2016 and 2040 models cannot be utilized as it would provide erroneous results. This data could not be used to post-process turn movement volumes using the typical NCHRP iterative methodology. To forecast the growth to General Plan conditions within the Project study area, EPD determined the average growth on Riverside Avenue and on State Street near the SR 210 freeway. The average growth on these two parallel arterials was deemed to be representative of the growth that could be expected on Pepper Avenue between SR 210 and Baseline Road. Using this method, a one percent per year linear growth rate was identified and applied to the existing traffic volumes. A growth of 24 percent was applied to the existing 2023 traffic volumes to forecast future 2040 General Plan conditions.

EPD also examined socioeconomic data in the model for the Pepper Avenue Specific Plan area to determine whether the growth rate would reflect the planned development adjacent to the Project site. The employment shown in that area did not include significant employment under either 2016 or 2040 conditions. Therefore, in addition to a 24 percent growth, the traffic from cumulative projects 7 and 8 (Pepper Avenue Industrial Development and Foothill Freeway Commerce Center; see Table 5.3, *Cumulative Projects Trip Generation*) were also included in the General Plan buildout traffic volumes.

The General Plan buildout traffic volumes are illustrated in Figures 3.6 and 3.7. Table 3.5 shows the General Plan AM and PM peak hour LOS at study intersections. As shown in Table 3.5, all intersections would continue to operate at a satisfactory LOS.

Table 3.5: General Plan AM and PM Peak Hour Level of Service

		AM Peak		PM Peak	
Intersection	**Control Type**	**Delay**	**LOS**	**Delay**	**LOS**
1. Pepper Avenue/Highland Avenue	Signal	35.1	D	40.2	D
2. Pepper Avenue/SR-210 WB Ramps	Signal	53.8	D	29.9	C
3. Pepper Avenue/SR-210 EB Ramps	Signal	22.7	C	27.0	C
4. Pepper Avenue/Project Driveway (future)	Signal	-	-	-	-
5. Pepper Avenue/Winchester Drive - Terrace Roa	Signal	18.6	B	6.7	A
6. Pepper Avenue/Baseline Road	Signal	45.7	D	29.1	C
7. Project Driveway (future)/Retail Driveway (future	TWSC	-	-	-	-

TWSC = Two Way Stop Control
Delay Reported in Seconds per Vehicle
LOS = Level of Service

3.7 General Plan Conditions Roadway Segment Analysis

The General Plan LOS at the roadway segments were determined through comparison of the daily roadway volumes with the capacity shown in the City's TIA Guidelines. Table 3.6 shows the General Plan LOS for daily roadway segments. As shown in Table 3.6, all roadway segments would operate at satisfactory levels above the respective LOS D or E thresholds.

Table 3.6: General Plan Buildout Roadway Segment Analysis

General Plan Buildout Roadway Analysis						
	Roadway Segment	**Typed of Roadway**	**Threshold of Significance**	**Threshold Capacity**	**GP Buildout Roadway ADT***	**Deficient**
1.	Pepper Avenue: Baseline to Winchester-Terrace	Modified Arterial	LOS D	32,999	26,553	No
2.	Pepper Ave: Winchester-Terrace to I-210 EB Ramp	Modified Arterial	LOS D	32,999	28,330	No

Note: The City's General Plan Streed Classification Map shows Pepper Avenue as a Major Arterial. However, the TIA Guidelines do not include this classification. Therefore Modified Arterial (100') 4 lanes is used for the Capacity of Pepper Avenue.

* 24% Growth applied to exisitng ADT plus remaining Specific Plan projects.

Figure 3.6: General Plan AM Peak Hour Traffic Volumes

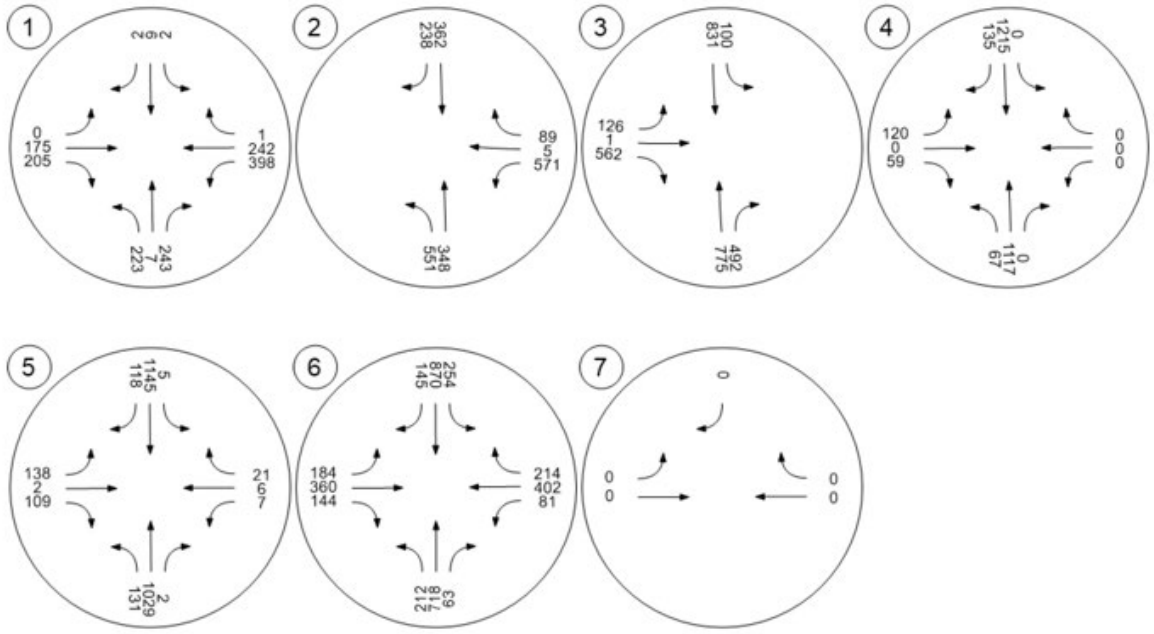
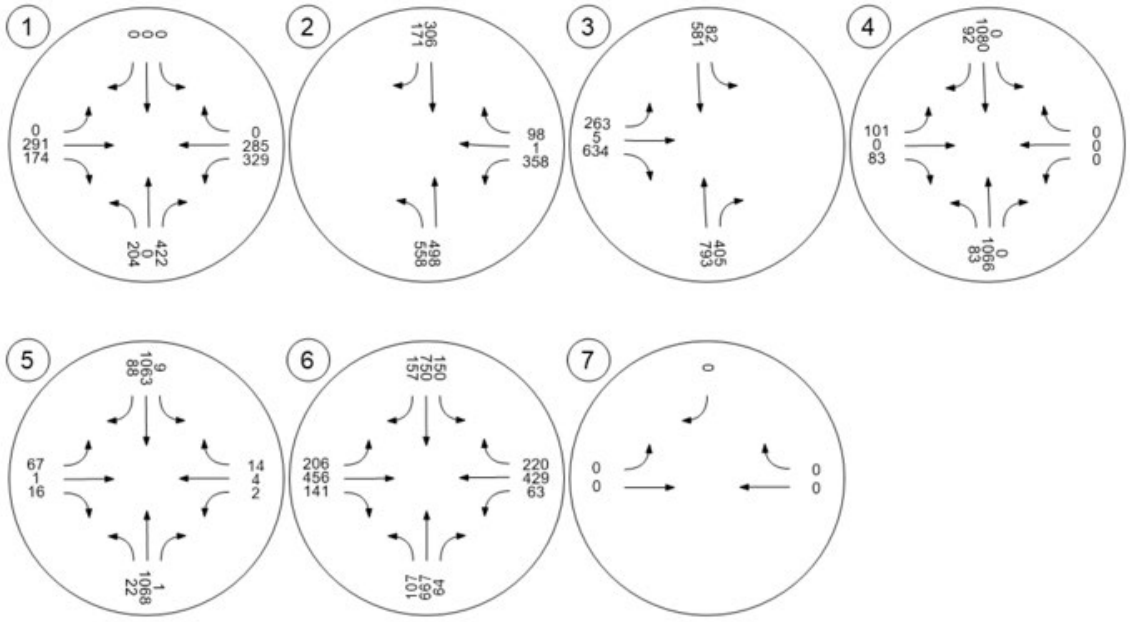


Figure 3.7: General Plan PM Peak Hour Traffic Volumes



4 PROPOSED PROJECT

4.1 Project Trip Generation

Vehicle trips were generated for the Project using trip rates for the warehouse land use from the *Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021)*, a vehicle mix from the *City of Rialto Traffic Impact Analysis Report Guidelines*, and passenger car equivalent (PCE) factors from the San Bernardino County CMP Appendix B, *Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, 2016*. The Project trip generation is shown in Table 4.1. The proposed Project would generate approximately 2,879 daily PCE trips, including 261 AM peak hour trips and 240 PM peak hour trips.

4.2 Project Trips

Project trips were distributed to the study area intersections based on the location of the Project and logical routes of travel to and from the Project site. Project truck trips would not be allowed to travel south of the Project site on Pepper Avenue and would travel to and from SR 210 only. This is consistent with the truck route moratorium passed by the City on December 13, 2022. Under the moratorium, Pepper Avenue between the SR 210 Freeway and Rialto Avenue would no longer be classified as a truck route.

Project trips were assigned to the study area intersections by multiplying the Project trip generation by the trip distribution percentage at each location. As noted in the Project description, the Project will be accessible via one driveway on Pepper Avenue. The Project driveway would be signalized.

The Project trip distribution for the passenger cars is shown in Figure 4.1. The Project trip distribution for the trucks associated with the warehouse building is shown in Figure 4.2. The Project trip assignment for AM and PM peak hours are shown in Figure 4.3 and Figure 4.4, respectively.

Table 4.1: Project Trip Generation

				AM Peak Hour			PM Peak Hour		
Land Use		**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Trip Rates									
Warehousing[1]		TSF	1.71	0.13	0.04	0.17	0.05	0.13	0.18
Fast Food Restaurant with Drive-Through Window[2]		TSF	467.48	22.75	21.86	44.61	17.18	15.85	33.03
Automated Car Wash[3]		TSF	142.00	7.10	7.10	14.20	7.10	7.10	14.20
Convenience Store/Gas Station[4]		TSF	700.43	28.26	28.26	56.52	27.26	27.26	54.52
Warehouse	226.731	TSF	388	30	9	39	11	30	41
Vehicle Mix (Foothill Freeway Commerce Center Warehouse)[5]		***Percent***							
Passenger Vehicles		60.00%	233	18	5	23	7	18	25
2-Axle Trucks		0.80%	3	0	0	0	0	0	0
3-Axle Trucks		11.20%	43	3	1	4	1	3	5
4+-Axle Trucks		28.00%	109	8	2	11	3	8	12
		100%	388	30	9	39	11	30	41
PCE Trip Generation (Foothill Fwy Commerce Center Warehouse)[6]		***PCE Factor***							
Passenger Vehicles		1.0	233	18	5	23	7	18	25
2-Axle Trucks		1.5	5	0	0	0	0	0	0
3-Axle Trucks		2.0	87	7	2	9	3	7	10
4+-Axle Trucks		3.0	326	25	7	32	10	25	35
Total Warehouse PCE Trip Generation			650	50	15	65	19	50	70
McDonald's Fast Food Restaurant with Drive-Through Window	3.915	TSF	1,830	89	86	175	67	62	129
Pass-By Trips (49%)[7]			-897	-44	-42	-85	-33	-30	-64
Automated Car Wash	1.458	TSF	207	10	10	21	10	10	21
Pass-By Trips (25%)[8]			-52	-3	-3	-6	-3	-3	-6
Convenience Store/Gas Station	3.700	TSF	2,592	105	105	209	101	101	202
Pass-By Trips (56%)[9]			-1,451	-59	-59	-118	-56	-56	-113
Total Project Trip Generation			2,616	128	106	234	97	113	210
Total Project PCE Trip Generation			2,879	149	112	261	106	134	240

TSF = Thousand Square Feet

PCE = Passenger Car Equivalent

[1] Trip rates from the Institute of Transportation Engineers, *Trip Generation,11th Edition, 2021*. Land Use Code 150- Warehousing.

[2] Trip rates from the Institute of Transportation Engineers, *Trip Generation,11th Edition, 2021*. Land Use Code 934 - Fast-Food Restaurant with Drive-Through Window.

[3] Trip rates from the Institute of Transportation Engineers, *Trip Generation,11th Edition, 2021*. Land Use Code 948 - Automated Car Wash. No rate provided for the AM peak hour so PM peak hour rate is used. No rate provided for the daily so PM peak hour rate times ten is used as daily rate.

[4] Trip rates from the Institute of Transportation Engineers, *Trip Generation,11th Edition, 2021*. Land Use Code 945 - Convenience Store/Gas Station (VFP (9-15)).

[5] Vehicle Mix from the Rialto Traffic Impact Analysis Report Guidelines, December 2013.

[6] Passenger Car Equivalent (PCE) factors from San Bernardino County CMP, Appendix B - Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, 2016

[7] Pass-by rates from the Institute of Transportation Engineers, *Trip Generation Handbook,3rd Edition, 2017*. Land Use Code 934 - Fast Food Restaurant with Drive-Through Window.

[8] Pass-by rates assumed to be 25% based on neighboring land uses.

[9] Pass-by rates from the Institute of Transportation Engineers, *Trip Generation Handbook,3rd Edition, 2017*. Land Use Code 945 - Convenience Store/Gas Station.

Figure 4.1: Project Passenger Car Trip Distribution

Figure 4.2: Project Truck Trip Distribution

Figure 4.3: Project AM Peak Hour Trip Assignment

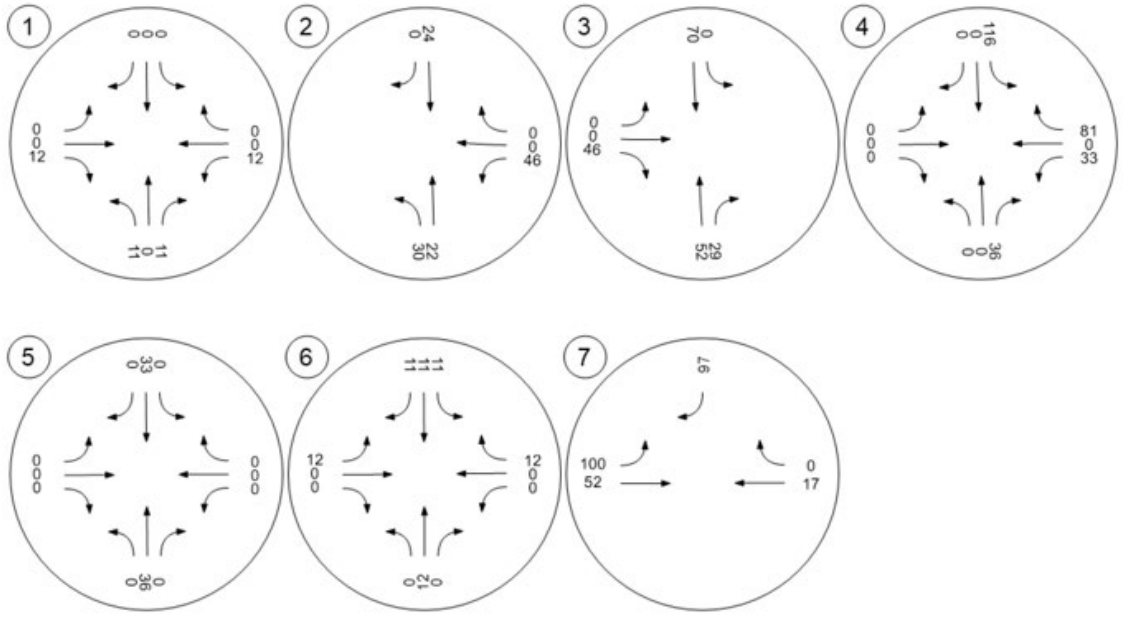
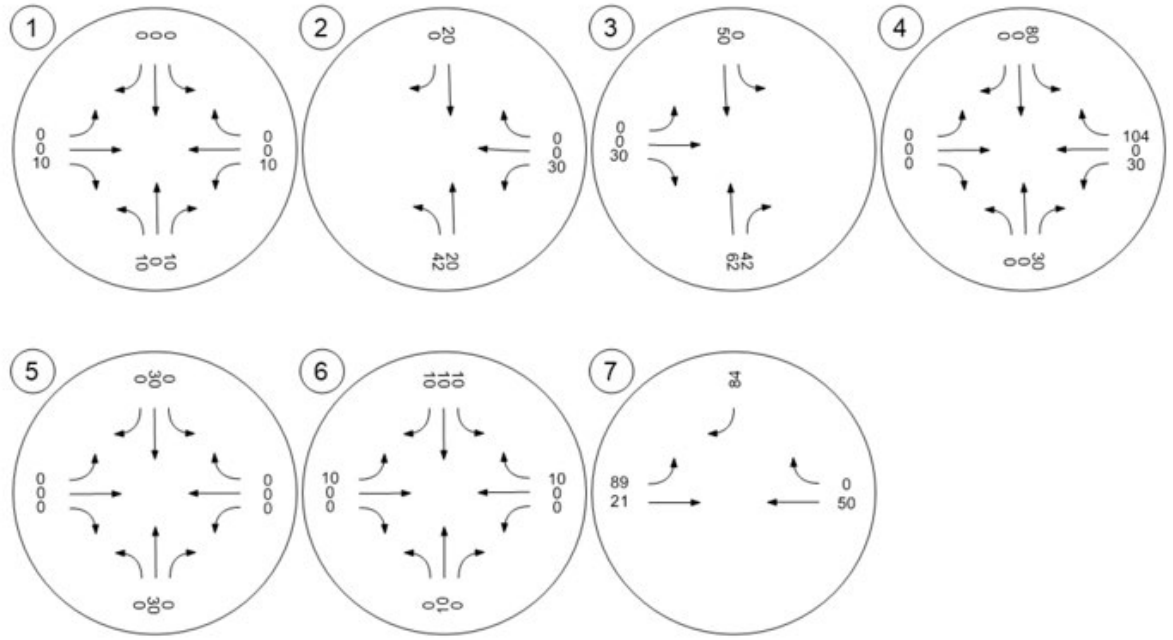


Figure 4.4: Project PM Peak Hour Trip Assignment



4.3 Project Parking and On-site Circulation

The industrial portion of the Project, which totals approximately 226,731 SF, would include a total of 187 parking spaces for automobiles, which is above the minimum required number of 154 automobile parking spaces. The industrial portion of the Project would also include 26 spaces for future electric vehicle charging stations and 9 spaces for carpool/vanpool parking. The industrial portion of the Project proposed to provide 38 loading docks for trucks, which is above the minimum requirement of 3 loading docks (1 dock for 100 TSF of building area).

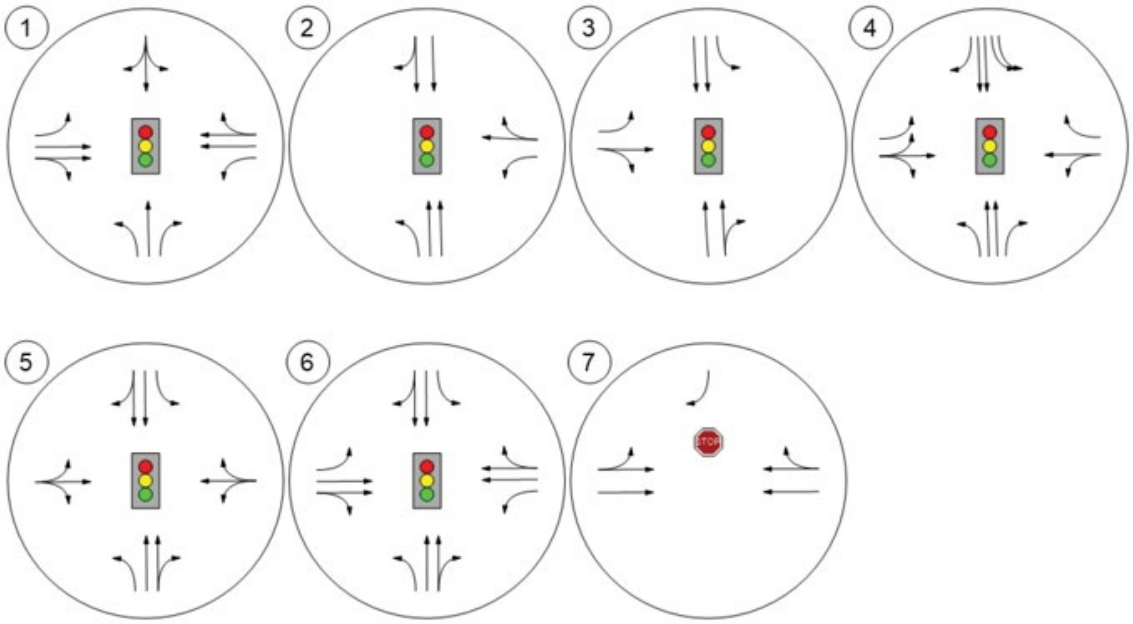
The retail portion of the Project, which totals approximately 9,073 SF, would include a total of 87 parking spaces for automobiles, which is above the minimum required number of 68 automobile parking spaces.

The project would include a total of 274 parking spaces for automobiles, and 38 loading docks for trucks,

Access to the retail portion of the site would be provided from the retail driveway, which is located approximately 218 feet east of the intersection of Pepper Avenue/Project Driveway. Access to the industrial portion of the site would be provided along the main project driveway, as shown on Figure 2.2, Site Plan.

The plus Project traffic control and intersection geometrics at study area intersections are shown in Figure 4.5.

Figure 4.5: Plus Project Conditions Lane Geometries and Traffic Control



5 PROJECT EFFECT ON LOS

5.1 Project Opening Day With Project Traffic Volumes and Intersection Operations

The Project Opening Day With Project traffic volumes were developed by adding the Project trip assignment to the Project Opening Day traffic volumes. The Project Opening Day traffic volumes are shown in Figures 5.1 and 5.2. LOS at the study area intersections were determined using the HCM methodology, described previously in Section 2.3. Table 5.1 shows the Opening Day Plus Project AM and PM peak hour LOS at study intersections. All LOS calculations are provided in *Appendix* C. As shown in Table 5.1, all intersections would operate with a satisfactory LOS, and no mitigation measures would be required.

Table 5.1: Project Opening Day With Project AM and PM Peak Hour Level of Service

		Project Opening Day				Project Opening plus Project							
		AM Peak		PM Peak		AM Peak		PM Peak		Increase in Delay		Impact	
Intersection	Control Type	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	AM	PM	AM	PM
1. Pepper Avenue/Highland Avenue	Signal	32.3	C	34.5	C	32.4	C	35.4	D	0.1	0.9	No	No
2. Pepper Avenue/SR-210 WB Ramps	Signal	32.3	C	25.7	C	37.5	D	28.7	C	5.2	3.0	No	No
3. Pepper Avenue/SR-210 EB Ramps	Signal	19.4	B	24.7	C	20.5	C	24.8	C	1.1	0.1	No	No
4. Pepper Avenue/Project Driveway (futur	Signal	-	-	-	-	9.9	A	11.7	B	-	-	No	No
5. Pepper Avenue/Winchester Drive - Terr	Signal	13.5	B	5.6	A	13.6	B	5.7	A	0.1	0.1	No	No
6. Pepper Avenue/Baseline Road	Signal	25.1	C	24.3	C	26.8	C	24.8	C	1.7	0.5	No	No
7. Project Driveway (future)/Retail Drivew	TWSC	-	-	-	-	8.7	A	8.9	A	-	-	No	No

TWSC = Two Way Stop Control

Delay Reported in Seconds per Vehicle

LOS = Level of Service

Figure 5.1: Project Opening Day With Project AM Peak Hour Volumes

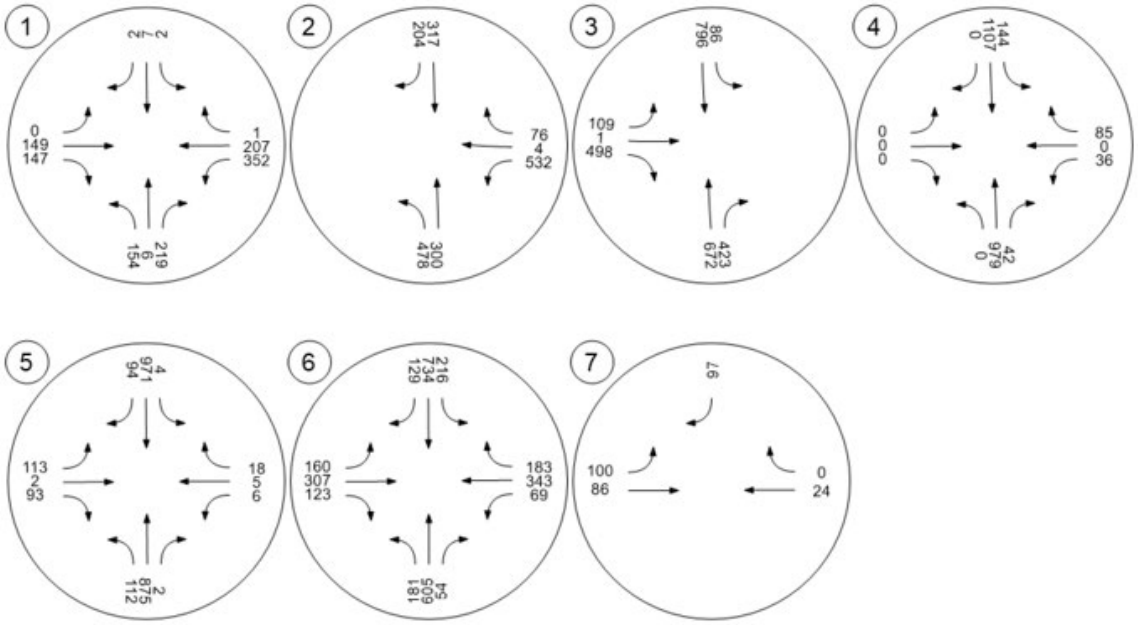
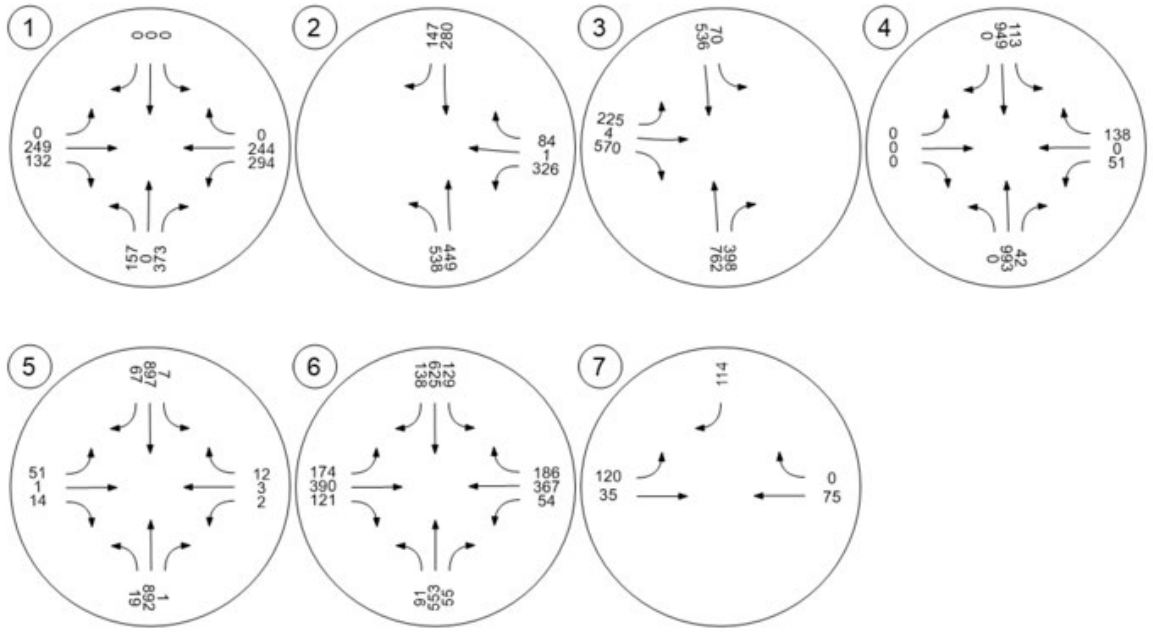


Figure 5.2: Project Opening Day With Project PM Peak Hour Volumes



5.2 Project Opening Day With Project Roadway Segment Analysis

The Project Opening Day With Project LOS at the roadway segments were determined through comparison of the daily roadway volumes with the capacity shown in the City's TIA Guidelines. Table 5.2 shows the General Plan LOS for daily roadway segments. As shown in Table 5.2, all roadway segments would operate at satisfactory levels above the respective LOS D or E threshold, and no impacts are expected.

Table 5.2: Project Opening Day With Project Roadway Segment Level of Service

Roadway Segment	Typed of Roadway	Threshold of Significance	Threshold Capacity	Opening Year Roadway ADT*	Project Volume on Roadway Segment	Opening Year Roadway ADT + Project Volume	Impact
1. Pepper Avenue: Baseline to Winchester-Terrace	Modified Arterial	LOS D	32,999	22,699	739	23,437	No
2. Pepper Ave: Winchester-Terrace to I-210 EB Ramp	Modified Arterial	LOS D	32,999	24,218	2,879	27,097	No

Note: The City's General Plan Streed Classification Map shows Pepper Avenue as a Major Arterial. However, the TIA Guidelines do not include this classification. Therefore Modified Arterial (100') 4 lanes is used for the Capacity of Pepper Avenue.

* 6% Growth applied to exisitng ADT

5.3 Future Conditions (Opening Day With Project Plus Cumulative Projects) Traffic Volumes and Intersection Operations

A total of 10 cumulative development projects within the City of Rialto were included in the Future Conditions (Opening Day) traffic volumes. These projects were selected from a list of cumulative projects provided by the City and are those projects which would add measurable traffic to the Project study area intersections. Other projects were deemed to be either too small or too far away to contribute measurable traffic to the study area. The *City of San Bernardino Development Projects* map for the City of San Bernardino was also consulted and it was determined that there were no cumulative projects in the City of San Bernardino that would add measurable traffic to the study area.[1] The locations of the cumulative projects are shown in Figure 5.3. The project trip generation for each cumulative project was calculated using trip rates from the *Institute of Transportation Engineers, Trip Generation Manual, 11th Edition*, or taken from each project's respective traffic study. Table 5.3 shows the trip generation for each cumulative project, and the cumulative detailed assignment can be found in Appendix D. The Future Conditions traffic volumes are illustrated in Figures 5.4 and 5.5.

As noted in Table 5.3, the cumulative projects include the remaining buildout for the Pepper Avenue Specific Plan. In some cases, a future development is in the planning process and a preliminary site plan was available for review. This is the case for the Pepper Avenue Industrial Project (Cumulative Project #8), which is the project located south of and adjacent to the proposed Project. The shared Project driveway would be the northern driveway for the Pepper Avenue Industrial Project. All automobile and truck traffic entering the Pepper Avenue Industrial Project from the north would enter through the shared signalized driveway (Study Intersection 4). Outbound truck traffic from the Pepper Avenue Industrial Project would also use Study Intersection 4. The full project trip generation for the Pepper Avenue Industrial Project, was added to the inbound and outbound turn movements in Study Intersection #4.

Table 5.4 shows the Future Conditions AM and PM peak hour levels of service at study intersections. All intersections would operate with a satisfactory LOS, and no mitigation measures would be required.

[1] City of San Bernardino. (2023). *Development Projects* [map]. https://www.sbcity.org/city_hall/community_economic_development/development_projects, accessed October 17, 2023.

Table 5.3: Cumulative Projects Trip Generation

				AM Peak Hour			PM Peak Hour		
Land Use		**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Trip Rates									
Warehousing[1]		TSF	1.71	0.13	0.04	0.17	0.05	0.13	0.18
Single Family Residential Detached[2]		DU	9.43	0.18	0.52	0.70	0.59	0.35	0.94
Multifamily Housing (Mid-Rise) Not Near Transit[3]		DU	4.54	0.09	0.28	0.37	0.24	0.15	0.39
Convenience Store/Gas Station[4]		TSF	1283.38	45.68	45.68	91.35	39.48	39.48	78.95
Fast Food Restaurant with Drive-Through Window[5]		TSF	467.48	22.75	21.86	44.61	17.18	15.85	33.03
Strip Retail Plaza (<40 TSF)[6]		TSF	54.45	1.42	0.94	2.36	3.30	3.30	6.59
Coffee/Donut Shop with Drive-Through Window[7]		TSF	533.57	43.80	42.08	85.88	19.50	19.50	38.99
Retail Shopping Center[8]		TSF	42.70	0.60	0.36	0.96	1.78	1.93	3.71
Automated Car Wash[9]		Tunnels	775.00	38.75	38.75	77.50	38.75	38.75	77.50
Mini-Warehouse[10]		TSF	1.45	0.05	0.04	0.09	0.07	0.08	0.15
Cumulative Projects Trip Generation									
1. Olive Avenue Development Project (Industrial)[11]	679.607	TSF	1,981	149	45	194	58	157	215
2. Fitzgerald Avenue Warehouse	60.000	TSF	103	8	2	10	3	8	11
Vehicle Mix (Fitzgerald Ave Warehouse)[12]		***Percent***							
Passenger Vehicles		60.00%	62	5	1	6	2	5	6
2-Axle Trucks		0.80%	1	0	0	0	0	0	0
3-Axle Trucks		11.20%	11	1	0	1	0	1	1
4+-Axle Trucks		28.00%	29	2	1	3	1	2	3
		100%	103	8	2	10	3	8	11
PCE Trip Generation (Fitzgerald Ave Warehouse)[13]		***PCE Factor***							
Passenger Vehicles		1.0	62	5	1	6	2	5	6
2-Axle Trucks		1.5	1	0	0	0	0	0	0
3-Axle Trucks		2.0	23	2	1	2	1	2	2
4+-Axle Trucks		3.0	86	7	2	9	3	7	9
Total PCE Trip Generation (Fitzgerald Ave Warehouse)			172	13	4	17	5	13	18
3. Renaissance Residential	1,229	DU	5580	105	350	455	292	187	479
4. Lytle Creek Specific Plan (SFR)[14]	6,500	DU		2,090	2,900	4,990	4,303	3,669	7,972
5. Tract 20199 - The Depot (SFR)	56	DU	528	10	29	39	33	19	53
6. Frontier Rialto Apartments	204	DU	926	17	58	75	49	31	80
7. Pepper Avenue Development (Pepper Ave Specific Plan PA 5)									
Convenience Store/Gas Station	4.600	TSF	5904	210	210	420	182	182	363
Automated Car Wash	1	Tunnel	775	39	39	78	39	39	78
Fast Food Restaurant with Drive-Through Window	4.800	TSF	2244	109	105	214	82	76	159
Strip Retail Plaza	6.500	TSF	354	9	6	15	21	21	43
Pass-By Trips[15]			-4461	-208	-206	-414	-177	-174	-351
Total Pepper Avenue Development			4815	159	154	314	147	144	291

Table 5.3 (continued): Cumulative Projects Trip Generation

8. Pepper Avenue Industrial									
Warehouse[1]	485.000	TSF	829	63	19	82	24	63	87
Vehicle Mix (Pepper Avenue Industrial Warehouse) [12]		***Percent***							
Passenger Vehicles		60.00%	498	38	11	49	15	38	52
2-Axle Trucks		0.80%	7	1	0	1	0	1	1
3-Axle Trucks		11.20%	93	7	2	9	3	7	10
4+-Axle Trucks		28.00%	232	18	5	23	7	18	24
		100%	829	63	19	82	24	63	87
PCE Trip Generation (Pepper Avenue Industrial Warehouse) [13]		***PCE Factor***							
Passenger Vehicles		1.0	498	38	11	49	15	38	52
2-Axle Trucks		1.5	10	1	0	1	0	1	1
3-Axle Trucks		2.0	186	14	4	18	5	14	20
4+-Axle Trucks		3.0	697	53	16	69	21	53	73
Total Warehouse PCE Trip Generation			1390	106	32	138	41	105	146
Total PCE Trip Generation (Foothill Freeway Commerce Center)			1390	106	32	138	41	105	146
9. Pepper Avenue Development (Pepper Ave Specific Plan PA's 6, 7, 8)									
Commercial Retail[8]	69.350	TSF	2961	42	25	67	123	134	257
10. Eucalyptus Self-Storage[10]	107	TSF	155	6	4	10	8	9	16
Total Cumulative Trip Generation			18508	2697	3601	6299	5059	4468	9527

TSF = Thousand Square Feet

DU = Dwelling Units

PCE = Passenger Car Equivalent

[1] Trip rates from the Institute of Transportation Engineers, *Trip Generation,11th Edition, 2021* . Land Use Code 150- Warehousing.

[2] Trip rates from the Institute of Transportation Engineers, *Trip Generation,11th Edition, 2021* . Land Use Code 210- Single Family Residential Detached.

[3] Trip rates from the Institute of Transportation Engineers, *Trip Generation,11th Edition, 2021* . Land Use Code 221 - Multifamily Housing (Mid-Rise) Not Close to Transit.

[4] Trip rates from the Institute of Transportation Engineers, *Trip Generation,11th Edition, 2021* . Land Use Code 945 - Convenience Store/Gas Station (16-24 Fueling Positions).

[5] Trip rates from the Institute of Transportation Engineers, *Trip Generation,11th Edition, 2021* . Land Use Code 934 - Fast-Food Restaurant with Drive-Through Window.

[6] Trip rates from the Institute of Transportation Engineers, *Trip Generation,11th Edition, 2021* . Land Use Code 822 - Strip Retail Plaza (<40 TSF).

[7] Trip rates from the Institute of Transportation Engineers, *Trip Generation,11th Edition, 2021* . Land Use Code 937 - Coffee/Donut Shop with Drive-Through Window.

[8] Trip rates from the Pepper Avenue Specific Plan Traffic Impact Analysis (Urban Crossroads, 2016), Trip rates from the Institute of Transportation Engineers, *Trip Generation, 9th Edition, 2012*.

[9] Trip rates from the Institute of Transportation Engineers, Trip Generation,11th Edition, 2021. Land Use Code 948 - Automated Car Wash. No rate provided for the AM peak hour so PM peak hour rate is used. No rate provided for the daily so PM peak hour rate times ten is used as daily rate.

[10] Trip rates from the Institute of Transportation Engineers, *Trip Generation,11th Edition, 2021* . Land Use Code 151 - Mini-Warehouse

[11] Project Trip Generation from Rialto Olive Avenue Development, Traffic Impact Study, Novemeber 2021. Project trips shown in PCE.

[12] Vehicle Mix from the Rialto Traffic Impact Analysis Report Guidelines, December 2013.

[13] Passenger Car Equivalent (PCE) factors from San Bernardino County CMP, Appendix B - Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, 2016

[14] Project Trip Generation from Traffic Impact Analysis Report for the Lytle Creek Ranch Planned Develoment Project, Crain & Associates, February 2008. No daily trip generation is provided in the TIA.

[15] Pass-by trips from ITE, *Trip Generation Handbook, 3rd Edition, 2017.* Gas Station Pass-By is 62% AM, 56% PM. Fast Food pass-by is 49% AM, 50% PM. The lower peak hour pass-by is used as Daily pass-by.

Figure 5.3: Cumulative Project Location Map

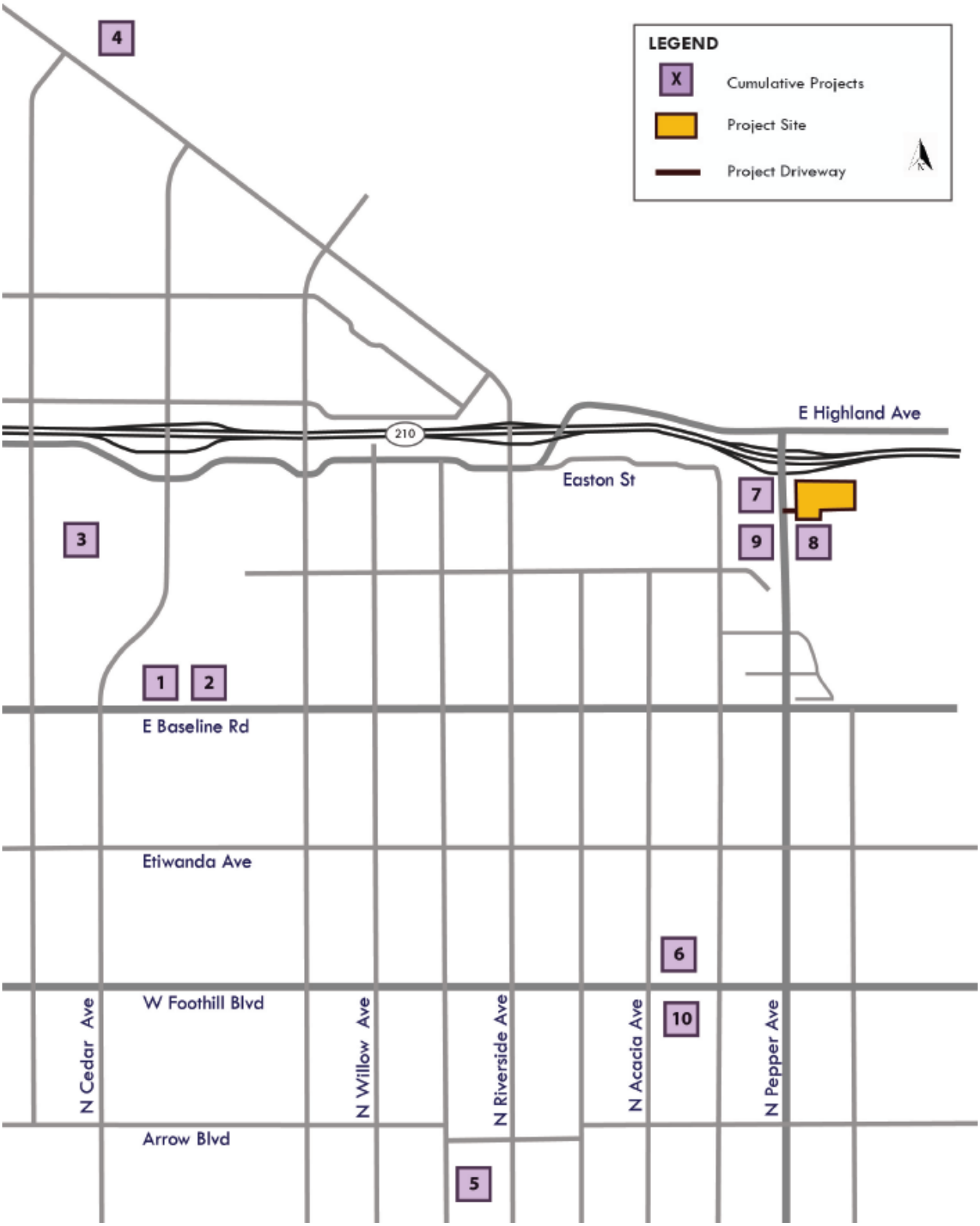


Figure 5.4: Future Conditions AM Peak Hour Volumes

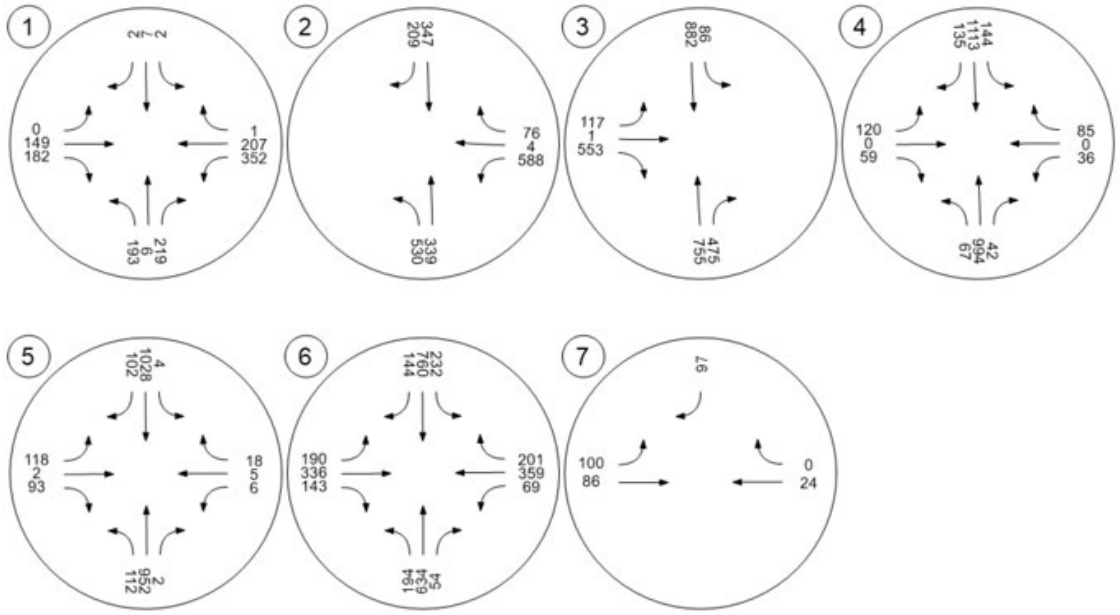


Figure 5.5: Future Conditions PM Peak Hour Volumes

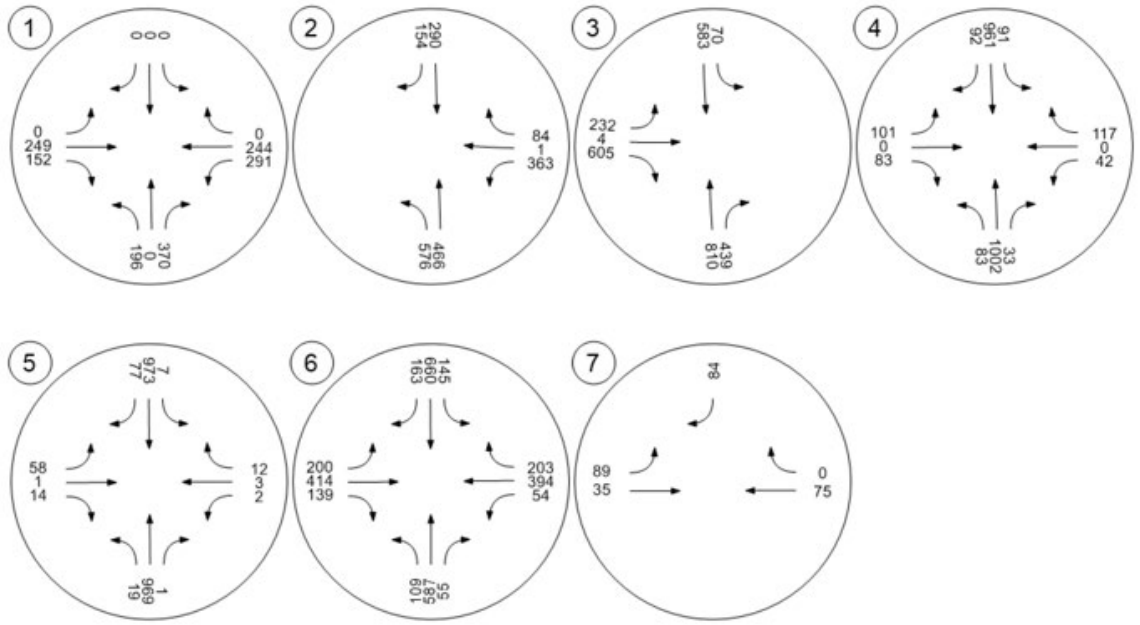


Table 5.4: Future Conditions AM and PM Peak Hour Level of Service

Intersection	Control Type	AM Peak Delay	AM Peak LOS	PM Peak Delay	PM Peak LOS	Impact AM	Impact PM
1. Pepper Avenue/Highland Avenue	Signal	32.7	C	35.5	D	No	No
2. Pepper Avenue/SR-210 WB Ramps	Signal	51.1	D	30.8	C	No	No
3. Pepper Avenue/SR-210 EB Ramps	Signal	21.4	C	24.3	C	No	No
4. Pepper Avenue/Project Driveway (future)	Signal	15.1	B	16.6	B	No	No
5. Pepper Avenue/Winchester Drive - Terrace Road	Signal	14.3	B	6.0	A	No	No
6. Pepper Avenue/Baseline Road	Signal	32.4	C	27.1	C	No	No
7. Project Driveway (future)/Retail Driveway (future)	TWSC	8.7	A	8.8	A	No	No

TWSC = Two Way Stop Control
Delay Reported in Seconds per Vehicle
LOS = Level of Service

5.4 Future Conditions (Opening Day With Project Plus Cumulative Projects) Roadway Segment Analysis

Table 5.5 shows the Future Conditions LOS for daily roadway segments. As shown, all roadway segments operate at satisfactory levels above the respective LOS D or E threshold, and no impacts are expected.

5.5 General Plan With Project Traffic Volumes and Intersection Operations

General Plan (buildout) With Project traffic volumes were developed by adding the Project's trip assignment to the General Plan buildout volumes discussed previously. The General Plan With Project traffic volumes are illustrated in Figures 5.6 and 5.7. Table 5.6 shows the General Plan With Project AM and PM peak hour LOS at the study intersections. As shown in Table 5.6, Study Intersection 2 (Pepper Avenue/SR-210 Westbound Ramps) would operate at an unsatisfactory LOS F with the addition of the Project. Recommended improvements at this intersection are discussed in Section 8 of this report.

Table 5.5: Future Conditions Roadway Segment Level of Service

Roadway Segment	Typed of Roadway	Threshold of Significance	Threshold Capacity	Future Roadway ADT*	Project Volume on Roadway Segment	Future Roadway ADT + Project Volume	Impact
1. Pepper Avenue: Baseline to Winchester-Terrace	Modified Arterial	LOS D	32,999	26,196	739	26,934	No
2. Pepper Ave: Winchester-Terrace to I-210 EB Ramp	Modified Arterial	LOS D	32,999	27,715	2,879	30,594	No

Note: The City's General Plan Streed Classification Map shows Pepper Avenue as a Major Arterial. However, the TIA Guidelines do not include this classification. Therefore Modified Arterial (100') 4 lanes is used for the Capacity of Pepper Avenue.

* 6% Growth applied to exisitng ADT plus Cumulative Projects

Table 5.6: General Plan With Project AM and PM Peak Hour Level of Service

		General Plan				General Plan plus Project									General Plan plus Project plus Mitigation				
		AM Peak		PM Peak		AM Peak		PM Peak		Increase in Delay		Impact		Recommended Improvements	AM Peak		PM Peak		Impact
Intersection	Control Type	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	AM	PM	AM	PM		Delay	LOS	Delay	LOS	
1. Pepper Avenue/Highland Avenue	Signal	35.1	D	40.2	D	36.1	D	41.7	D	1.0	1.5	No	No	Change intersection phasing to split phase in the north-south direction and change the northbound lane geometry to one left, one left-through lane, and one through lane.	-	-	-	-	No
2. Pepper Avenue/SR-210 WB Ramps	Signal	53.8	D	29.9	C	82.5	F	34.9	C	28.7	5.0	Yes	No		46.1	D	-	-	No
3. Pepper Avenue/SR-210 EB Ramps	Signal	22.7	C	27	C	25.7	C	30.7	C	3.0	3.7	No	No		-	-	-	-	No
4. Pepper Avenue/Project Driveway (future)	Signal	-	-	-	-	15.9	B	7.6	A	-	-	No	No		-	-	-	-	No
5. Pepper Avenue/Winchester Drive - Terrace Road	Signal	18.6	B	6.7	A	19.4	B	6.8	A	0.8	0.1	No	No		-	-	-	-	No
6. Pepper Avenue/Baseline Road	Signal	45.7	D	29.1	C	59.3	E	29.7	C	13.6	0.6	No	No		-	-	-	-	No
7. Project Driveway (future)/Retail Driveway (future)	TWSC	-	-	-	-	8.7	A	8.8	A	-	-	No	No		-	-	-	-	No

TWSC = Two Way Stop Control
Delay Reported in Seconds per Vehicle
LOS = Level of Service

Figure 5.6: General Plan With Project AM Peak Hour Volumes

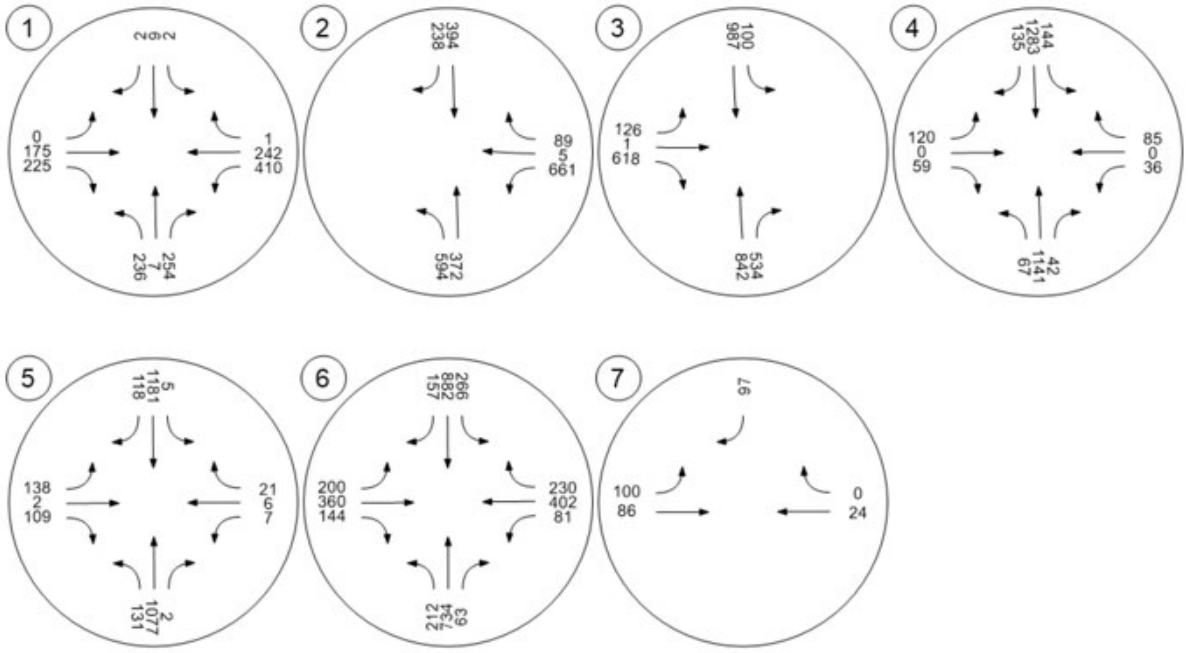
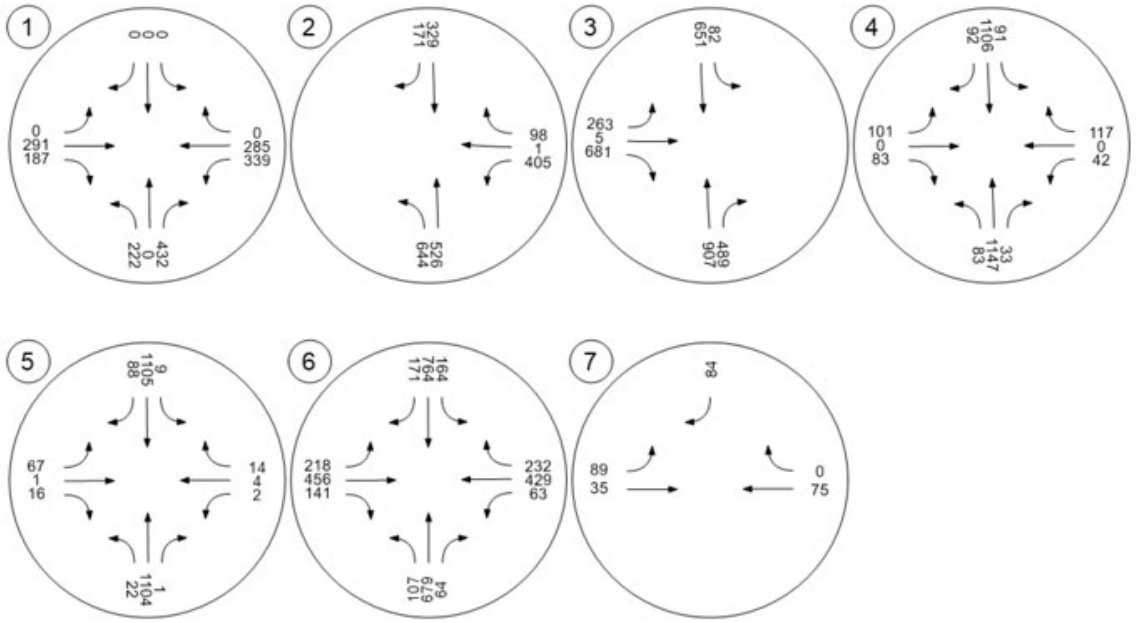


Figure 5.7: General Plan With Project PM Peak Hour Volumes



5.6 General Plan With Project Roadway Segment Analysis

Table 5.7 shows the Future Conditions LOS for daily roadway segments. As shown, all segments would operate at satisfactory levels above the respective LOS D or E thresholds.

Table 5.7: General Plan With Project Roadway Segment Analysis

Roadway Segment	Typed of Roadway	Threshold of Significance	Threshold Capacity	GP Buildout Roadway ADT*	Project Volume on Roadway Segment	GP Buildout Roadway ADT + Project Volume	Impact
1. Pepper Avenue: Baseline to Winchester-Terrace	Modified Arterial	LOS D	32,999	26,553	739	27,292	No
2. Pepper Ave: Winchester-Terrace to I-210 EB Ramp	Modified Arterial	LOS D	32,999	28,330	2,879	31,209	No

Note: The City's General Plan Streed Classification Map shows Pepper Avenue as a Major Arterial. However, the TIA Guidelines do not include this classification. Therefore Modified Arterial (100') 4 lanes is used for the Capacity of Pepper Avenue.

* 24% Growth applied to exisitng ADT plus remaining Specific Plan projects.

6 VMT ANALYSIS AND CONSISTENCY WITH PEPPER AVENUE SPECIFIC PLAN MITIGATION

The previously approved Pepper Avenue Specific Plan and EIR includes VMT analysis that may be applicable to the proposed Project. The Specific Plan was screened out of a full VMT analysis based on the Low VMT Area Screening Criteria. Because the Specific Plan has an approved CEQA document and the project is consistent with the Specific Plan, no further analysis of VMT would be required.

The previously approved Pepper Avenue Specific Plan and EIR[2] also included design features that may be applicable to the proposed Project, discussed below. Please note that the driveway references correspond to the previous specific plan and not necessarily to the proposed development project.

Design Feature DF TRAF-1: Pepper Avenue / Northerly Right-In/Right-Out (RIRO) Driveway – Install stop sign control on the EB approach, design the intersection to restrict left-in access to the Project driveway and left-out access from the Project driveway, and construct the intersection with the following geometrics:

- NB Approach: Provide two through lanes.
- SB Approach: Provide one through lane and one shared through-right turn lane.
- EB Approach: Provide a right turn lane.

Proposed Development Project Applicability: Design Feature DF TRAF-1 is not applicable to the proposed industrial development as it is not proposed to be built as part of the project and the analysis provided in this traffic study has demonstrated that the project traffic can be accommodated by the shared signalized driveway. Furthermore, this driveway is located within Caltrans right-of-way so Caltrans approval would be required.

[2] ESA. (March 2017). *Pepper Avenue Specific Plan Draft Environmental Impact Report* (State Clearinghouse No. 2016021047).

Design Feature DF TRAF-2: Pepper Avenue / Main Driveway (intersection #23) – Install traffic signal control and construct the intersection with the following geometrics:

- NB Approach: Provide one left turn lane, one through lane, and one shared through right lane.
- SB Approach: Provide two left turn lanes, one through lane, and one shared through right lane.
- EB Approach: Provide one left turn lane and one shared through-right lane.
- WB Approach: Provide one left turn lane, one through lane, and one right turn lane.

Proposed Development Project Applicability: Design Feature DF TRAF-1 is included as part of the proposed Project. Lane geometrics have been modified to accommodate the proposed industrial development as well as other planned developments in the Specific Plan. The revised intersection geometrics are as follows:

- NB Approach: One left turn lane, two through lanes, and one right-turn lane.
- SB Approach: Two left turn lanes, two through lanes, and one right-turn-lane.
- EB Approach: One left turn lane and one shared left-through-right lane.
- WB Approach: One shared left-through lane, and one right turn lane.

Design Feature DF TRAF-3: Pepper Avenue / Southerly RIRO Driveway – Install stop sign control on the EB approach, design the intersection to restrict left-in access to the Project driveway and left out access from the Project driveway, and construct the intersection with the following geometrics:

- NB Approach: Provide two through lanes.
- SB Approach: Provide one through lane and one shared through-right turn lane.
- EB Approach: Provide a right turn lane.

Proposed Development Project Applicability: Design Feature DF TRAF-3 is not applicable to the proposed industrial development as it is not located on the site of the proposed development project. However, as the Specific Plan builds out, DF TRAF-2 be provided when required for future additional development.

Design Feature DF TRAF-4: Pepper Avenue / South Driveway (intersection #24) – At complete build-out, or as otherwise determined by traffic needs, install traffic signal control and construct the intersection with the following geometrics:

- NB Approach: Provide one through lane and one shared through-right lane.
- SB Approach: Provide one left turn lane and two through lanes.
- WB Approach: Provide ~~one left turn lane, and~~ one right turn lane.

Proposed Development Project Applicability: Design Feature DF TRAF-4 is not applicable to the proposed development as it is not located on the site of the proposed development project. However, it has been included in the design of the Pepper Avenue Industrial Project, located south of and adjacent to the proposed project.

The following mitigation measure was included in the Final EIR for the Pepper Avenue Specific Plan. Based on the analysis presented in this TIA, only the mitigation at Pepper Avenue/SR-210 Westbound Ramps would be required to achieve acceptable LOS for the proposed Project. The Project applicant would also participate in the City of Rialto Development Impact Fee (DIF) Program by paying applicable fees.

Previous Specific Plan Mitigation Measure TRAF-1: Prior to issuance of building permits, future Project applicant(s) shall participate in the City of Rialto Development Impact Fee (DIF) Program by paying applicable fees, supplemented by participation in additional fair share intersection improvement costs as

needed. Such fees shall be determined by additional and/or focused traffic impact studies, as determined necessary by the City of Rialto Traffic Engineering Division, prior to future development occurring within the Specific Plan Area. Payment of fees to these fee programs may be considered as mitigation for the Project's proportionate share of cumulative impacts. If the City finds that the payment of DIF fees alone does not adequately address the Project's proportionate share, a fair share contribution may be imposed in order to mitigate the Project's share of cumulative impacts. Improvements constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate (to be determined at the City's discretion). The improvements identified below shall be funded by the Project's proportionate payment of fees, as determined necessary by the City of Rialto Traffic Engineering Division. The City shall ensure that the improvements will be constructed pursuant to the fee program at the point in time necessary to avoid identified significant traffic impacts.

Riverside Avenue/Easton Street (Intersection #3):

- Participate in the signal modification to provide separate right turn overlap signal phasing for the existing westbound right turn lane.

Eucalyptus Avenue/Baseline Road (Intersection #8):

- Northbound Approach: Provides separate left turn lane, in addition to the existing through lane.
- Southbound Approach: Provide separate left turn lane, in addition to the existing through lane.

Pepper Avenue/Highland Avenue (Intersection #9):

- Northbound Approach: Restripe through lane to a shared through-right lane, in addition to the left turn lane and right turn lane.
- Eastbound Approach: Participate in the signal modification to provide separate right turn overlap signal phasing for the right turn lane.

Pepper Avenue/SR-210 Westbound Ramps (Intersection #10):

- Northbound Approach: Modify traffic signal to provide north/south split phase. restripe first through lane to provide a left-through lane, in addition to the left turn lane and second through lane.
- Westbound Approach: Provide additional (second) left turn lane.

Pepper Avenue/SR-210 Eastbound Ramps (Intersection #11):

- Northbound Approach: Provide separate right turn lane.
- Eastbound Approach: Provide additional (second) right turn lane.

Pepper Avenue/Winchester Drive (Intersection #12):

- Participate in construction of a traffic signal.
- Northbound Approach: Provide separate left turn lane and second through lane, eliminating defacto right turn lane.
- Southbound Approach: Provide separate left turn lane and second through lane, eliminating defacto right turn lane.

Note: The above improvements at Pepper Avenue/Winchester Drive have been constructed and are part of the existing condition evaluated in this study.

Pepper Avenue/Mariposa Drive (Intersection #13):

- Participate in construction of a traffic signal.

- Northbound Approach: Provide separate left turn lane and second through lane, eliminating defacto right turn lane.
- Southbound Approach: Provide separate left turn lane and second through lane, eliminating defacto right turn lane.

Pepper Avenue/Baseline Road (Intersection #14):

- SB Approach: Provide separate right turn lane.

The City has requested that the Projects within the Pepper Avenue Specific plan pay a fair share of this improvement to facilitate improvements to the roadway segment and intersection operations, consistent with the findings of the EIR for the Specific Plan. Therefore, this improvement is included in the Project mitigation and the Project's fair share is provided later in this study. The fair share is based on the traffic in the southbound right-turn lane only.

Pepper Avenue/Etiwanda Avenue (Intersection #15):

- Participate in construction of a traffic signal.

Pepper Avenue/Foothill Boulevard (Intersection #16):

- Participate in the signal modification to provide separate right-turn overlap signal phasing for the existing eastbound right-turn lane.
- Southbound Approach: Provide separate right-turn lane.
- Westbound Approach: Provide additional (third) through-lane.

The recommended improvement shown in Table 5.6 is consistent with the previously adopted mitigation measure at that intersection and would include changing the intersection phasing to split phase and changing the northbound lane geometry from one left-turn lane and two through lanes to one left-turn lane, one left-through lane, and one through lane. As shown in Table 5.6, this would improve operations at the intersection to an acceptable LOS D under the General Plan With Project condition.

The remaining improvements identified in Mitigation Measure TRAF-1 would be provided when required for future additional development. Table 6.1 shows the fair share by project area for each improvement in TRAF-1.

Table 6.1: Fair Share for Specific Plan Improvements

Intersection	Improvement	Improvement Cost[1]	Existing[2]	Project Trips	General Plan Buildout With Project[2]	Project Fair Share	Project Cost
Riverside Avenue/Easton Street	Participate in the signal modification to provide separate right turn overlap signal phasing for the existing westbound right turn lane.						
	AM Peak Hour	$ 75,000	3,377	8	4,663	0.61%	$ 456.65
	PM Peak Hour		3,645	7	5,334	0.43%	$ 319.72
Pepper Avenue/Highland Avenue	Northbound Approach: Restripe through lane to shared through-right lane, in addition to the left turn lane and right turn lane. Eastbound Approach: Participate in the signal modification to provide separate right turn overlap signal phasing for the right turn lane.						
	AM Peak Hour	$ 125,000	1,114	46	1,563	10.24%	$ 12,806.24
	PM Peak Hour		1,300	40	1,756	8.77%	$ 10,964.91
Pepper Avenue/SR-210 WB Ramps	Northbound Approach: Modify traffic signal to provide north/south split phase. restripe first through lane to provide a left-through lane, in addition to the left turn lane and second through lane. Westbound Approach: Provide additional (second) left turn lane.						
	AM Peak Hour	$ 575,000	1,779	122	2,611	14.66%	$ 84,314.90
	PM Peak Hour		1,566	112	2,356	14.17%	$ 81,467.43
Pepper Avenue/SR-210 EB Ramps	Northbound Approach: Provide separate right turn lane. Eastbound Approach: Provide additional (second) right turn lane.Add SB Right-Turn Lane						
	AM Peak Hour	$ 975,000	2,060	183	3,208	15.91%	$ 155,167.68
	PM Peak Hour		2,008	168	3,078	15.70%	$ 153,084.11
Pepper Avenue/Mariposa Drive	Participate in construction of a traffic signal. Northbound Approach: Provide separate left turn lane and second through lane, eliminating defacto right turn lane. Southbound Approach: Provide separate left turn lane and second through lane, eliminating defacto right turn lane.						
	AM Peak Hour	$ 190,000	404	78	1,951	5.06%	$ 9,616.68
	PM Peak Hour		161	72	2,220	3.50%	$ 6,644.00
Pepper Avenue/Baseline Road	SB Approach: Provide separate right turn lane.						
	AM Peak Hour	$ 25,000	2,957	69	3,731	8.91%	$ 2,228.68
	PM Peak Hour		2,722	60	3,488	7.83%	$ 1,956.95
Pepper Avenue/Etiwanda Avenue	Participate in construction of a traffic signal.						
	AM Peak Hour	$ 90,000	1,237	16	2,240	1.56%	$ 1,405.18
	PM Peak Hour		877	14	2,375	0.96%	$ 865.15
Pepper Avenue/Foothill Boulevard	Participate in the signal modification to provide separate right turn overlap signal phasing for the existing eastbound right turn lane. Southbound Approach: Provide separate right turn lane. Westbound Approach: Provide additional (third) through lane.						
	AM Peak Hour	$ 102,500	1,237	10	2,240	1.04%	$ 1,066.90
	PM Peak Hour		877	10	2,375	0.64%	$ 656.88
Total Project Fair Share							$ 266,791.18
Total Project Fair Share at Caltrans Ramps							$ 239,482.59

[1] Cost estimate from *Pepper Avenue Specific Plan Fee Program* , KTGY Architecture + Planning, January 2018.

[2] Traffic volumes for intersections outside of the project study area are taken from *Pepper Avenue Specific Plan Traffic Impact Analysis,* Urban Crossroads, January 13, 2016.

[3] Project trips were taken from Project Trip Assignment. Project trips for remaining PAs and at intersections outside of the study area were calculated by multiplying the trip generation by the project distribution in the Pepper Avenue Specific Plan Traffic Impact Analysis, Urban Crossroads, January 13, 2016.

7 QUEUEING ANALYSIS

The queue length for left turn movements at study intersections was analyzed to determine whether the available queue length of left and right-turn pockets would be adequate for the forecast traffic volumes. The queuing evaluation was prepared for the worst-case scenario (General Plan with Project with Mitigation). As noted in Table 7.1, the queue length would exceed the available storage at the following intersections:

1. Pepper Avenue/Highland Avenue
2. Pepper Avenue/SR-210 WB Ramps (the improvements recommended for intersection delay would also resolve the queuing at this location).
6. Pepper Avenue/Baseline Road

Recommended improvements at these intersections are discussed in Section 8 of this report.

Table 7.1: Queueing Analysis

Intersection	Turning Movement	Available Queue Length (Ft)	General Plan Plus Project Plus Mitigation	
			AM Peak Hour	PM Peak Hour
			Required Queueing (Ft)	Required Queueing (Ft)
1. Pepper Avenue/Highland Avenue	WBL	330	418	322
	EBL	330	0	0
	NBL	200	226	212
2. Pepper Avenue/SR-210 WB Ramps	NBL	310	752	579
	WBL	750	1115	412
3. Pepper Avenue/SR-210 EB Ramps	SBL	310	257	110
	EBL	750	102	214
5. Pepper Avenue/Winchester Drive - Terrace Road	NBL	100	100	17
	SBL	100	5	8
6. Pepper Avenue/Baseline Road	NBL	80	733	200
	SBL	100	737	194
	EBL	130	272	207
	WBL	100	65	66

Indicates queueing required greater than storage available

8 SUMMARY OF PROJECT IMPROVEMENTS

Utilizing the methodology discussed in Section 2.3, *Methodology*, and Section 2.4, *Significance Criteria*, one intersection (Pepper Avenue/SR-210 Westbound Ramps) was found to have a significant LOS impact and a queueing impact in the General Plan Plus Project scenario during the AM peak hour only. The impact of the intersection is a cumulative impact, therefore AM & PM peak hour fair share was calculated for this intersection, and the higher peak hour fair share was used. Additionally, two other intersections were also found to have a queueing impact in the General Plan Plus Project scenario. Table 8.1 outlines the improvement recommended for the following intersections:

1. Pepper Avenue/Highland Avenue
2. Pepper Avenue/SR-210 WB Ramps (the improvements recommended for intersection delay would also resolve the queuing at this location).
6. Pepper Avenue/Baseline Road

With implementation of the proposed improvements, the Project's impact at the intersections would be reduced to less than significant.

The project's fair share at Pepper Avenue/Highland Avenue would be 10.24% for the mitigation of the queueing impact.

The project's fair share at Pepper Avenue/I-210 Westbound Ramps would be 14.66% for both the LOS impact improvement and the queueing impact improvement.

In addition to the improvements at the Pepper Avenue/I-210 Westbound Ramps, the City has requested that the Project pay a fair-share of the implementation of a southbound right-turn lane at the intersection of Pepper Avenue/Baseline Road to facilitate improvements to the roadway segment and intersection operations, consistent with the findings of the EIR for the Specific Plan. The fair-share calculation is based on the traffic in the southbound right-turn lane only. The Project's fair-share would be 23.66%. Finally, the left-turn lanes at Pepper Avenue/Baseline Road should be restriped to provide the required storage length. The Project's fair-share of the restriping would be 8.91%.

Table 8.1: Project Mitigation and Fair Share

Intersection	Improvement	Existing	Project	General Plan Buildout With Project	Project % of Future Traffic
1. Pepper Avenue/Highland Avenue (AM Peak Hour)	Extend Westbound Left-Turn lanes to 230 ft to provide required queue storage, provide additional (second) NB Left-Turn Lane	1,114	46	1,563	10.24%
1. Pepper Avenue/Highland Avenue (PM Peak Hour)	Extend Westbound Left-Turn lanes to 230 ft to provide required queue storage, provide additional (second) NB Left-Turn Lane	1,300	40	1,756	8.77%
2. Pepper Avenue/SR-210 Westbound Ramps (AM Peak Hour)	Change the north-south phasing to split phase. Modify NB lane geometry to provide one left-turn lane, one shared left-through lane, and one through lane. Improvements would address both LOS and queuing deficiencies.	1,779	122	2,611	14.66%
2. Pepper Avenue/SR-210 Westbound Ramps (PM Peak Hour)	Change the north-south phasing to split phase. Modify NB lane geometry to provide one left-turn lane, one shared left-through lane, and one through lane. Improvements would address queuing deficiency.	1,566	112	2,356	14.17%
6. Pepper Avenue/Baseline Road (AM Peak Hour)	Add SB Right-Turn Lane	111	11	157	23.66%
6. Pepper Avenue/Baseline Road (PM Peak Hour)	Add SB Right-Turn Lane	120	10	171	19.42%
6. Pepper Avenue/Baseline Road (AM Peak Hour)	Extend Left-Turn lanes to provide the following queue storage: NBL: 740 ft. SBL: 740 ft. EBL: 280 ft.	2,957	69	3,731	8.91%
6. Pepper Avenue/Baseline Road (PM Peak Hour)	Extend Left-Turn lanes to provide the following queue storage: NBL: 740 ft. SBL: 740 ft. EBL: 280 ft.	2,722	60	3,488	7.83%

APPENDIX A – SCOPE OF WORK

Exhibit B

SCOPING AGREEMENT FOR TRAFFIC IMPACT ANALYSIS

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

City of Rialto

Traffic Impact Analysis

Scoping Agreement

Case No. MC 2022-0022

Related Cases -

SP No. _____

EIR No. _____

GPA No. _____

ZC No. _____

Project Name: Newcastle Pepper Avenue Industrial Project

Project Address: E side of Pepper Ave south of I-210. APNs 0264-191-02, and -04

Project Description: 226,731 SF speculative warehouse building and 9,105 SF retail (fast food restaurant with drive through and coffee shop with drive through.

	Consultant	Developer
Name:	EPD Solutions, Inc.	Newcastle Partners
Address:	2 Park Plaza, Suite 1120, Irvine, CA 92614	4740 Green River Road, Suite 110, Corona, CA 92878
Telephone:	949-794-1186	951-582-9800
Fax:		

1. Trip Generation Source: ITE 11th Edition:
Land Use Code 150 - Warehouse, Vehicle Mix and PCE taken from City's TIA Guidelines.
Land Use Code 934 - Fast-Food Restaurant with Drive-Through Window.
Land Use Code 937 - Coffee/Donut Shop with Drive-Through Window.

Existing GP Land Use Pepper Ave SP Proposed Land Use Pepper Ave SP

Current Zoning: Pepper Ave SP Proposed Zoning: Pepper Ave SP

Total Daily Project Trips: 3,951 PCE

	Current Trip Generation			Proposed Trip Generation (PCE)		
	In	Out	Total	In	Out	Total
AM Trips				240	197	437
PM Trips				140	165	305

Internal Trip Allowance No (% Trip Discount)

Pass-By Trip Allowance Yes (25% % 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.

Please see attached Trip Distribution Figures.

2. Trip Geographic Distribution: N % S % E % W %

(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

Other area projects to be considered: Will be requested from Planning Department.

(Contact Planning for Lists. Correlate projects to exhibit map and also indicate which projects have been included in study area forecasts for existing + background growth + project + cumulative)

Model/Forecast methodology: Manual build-up method (i.e. growth plus traffic from Cumulative Projects) for Opening Year, SBTAM for General Plan.

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

1. Pepper Ave/Highland Ave
2. Pepper Ave/I-210 WB Ramps
3. Pepper Ave/I-210 EB Ramps
4. Pepper Ave/Project Driveway
5. Pepper Ave/Winchester Dr - Terrace Rd
6. Pepper Ave/Base Line Rd
7. Project Driveway/Retail Driveway
8.
9.
10.

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

1. Pepper Ave: Baseline to Winchester-Terrace
2. Pepper Ave: Winchester-Terrace to I-210 EB Ramp
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____

6. Other Jurisdictional Impacts

Is this project within any other Agency's Sphere of Influence or within one-mile of another jurisdictional boundary? XX YES _____ NO

If so, name of Jurisdiction: City of San Bernardino

7. Site Plan (please attach 11" x 17" legible copy)

8. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline) (to be filled out by the City of Rialto Public Works Department) (NOTE: If the traffic study states that "a traffic signal is warranted" (or "a traffic signal appears to be warranted," or similar statement) at an existing un-signalized intersection under existing conditions, 8-hour approach traffic volume information must be submitted in addition to the peak hourly turning movement counts for that intersection.)

Please see list of Specific Issues attached to this Scoping Agreement.

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: 2023

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 July 20, 2023

EPD Solutions, Inc., Meghan Macias, TE — July 20, 2023
Applicant/Engineer — Date

Land Use Concurrence:

Development Services Department — Date

Approved by:

8/14/23
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.

Specific Issues to be Addressed in the Study:

- All study area intersections will be evaluated to ensure adequate queuing space is provided for turning vehicles.
- Project ingress/egress intersections will be evaluated to determine the need for a traffic signal.
- A sight distance exhibit will be included for the two project driveways.
- The TIA will include a section discussing parking and on-site circulation. The section will include calculation of required on-site parking. In addition, a site plan showing onsite striping, access controls, turnaround areas, pedestrian paths of travel, and truck turning paths to and from the public street.
- Roadway segment analysis will evaluate a discussion of the adequacy of all roadway facilities with respect to the applicable General and Specific Plans as well as volumes and capacity of roadways.
- A discussion of pedestrian and bicycle facilities will be included.
- Traffic signal warrants will be prepared for all failing unsignalized intersections.
- Pedestrian access, bicycle access, transit accessibility and parking restrictions in the study area will be discussed in the study.
- A discussion of conformance with Caltrans standards within their jurisdiction.
- A discussion of conformance with Pepper Avenue Specific Plan.
- A discussion of any differences and/or proposed changes to the MMRP for the Pepper Avenue Specific Plan.

Scenarios to be Evaluated in the Study:

- Existing Conditions
- Project Opening Day (Existing + Ambient Growth)
- Project Opening Day with Project
- Future Conditions (Opening Day with Project plus Cumulative Projects)
- General Plan
- General Plan with Project

VICINITY MAP

APPLICANT

NEWCASTLE PARTNERS, INC.
4740 GREEN RIVER, SUITE 118
CORONA, CA 592880
PHONE: 951-582-9800
CONTACT: JACKSON SMITH

PLAN PREPARER

RGA, OFFICE OF ARCHITECTURAL DESIGN, INC.
15231 ALTON PARKWAY, SUITE 100
IRVINE, CA 92618
CONTACT: MIKE GILL

BUILDING USE

OCCUPANCY:	B - OFFICE S-1 WAREHOUSE
CONSTRUCTION TYPE:	III - B

UTILITIES & SERVICES

SEE CIVIL DRAWINGS

ASSESSOR'S PARCEL NUMBER

0264-191-04-0-000, 0264-191-02-0-000

LEGAL DESCRIPTION

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

PARCEL 1:
THAT PORTION OF THE NORTHEAST 1/4 OF SECTION 36, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO UNITED STATES GOVERNMENT TOWNSHIP PLAT THEREOF.

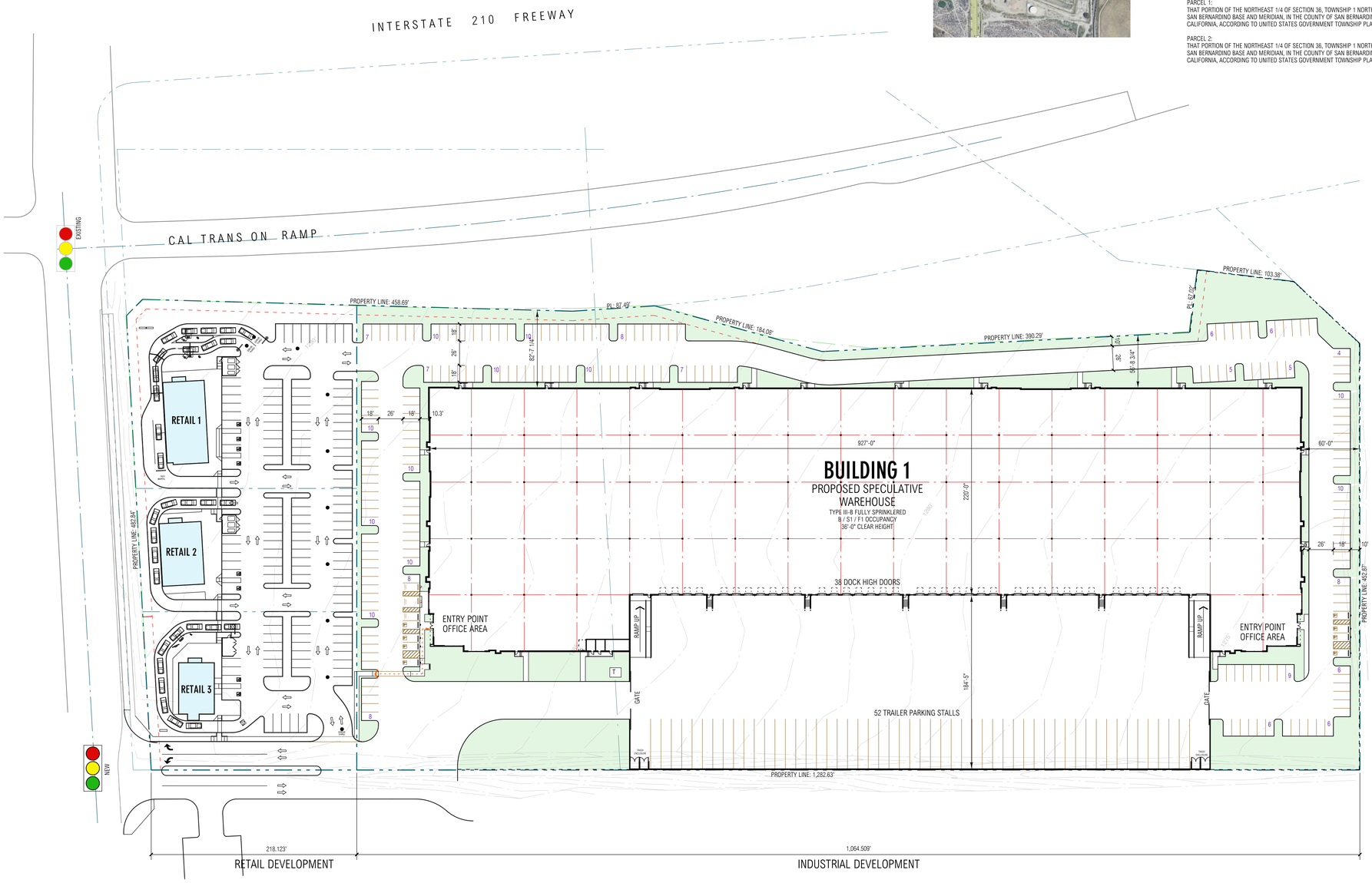
PARCEL 2:
THAT PORTION OF THE NORTHEAST 1/4 OF SECTION 36, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO UNITED STATES GOVERNMENT TOWNSHIP PLAT THEREOF.

PROJECT DATA - LAND AREA

GROSS OVERALL SITE AREA:	00 SF / 00 AC
RETAIL SITE AREA:	114,944 SF / 2.63 AC
NET INDUSTRIAL SITE AREA:	507,187 SF / 11.64 AC

PROJECT DATA

GROSS SITE AREA:	00 SF / 00 AC
NET SITE AREA:	507,187 SF / 11.64 AC
BUILDING AREA:	
GROUND FLOOR	221,731 SF
MEZZANINE	5,000 SF
FIRE PUMP	00 SF
TOTAL	226,731 SF
LOT COVERAGE:	43.88 %
FAR:	44.87 %
AUTO PARKING REQUIRED:	
10,000 SF OFFICE (1/250 SF)	40 STALLS
10,000 SF WAREHOUSE (1/1000 SF)	10 STALLS
207,600 SF WAREHOUSE (1/2000 SF)	104 STALLS
TOTAL REQUIRED	154 STALLS
AUTO PARKING PROVIDED:	
PROVIDED STALLS	181 STALLS
ACCESSIBLE AUTO STALLS	6 STALLS
TOTAL PROVIDED	187 STALLS
ALTERNATE FUEL/CARPOOL PARKING:	
FUTURE ELECTRIC VEHICLE CHARGING STATIONS	26 STALLS
CARPOOL/VANPOOL PARKING	9 STALLS
TOTAL ALTERNATE FUEL/CARPOOL PKG	35 STALLS
LOADING REQUIRED	
0 - 400,000 SF + 1 PER 100K	3 DOCKS
LOADING PROVIDED	38 DOCKS
LANDSCAPE AREA REQUIRED:	50,718 SF / 10.00 %
LANDSCAPE AREA PROVIDED:	64,534 SF / 12.72 %



MASTER SITE PLAN

SCALE: 1" = 50'-0"

0' 10' 20' 50' 100'

RGA
Office of Architectural Design
15231 Alton Parkway, Suite 100
Irvine, CA 92618
T 949-341-0920
FX 949-341-0922

CONSULTANT

PROFESSIONAL SEALS

PEPPER AVENUE DEVELOPMENT

0000 PEPPER AVENUE
RIALTO, CA

Newcastle | PARTNERS
4740 GREEN RIVER, SUITE 110
CORONA, CA 92880
951-582-9800

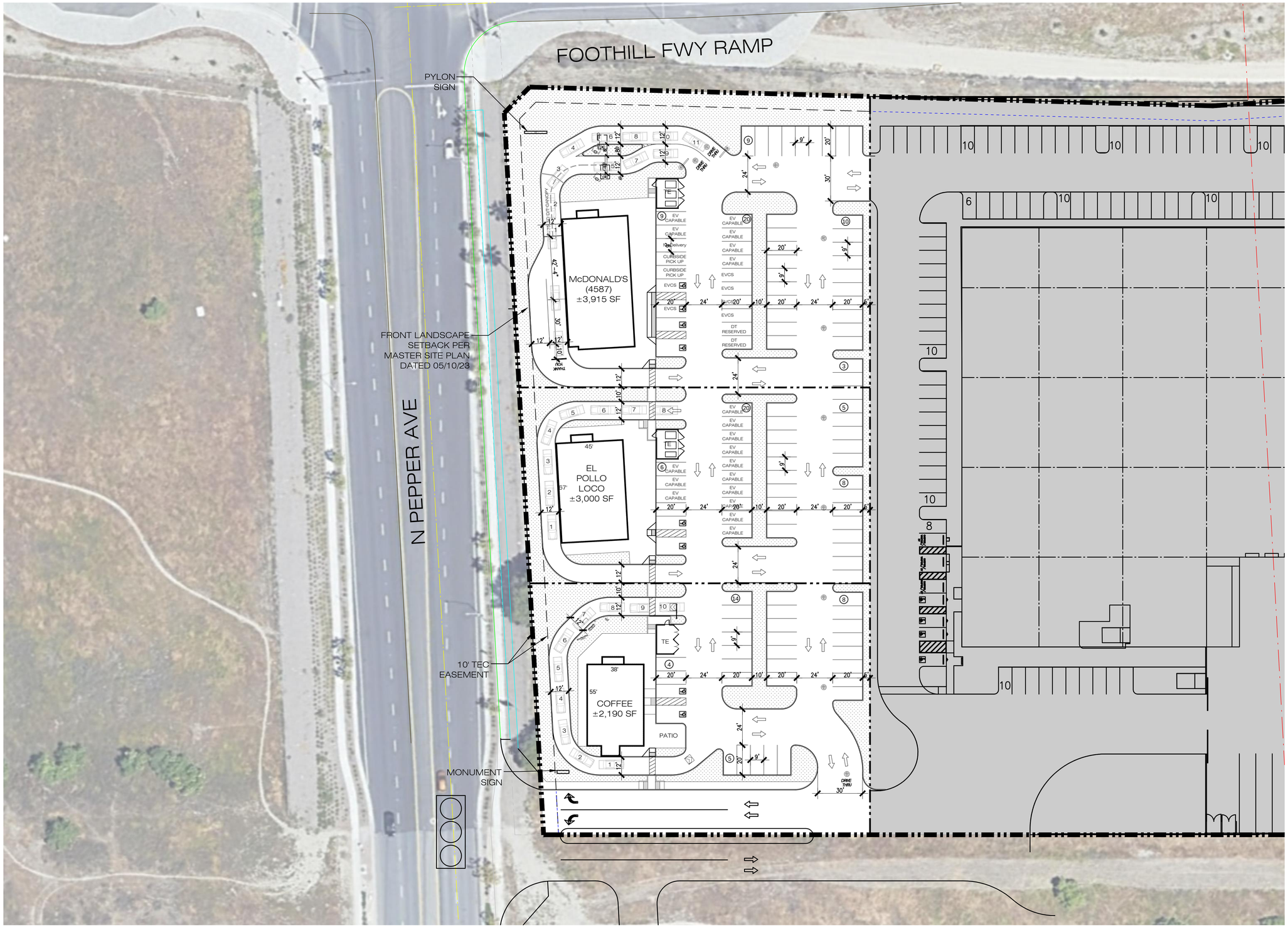
MARK	DATE	DESCRIPTION
SD	7/12/23	SCHEMATIC DESIGN
DD		
PC		
BID		
CD		

RGA PROJECT NO:	21126.00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	21126-00-A1-1P-option 2
DRAWN BY:	MG
CHK'D BY:	CS

COPYRIGHT
RGA, OFFICE OF ARCHITECTURAL DESIGN

SHEET TITLE
SITE PLAN

SHEET: A1-1P



SITE INFORMATION

TOTAL BUILDING AREA: ±9,105 SF

(NOT INCLUDING UTILITY AREAS)

PARKING INFORMATION

PARKING REQUIREMENT: 1/75 SF &
3 STALLS CREDIT FOR EACH D/T LANE

STALLS REQUIRED: 113 STALLS

STALLS PROVIDED: 121 STALLS

BICKEL GROUP ARCHITECTURE
BICKEL GROUP INCORPORATED
3600 BIRCH STREET, SUITE 120
NEWPORT BEACH, CA 92660
P: 949.757.0411 F: 949.757.0511
w w w . b i c k e l g r p . c o m

MULTI-TENANT

SEC N PEPPER AVE & FOOTHILL FWY
RIALTO, CA

NORTH
TRUE NORTH

SITE PLAN

Scale: 1" = 30'

June 15, 2023

P:\23\23460 - Rialto, SEC 210 & Pepper Ave\Design\Site\x23460 - Site Plan.dwg

The plans, ideas, arrangements and designs indicated or represented by this drawing are owned by, and are the property of BICKEL GROUP, and were created and developed solely for use on, and in connection with this specific project, and shall not be used, in whole or in part, for any purpose for which they were not originally intended without written permission from BICKEL GROUP © 2017.

Project Trip Generation

Land Use		Units	Daily	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Trip Rates									
Warehousing[1]		TSF	1.71	0.13	0.04	0.17	0.05	0.13	0.18
Fast Food Restaurant with Drive-Through Window		TSF	467.48	22.75	21.86	44.61	17.18	15.85	33.03
Coffee/Donut Shop with Drive-Through Window		TSF	533.57	43.80	42.08	85.88	19.50	19.50	38.99
Warehouse	226.731	TSF	388	30	9	39	11	30	41
Vehicle Mix (Foothill Freeway Commerce Center Warehouse)[4]		***Percent***							
Passenger Vehicles		60.00%	233	18	5	23	7	18	25
2-Axle Trucks		0.80%	3	0	0	0	0	0	0
3-Axle Trucks		11.20%	43	3	1	4	1	3	5
4+-Axle Trucks		28.00%	109	8	2	11	3	8	12
		100%	388	30	9	39	11	30	41
PCE Trip Generation (Foothill Fwy Commerce Center Warehouse)[5]		***PCE Factor***							
Passenger Vehicles		1.0	233	18	5	23	7	18	25
2-Axle Trucks		1.5	5	0	0	0	0	0	0
3-Axle Trucks		2.0	87	7	2	9	3	7	9
4+-Axle Trucks		3.0	326	25	7	32	10	25	35
Total Warehouse PCE Trip Generation			650	50	15	65	19	50	69
McDonald's Fast Food Restaurant with Drive-Through Window	3.915	TSF	1,830	89	86	175	67	62	129
Pass-By Trips (25%)			-458	-22	-21	-43	-17	-16	-33
El Pollo Loco Fast Food Restaurant with Drive-Through Window	3.000	TSF	1,402	68	66	134	52	48	100
Pass-By Trips (25%)			-351	-17	-16	-33	-13	-12	-25
Coffee/Donut Shop with Drive-Through Window	2.190	TSF	1,169	96	92	188	43	43	86
Pass-By Trips (25%)			-292	-24	-23	-47	-11	-11	-22
Total Project Trip Generation			3,688	219	191	410	132	144	276
Total Project PCE Trip Generation			3,951	240	197	437	140	165	305

TSF = Thousand Square Feet

PCE = Passenger Car Equivalent

[1] Trip rates from the Institute of Transportation Engineers, *Trip Generation,11th Edition, 2021* . Land Use Code 150- Warehousing.

[2] Trip rates from the Institute of Transportation Engineers, *Trip Generation,11th Edition, 2021* . Land Use Code 934 - Fast-Food Restaurant with Drive-Through Window.

[3] Trip rates from the Institute of Transportation Engineers, *Trip Generation,11th Edition, 2021* . Land Use Code 937 - Coffee/Donut Shop with Drive-Through Window.

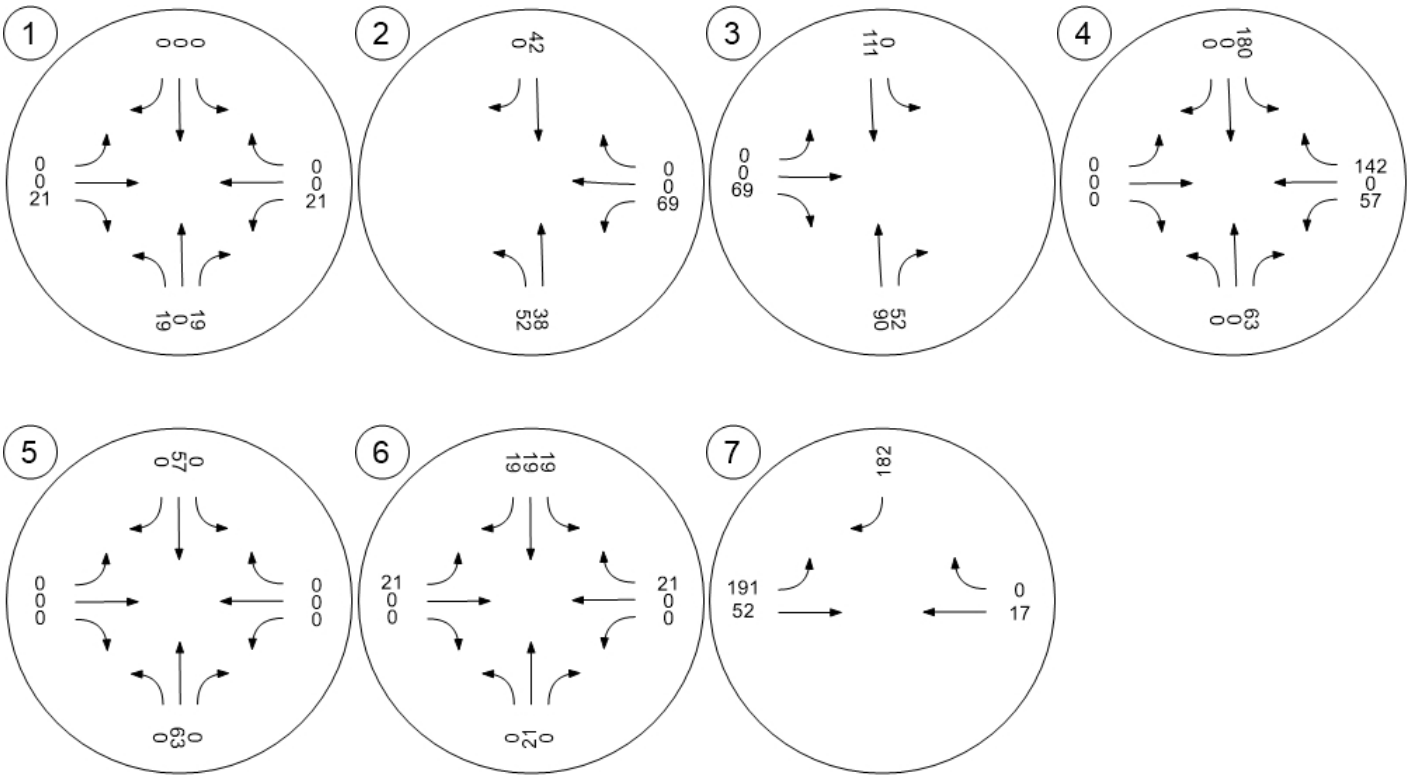
[4] Vehicle Mix from the Rialto Traffic Impact Analysis Report Guidelines, December 2013.

[5] Passenger Car Equivalent (PCE) factors from San Bernardino County CMP, Appendix B - Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, 2016

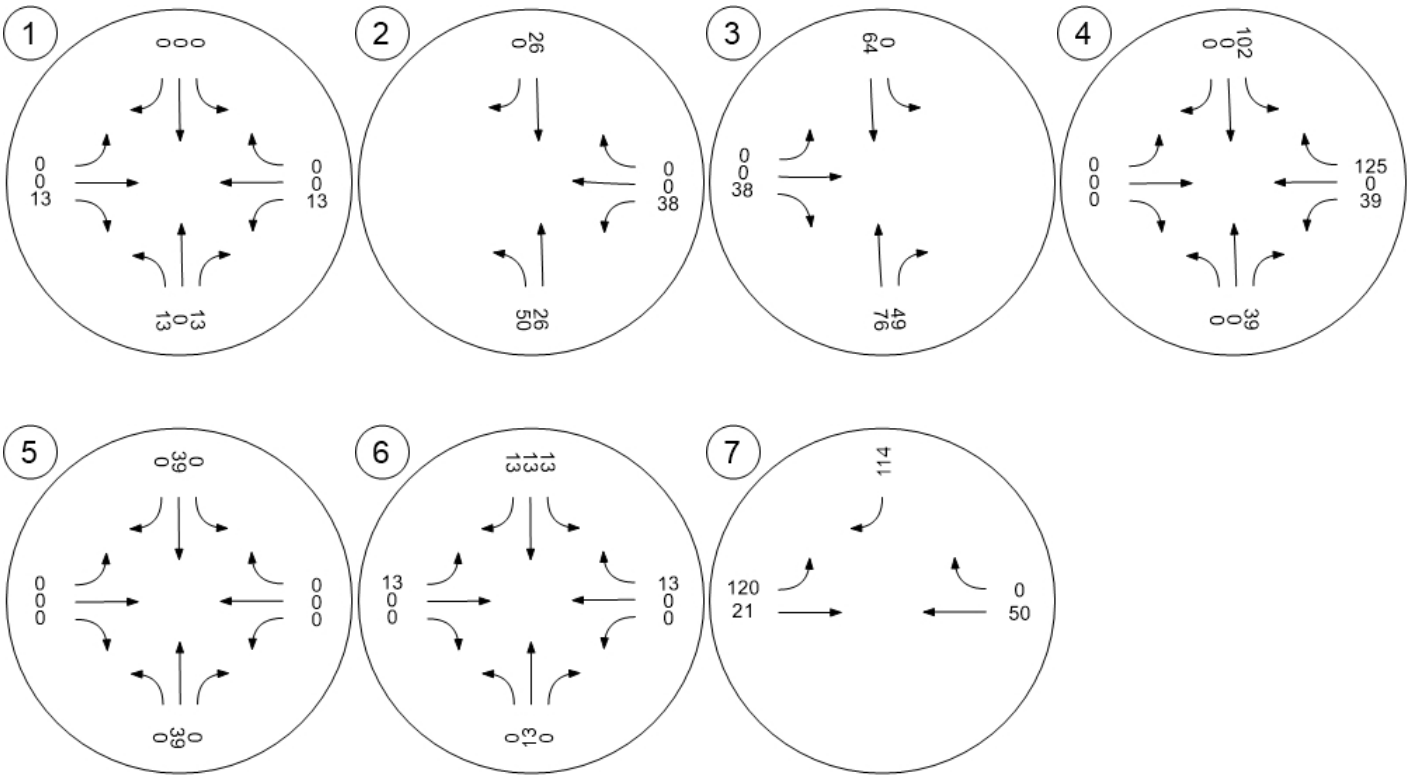
Automobile Trip Distribution

Truck Trip Distribution

Traffic Volume - Net New Site Trips



Traffic Volume - Net New Site Trips



APPENDIX B – COUNT SHEETS

A16123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, August 22, 2023 **CITY:** Rialto

JOB #: SC4165 **LOCATION:** DWY1 Western dwy south of Bear Valley Rd (west of Mall Blvd)

AM TIME	NB 1	2	3	4	5	6	TOTAL	PM Time	NB 1	2	3	4	5	6	TOTAL
0:00	21	0	0	0	0	0	21	12:00	91	5	1	0	0	0	97
0:15	20	1	1	0	0	0	22	12:15	97	4	1	1	0	0	103
0:30	14	0	0	0	0	0	14	12:30	134	10	1	4	0	0	149
0:45	12	0	0	1	0	0	13	12:45	130	3	4	1	0	0	138
1:00	17	0	0	0	0	0	17	13:00	99	4	3	1	0	0	107
1:15	14	0	0	0	0	0	14	13:15	112	3	0	0	0	0	115
1:30	19	0	0	0	0	0	19	13:30	116	4	0	1	0	2	123
1:45	14	0	0	0	0	0	14	13:45	120	4	2	1	0	2	129
2:00	12	0	0	0	0	0	12	14:00	147	4	0	1	0	1	153
2:15	14	0	0	0	0	0	14	14:15	186	4	0	2	0	1	193
2:30	18	0	1	1	0	0	20	14:30	194	7	1	1	0	2	205
2:45	15	0	0	1	0	0	16	14:45	182	10	1	0	0	0	193
3:00	19	0	0	0	0	0	19	15:00	180	8	2	2	0	0	192
3:15	27	0	0	0	0	0	27	15:15	189	10	1	2	0	2	204
3:30	43	1	0	0	0	0	44	15:30	196	7	1	2	0	0	206
3:45	37	0	0	1	0	0	38	15:45	235	6	2	1	0	0	244
4:00	49	0	0	1	0	0	50	16:00	215	11	2	4	0	0	232
4:15	57	3	0	1	0	0	61	16:15	175	4	1	1	0	0	181
4:30	97	3	0	0	0	0	100	16:30	198	8	2	0	0	0	208
4:45	84	2	0	1	0	0	87	16:45	188	7	1	1	0	0	197
5:00	80	4	0	1	0	0	85	17:00	184	4	1	1	0	0	190
5:15	107	6	1	1	0	0	115	17:15	198	5	0	2	0	0	205
5:30	128	4	0	4	0	0	136	17:30	183	11	1	0	0	0	195
5:45	112	2	1	1	0	0	116	17:45	157	4	1	1	0	0	163
6:00	102	7	0	3	0	0	112	18:00	172	5	0	0	0	0	177
6:15	113	6	0	0	0	0	119	18:15	150	2	2	1	0	0	155
6:30	113	5	2	0	0	0	120	18:30	134	2	0	1	0	0	137
6:45	151	7	0	1	0	0	159	18:45	132	5	0	2	0	0	139
7:00	144	5	2	0	0	0	151	19:00	140	2	0	0	0	0	142
7:15	184	6	1	2	0	0	193	19:15	103	1	0	0	0	0	104
7:30	220	6	2	2	0	1	231	19:30	106	1	1	1	0	0	109
7:45	229	12	0	3	0	1	245	19:45	110	3	1	0	0	0	114
8:00	206	9	0	4	0	0	219	20:00	121	2	0	2	0	0	125
8:15	164	5	2	1	0	0	172	20:15	118	2	0	0	0	0	120
8:30	130	7	2	2	0	1	142	20:30	92	2	0	0	0	0	94
8:45	117	5	0	5	0	1	128	20:45	82	2	0	1	0	0	85
9:00	101	5	0	1	0	0	107	21:00	78	1	0	0	0	0	79
9:15	97	2	1	2	0	0	102	21:15	80	1	0	1	0	0	82
9:30	121	3	1	1	0	0	126	21:30	73	0	1	0	0	0	74
9:45	111	3	2	1	0	0	117	21:45	54	0	0	0	0	0	54
10:00	102	5	2	0	0	0	109	22:00	44	1	0	1	0	0	46
10:15	110	5	0	0	0	0	115	22:15	51	2	0	0	0	0	53
10:30	87	4	0	1	0	0	92	22:30	45	0	0	0	0	0	45
10:45	118	7	1	0	0	1	127	22:45	51	0	0	1	0	0	52
11:00	107	5	1	2	0	0	115	23:00	33	1	0	1	0	0	35
11:15	92	7	2	2	0	0	103	23:15	31	0	0	0	0	0	31
11:30	105	6	0	2	0	0	113	23:30	25	2	0	1	0	0	28
11:45	111	4	1	5	0	0	121	23:45	25	3	0	0	0	0	28
TOTAL	4,165	162	26	54	0	5	4,412	TOTAL	5,956	187	34	43	0	10	6,230
				AM PEAK HOUR			7:15 AM						AM PEAK HOUR		3:15 PM
				AM PEAK VOLUME			888						AM PEAK VOLUME		886

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	10,121	349	60	97	0	15	10,642
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	95.1%	3.3%	0.6%	0.9%	0.0%	0.1%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	20,389	711	104	180	0	30	21,414
CLASS 6	Buses	% OF TOTAL	95.2%	3.3%	0.5%	0.8%	0.0%	0.1%	100.0%

A16123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, August 22, 2023
JOB #: SC4165
CITY: Rialto
LOCATION: DWY1 Western dwy south of Bear Valley Rd (west of Mall Blvd)

AM TIME	SB 1	2	3	4	5	6	TOTAL	PM Time	SB 1	2	3	4	5	6	TOTAL
0:00	33	0	0	0	0	0	33	12:00	100	6	0	2	0	0	108
0:15	32	1	0	0	0	0	33	12:15	104	5	0	2	0	0	111
0:30	28	0	0	1	0	0	29	12:30	139	4	1	2	0	0	146
0:45	25	0	0	0	0	0	25	12:45	113	4	0	1	0	0	118
1:00	20	0	1	1	0	0	22	13:00	116	5	0	1	0	1	123
1:15	21	0	0	0	0	0	21	13:15	121	2	1	1	0	0	125
1:30	11	0	0	0	0	0	11	13:30	144	7	0	3	0	1	155
1:45	17	0	0	0	0	0	17	13:45	156	8	1	0	0	0	165
2:00	6	0	0	0	0	0	6	14:00	141	11	1	1	0	0	154
2:15	21	1	0	0	0	0	22	14:15	155	7	0	2	0	0	164
2:30	27	2	0	0	0	0	29	14:30	149	2	0	1	0	2	154
2:45	17	1	0	0	0	0	18	14:45	241	5	0	2	0	0	248
3:00	16	0	0	0	0	0	16	15:00	190	10	0	1	0	1	202
3:15	12	0	0	0	0	0	12	15:15	182	9	0	0	0	0	191
3:30	20	0	0	0	0	0	20	15:30	194	10	0	1	0	1	206
3:45	17	2	3	0	0	0	22	15:45	223	9	2	1	0	1	236
4:00	23	1	0	0	0	0	24	16:00	197	8	0	0	0	0	205
4:15	24	0	1	0	0	0	25	16:15	190	7	2	0	0	0	199
4:30	41	2	0	0	0	0	43	16:30	194	7	1	3	0	1	206
4:45	43	1	1	0	0	0	45	16:45	192	7	3	1	0	0	203
5:00	36	2	0	1	0	0	39	17:00	174	10	0	1	0	0	185
5:15	42	3	0	0	0	0	45	17:15	194	3	0	1	0	0	198
5:30	56	2	0	0	0	0	58	17:30	172	2	0	0	0	0	174
5:45	62	0	0	1	0	0	63	17:45	181	7	0	0	0	0	188
6:00	42	2	0	2	0	0	46	18:00	190	10	0	0	0	0	200
6:15	80	2	3	1	0	0	86	18:15	167	6	0	0	0	0	173
6:30	110	1	0	2	0	0	113	18:30	171	9	0	1	0	0	181
6:45	110	1	0	1	0	0	112	18:45	134	7	0	2	0	0	143
7:00	140	4	1	1	0	0	146	19:00	176	1	1	0	0	0	178
7:15	216	8	1	3	0	2	230	19:15	123	2	0	0	0	0	125
7:30	267	6	2	1	0	0	276	19:30	135	2	1	1	0	0	139
7:45	251	6	1	1	0	2	261	19:45	131	1	0	0	0	0	132
8:00	200	5	3	1	0	0	209	20:00	112	2	0	2	0	0	116
8:15	189	5	1	2	0	0	197	20:15	121	5	0	2	0	0	128
8:30	150	4	1	1	0	0	156	20:30	124	4	0	2	0	0	130
8:45	133	9	1	2	0	0	145	20:45	140	3	0	0	0	0	143
9:00	99	6	0	5	0	0	110	21:00	96	2	0	0	0	0	98
9:15	78	9	1	2	0	2	92	21:15	116	5	0	0	0	0	121
9:30	109	5	1	1	0	0	116	21:30	85	2	0	0	0	0	87
9:45	111	7	0	0	0	0	118	21:45	94	3	1	0	0	0	98
10:00	93	5	1	3	0	0	102	22:00	67	1	0	0	0	0	68
10:15	90	4	0	2	0	0	96	22:15	73	1	1	0	0	0	75
10:30	120	4	0	1	0	0	125	22:30	66	0	0	0	0	0	66
10:45	100	3	0	1	0	0	104	22:45	65	1	0	0	0	0	66
11:00	91	7	1	4	0	0	103	23:00	60	1	0	1	0	0	62
11:15	93	6	1	2	0	0	102	23:15	44	1	0	0	0	0	45
11:30	97	4	1	2	0	0	104	23:30	45	1	0	0	0	0	46
11:45	105	6	2	0	0	1	114	23:45	47	0	0	0	0	0	47
TOTAL	3,724	137	28	45	0	7	3,941	TOTAL	6,544	225	16	38	0	8	6,831

AM PEAK HOUR	7:15 AM
AM PEAK VOLUME	976

AM PEAK HOUR	2:45 PM
AM PEAK VOLUME	847

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	BUS

TOTAL: AM+PM	10,268	362	44	83	0	15	10,772
% OF TOTAL	95.3%	3.4%	0.4%	0.8%	0.0%	0.1%	100.0%

A16123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, August 22, 2023 **CITY:** Rialto

JOB #: SC4165 **LOCATION:** DWY1 Western dwy south of Bear Valley Rd (west of Mall Blvd)

AM TIME	COMBINED 1	2	3	4	5	6	TOTAL	PM Time	COMBINED 1	2	3	4	5	6	TOTAL
0:00	54	0	0	0	0	0	54	12:00	191	11	1	2	0	0	205
0:15	52	2	1	0	0	0	55	12:15	201	9	1	3	0	0	214
0:30	42	0	0	1	0	0	43	12:30	273	14	2	6	0	0	295
0:45	37	0	0	1	0	0	38	12:45	243	7	4	2	0	0	256
1:00	37	0	1	1	0	0	39	13:00	215	9	3	2	0	1	230
1:15	35	0	0	0	0	0	35	13:15	233	5	1	1	0	0	240
1:30	30	0	0	0	0	0	30	13:30	260	11	0	4	0	3	278
1:45	31	0	0	0	0	0	31	13:45	276	12	3	1	0	2	294
2:00	18	0	0	0	0	0	18	14:00	288	15	1	2	0	1	307
2:15	35	1	0	0	0	0	36	14:15	341	11	0	4	0	1	357
2:30	45	2	1	1	0	0	49	14:30	343	9	1	2	0	4	359
2:45	32	1	0	1	0	0	34	14:45	423	15	1	2	0	0	441
3:00	35	0	0	0	0	0	35	15:00	370	18	2	3	0	1	394
3:15	39	0	0	0	0	0	39	15:15	371	19	1	2	0	2	395
3:30	63	1	0	0	0	0	64	15:30	390	17	1	3	0	1	412
3:45	54	2	3	1	0	0	60	15:45	458	15	4	2	0	1	480
4:00	72	1	0	1	0	0	74	16:00	412	19	2	4	0	0	437
4:15	81	3	1	1	0	0	86	16:15	365	11	3	1	0	0	380
4:30	138	5	0	0	0	0	143	16:30	392	15	3	3	0	1	414
4:45	127	3	1	1	0	0	132	16:45	380	14	4	2	0	0	400
5:00	116	6	0	2	0	0	124	17:00	358	14	1	2	0	0	375
5:15	149	9	1	1	0	0	160	17:15	392	8	0	3	0	0	403
5:30	184	6	0	4	0	0	194	17:30	355	13	1	0	0	0	369
5:45	174	2	1	2	0	0	179	17:45	338	11	1	1	0	0	351
6:00	144	9	0	5	0	0	158	18:00	362	15	0	0	0	0	377
6:15	193	8	3	1	0	0	205	18:15	317	8	2	1	0	0	328
6:30	223	6	2	2	0	0	233	18:30	305	11	0	2	0	0	318
6:45	261	8	0	2	0	0	271	18:45	266	12	0	4	0	0	282
7:00	284	9	3	1	0	0	297	19:00	316	3	1	0	0	0	320
7:15	400	14	2	5	0	2	423	19:15	226	3	0	0	0	0	229
7:30	487	12	4	3	0	1	507	19:30	241	3	2	2	0	0	248
7:45	480	18	1	4	0	3	506	19:45	241	4	1	0	0	0	246
8:00	406	14	3	5	0	0	428	20:00	233	4	0	4	0	0	241
8:15	353	10	3	3	0	0	369	20:15	239	7	0	2	0	0	248
8:30	280	11	3	3	0	1	298	20:30	216	6	0	2	0	0	224
8:45	250	14	1	7	0	1	273	20:45	222	5	0	1	0	0	228
9:00	200	11	0	6	0	0	217	21:00	174	3	0	0	0	0	177
9:15	175	11	2	4	0	2	194	21:15	196	6	0	1	0	0	203
9:30	230	8	2	2	0	0	242	21:30	158	2	1	0	0	0	161
9:45	222	10	2	1	0	0	235	21:45	148	3	1	0	0	0	152
10:00	195	10	3	3	0	0	211	22:00	111	2	0	1	0	0	114
10:15	200	9	0	2	0	0	211	22:15	124	3	1	0	0	0	128
10:30	207	8	0	2	0	0	217	22:30	111	0	0	0	0	0	111
10:45	218	10	1	1	0	1	231	22:45	116	1	0	1	0	0	118
11:00	198	12	2	6	0	0	218	23:00	93	2	0	2	0	0	97
11:15	185	13	3	4	0	0	205	23:15	75	1	0	0	0	0	76
11:30	202	10	1	4	0	0	217	23:30	70	3	0	1	0	0	74
11:45	216	10	3	5	0	1	235	23:45	72	3	0	0	0	0	75
TOTAL	7,889	299	54	99	0	12	8,353	TOTAL	12,500	412	50	81	0	18	13,061

AM PEAK HOUR	7:15 AM
AM PEAK VOLUME	1,864

AM PEAK HOUR	3:15 PM
AM PEAK VOLUME	1,724

TOTAL: AM+PM	20,389	711	104	180	0	30	21,414
% OF TOTAL	95.2%	3.3%	0.5%	0.8%	0.0%	0.1%	100.0%

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

A16123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, August 22, 2023 **CITY:** Rialto

JOB #: SC4165 **LOCATION:** CLASS2 Pepper between Winchester and I-210 EB Ramp

AM TIME	NB 1	2	3	4	5	6	TOTAL	PM Time	NB 1	2	3	4	5	6	TOTAL
0:00	25	0	0	0	0	0	25	12:00	102	5	1	0	0	0	108
0:15	20	1	1	0	0	0	22	12:15	103	3	1	1	0	0	108
0:30	15	0	0	0	0	0	15	12:30	142	10	1	4	0	0	157
0:45	12	0	0	1	0	0	13	12:45	141	3	4	1	0	0	149
1:00	18	0	0	0	0	0	18	13:00	111	4	3	1	0	0	119
1:15	14	0	0	0	0	0	14	13:15	121	2	0	0	0	0	123
1:30	21	0	0	0	0	0	21	13:30	127	4	0	1	0	2	134
1:45	14	0	0	0	0	0	14	13:45	131	3	2	1	0	2	139
2:00	12	0	0	0	0	0	12	14:00	150	5	0	1	0	1	157
2:15	17	0	0	0	0	0	17	14:15	184	5	0	3	0	1	193
2:30	21	0	1	1	0	0	23	14:30	185	8	1	1	0	1	196
2:45	20	0	0	1	0	0	21	14:45	168	9	1	0	0	0	178
3:00	19	0	0	0	0	0	19	15:00	199	9	2	2	0	0	212
3:15	34	0	0	0	0	0	34	15:15	202	10	1	2	0	2	217
3:30	47	1	0	0	0	0	48	15:30	218	6	1	2	0	1	228
3:45	43	0	0	1	0	0	44	15:45	246	6	2	1	0	0	255
4:00	53	0	0	1	0	0	54	16:00	231	11	2	4	0	0	248
4:15	64	3	0	1	0	0	68	16:15	182	4	1	1	0	0	188
4:30	111	3	0	0	0	0	114	16:30	207	8	2	0	0	1	218
4:45	95	2	0	1	0	0	98	16:45	195	7	1	1	0	0	204
5:00	86	5	0	1	0	0	92	17:00	200	4	1	1	0	0	206
5:15	115	6	1	1	0	0	123	17:15	212	6	0	2	0	0	220
5:30	141	4	0	4	0	0	149	17:30	192	12	1	0	0	0	205
5:45	127	2	1	1	0	0	131	17:45	173	3	1	1	0	0	178
6:00	113	7	0	3	0	0	123	18:00	183	6	0	0	0	0	189
6:15	125	9	0	0	0	0	134	18:15	162	2	2	1	0	0	167
6:30	132	5	2	0	0	0	139	18:30	149	3	0	1	0	0	153
6:45	169	7	0	1	0	0	177	18:45	143	5	0	3	0	0	151
7:00	166	5	2	1	0	0	174	19:00	151	3	0	0	0	0	154
7:15	212	5	2	2	0	0	221	19:15	119	1	0	0	0	0	120
7:30	199	6	2	2	0	1	210	19:30	117	1	1	1	0	0	120
7:45	224	13	0	3	0	2	242	19:45	126	3	1	0	0	0	130
8:00	217	10	0	4	0	0	231	20:00	125	2	0	2	0	0	129
8:15	183	7	2	1	0	0	193	20:15	125	2	0	0	0	0	127
8:30	144	7	2	2	0	1	156	20:30	101	2	0	0	0	0	103
8:45	126	5	0	5	0	1	137	20:45	87	2	0	1	0	0	90
9:00	108	5	0	1	0	0	114	21:00	88	1	0	0	0	0	89
9:15	113	3	1	2	0	0	119	21:15	81	1	0	1	0	0	83
9:30	132	2	1	1	0	0	136	21:30	86	0	1	0	0	0	87
9:45	120	3	2	1	0	1	127	21:45	57	0	0	0	0	0	57
10:00	108	4	2	0	0	0	114	22:00	53	1	0	1	0	0	55
10:15	125	5	0	0	0	0	130	22:15	53	2	0	0	0	0	55
10:30	102	4	0	1	0	0	107	22:30	47	0	0	0	0	0	47
10:45	130	7	1	0	0	1	139	22:45	55	0	0	1	0	0	56
11:00	112	5	1	2	0	0	120	23:00	34	1	0	1	0	0	36
11:15	102	7	2	2	0	0	113	23:15	32	0	0	0	0	0	32
11:30	112	6	0	1	0	0	119	23:30	25	2	0	1	0	0	28
11:45	121	3	1	5	0	0	130	23:45	28	3	0	0	0	0	31
TOTAL	4,539	167	27	54	0	7	4,794	TOTAL	6,349	190	34	45	0	11	6,629
				AM PEAK HOUR			7:15 AM					AM PEAK HOUR			3:15 PM
				AM PEAK VOLUME			904					AM PEAK VOLUME			948

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	10,888	357	61	99	0	18	11,423
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	95.3%	3.1%	0.5%	0.9%	0.0%	0.2%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	21,789	733	107	182	0	36	22,847
CLASS 6	Buses	% OF TOTAL	95.4%	3.2%	0.5%	0.8%	0.0%	0.2%	100.0%

A16123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, August 22, 2023
JOB #: SC4165
CITY: Rialto
LOCATION: CLASS2 Pepper between Winchester and I-210 EB Ramp

AM TIME	SB 1	2	3	4	5	6	TOTAL	PM Time	SB 1	2	3	4	5	6	TOTAL
0:00	39	0	0	0	0	0	39	12:00	105	6	0	2	0	0	113
0:15	36	1	0	0	0	0	37	12:15	108	5	0	2	0	0	115
0:30	28	0	0	1	0	0	29	12:30	152	5	1	2	0	1	161
0:45	27	0	0	0	0	0	27	12:45	123	4	0	1	0	0	128
1:00	21	0	1	1	0	0	23	13:00	127	4	0	1	0	1	133
1:15	22	0	0	0	0	0	22	13:15	127	3	1	1	0	0	132
1:30	14	0	0	0	0	0	14	13:30	151	7	0	3	0	1	162
1:45	17	0	0	0	0	0	17	13:45	168	9	1	0	0	0	178
2:00	7	0	0	0	0	0	7	14:00	157	12	1	1	0	0	171
2:15	23	1	0	0	0	0	24	14:15	173	7	0	2	0	1	183
2:30	30	2	0	0	0	0	32	14:30	155	2	0	1	0	2	160
2:45	17	1	0	0	0	0	18	14:45	197	5	0	2	0	0	204
3:00	18	0	0	0	0	0	18	15:00	193	11	0	1	0	1	206
3:15	13	0	0	0	0	0	13	15:15	200	9	0	0	0	0	209
3:30	19	0	0	0	0	0	19	15:30	206	12	0	1	0	1	220
3:45	19	2	3	0	0	0	24	15:45	241	8	2	1	0	1	253
4:00	22	1	0	0	0	0	23	16:00	206	9	0	0	0	0	215
4:15	25	0	1	0	0	0	26	16:15	203	7	2	0	0	0	212
4:30	43	2	0	0	0	0	45	16:30	212	8	1	2	0	1	224
4:45	45	1	1	0	0	0	47	16:45	207	6	3	1	0	0	217
5:00	39	2	0	1	0	0	42	17:00	187	10	0	1	0	0	198
5:15	43	2	0	0	0	0	45	17:15	218	4	0	1	0	0	223
5:30	57	2	0	0	0	0	59	17:30	186	2	0	0	0	0	188
5:45	63	0	0	1	0	0	64	17:45	193	7	0	0	0	0	200
6:00	44	2	0	2	0	0	48	18:00	213	11	0	0	0	0	224
6:15	85	3	3	1	0	0	92	18:15	185	7	0	0	0	0	192
6:30	114	1	0	2	0	0	117	18:30	192	9	0	1	0	0	202
6:45	116	1	1	1	0	0	119	18:45	143	8	0	2	0	0	153
7:00	151	4	1	1	0	0	157	19:00	197	1	1	0	0	0	199
7:15	223	9	1	3	0	2	238	19:15	139	3	0	0	0	0	142
7:30	270	6	2	1	0	0	279	19:30	148	1	1	1	0	0	151
7:45	236	7	2	1	0	2	248	19:45	153	1	0	1	0	0	155
8:00	200	6	3	1	0	0	210	20:00	130	2	0	2	0	0	134
8:15	200	5	1	2	0	0	208	20:15	131	5	0	2	0	0	138
8:30	154	4	1	1	0	0	160	20:30	136	5	0	2	0	0	143
8:45	135	10	1	2	0	0	148	20:45	150	3	0	0	0	0	153
9:00	102	5	0	5	0	0	112	21:00	103	1	0	0	0	0	104
9:15	88	10	1	2	0	2	103	21:15	120	5	0	0	0	0	125
9:30	111	5	1	1	0	0	118	21:30	92	2	0	0	0	0	94
9:45	113	7	0	0	0	0	120	21:45	108	3	1	0	0	0	112
10:00	100	5	1	3	0	0	109	22:00	77	1	0	0	0	0	78
10:15	93	5	0	1	0	0	99	22:15	80	1	1	0	0	0	82
10:30	119	3	0	1	0	1	124	22:30	70	0	0	0	0	0	70
10:45	102	3	0	1	0	0	106	22:45	72	1	0	0	0	0	73
11:00	97	7	1	4	0	0	109	23:00	66	1	0	1	0	0	68
11:15	103	6	1	3	0	0	113	23:15	49	1	0	0	0	0	50
11:30	104	4	1	2	0	0	111	23:30	47	1	0	0	0	0	48
11:45	108	6	2	0	0	1	117	23:45	50	0	0	0	0	0	50
TOTAL	3,855	141	30	45	0	8	4,079	TOTAL	7,046	235	16	38	0	10	7,345
				AM PEAK HOUR			7:15 AM					AM PEAK HOUR			3:45 PM
				AM PEAK VOLUME			975					AM PEAK VOLUME			904

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	10,901	376	46	83	0	18	11,424
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	95.4%	3.3%	0.4%	0.7%	0.0%	0.2%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

A16123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, August 22, 2023 **CITY:** Rialto

JOB #: SC4165 **LOCATION:** CLASS2 Pepper between Winchester and I-210 EB Ramp

AM TIME	COMBINED 1	2	3	4	5	6	TOTAL	PM Time	COMBINED 1	2	3	4	5	6	TOTAL
0:00	64	0	0	0	0	0	64	12:00	207	11	1	2	0	0	221
0:15	56	2	1	0	0	0	59	12:15	211	8	1	3	0	0	223
0:30	43	0	0	1	0	0	44	12:30	294	15	2	6	0	1	318
0:45	39	0	0	1	0	0	40	12:45	264	7	4	2	0	0	277
1:00	39	0	1	1	0	0	41	13:00	238	8	3	2	0	1	252
1:15	36	0	0	0	0	0	36	13:15	248	5	1	1	0	0	255
1:30	35	0	0	0	0	0	35	13:30	278	11	0	4	0	3	296
1:45	31	0	0	0	0	0	31	13:45	299	12	3	1	0	2	317
2:00	19	0	0	0	0	0	19	14:00	307	17	1	2	0	1	328
2:15	40	1	0	0	0	0	41	14:15	357	12	0	5	0	2	376
2:30	51	2	1	1	0	0	55	14:30	340	10	1	2	0	3	356
2:45	37	1	0	1	0	0	39	14:45	365	14	1	2	0	0	382
3:00	37	0	0	0	0	0	37	15:00	392	20	2	3	0	1	418
3:15	47	0	0	0	0	0	47	15:15	402	19	1	2	0	2	426
3:30	66	1	0	0	0	0	67	15:30	424	18	1	3	0	2	448
3:45	62	2	3	1	0	0	68	15:45	487	14	4	2	0	1	508
4:00	75	1	0	1	0	0	77	16:00	437	20	2	4	0	0	463
4:15	89	3	1	1	0	0	94	16:15	385	11	3	1	0	0	400
4:30	154	5	0	0	0	0	159	16:30	419	16	3	2	0	2	442
4:45	140	3	1	1	0	0	145	16:45	402	13	4	2	0	0	421
5:00	125	7	0	2	0	0	134	17:00	387	14	1	2	0	0	404
5:15	158	8	1	1	0	0	168	17:15	430	10	0	3	0	0	443
5:30	198	6	0	4	0	0	208	17:30	378	14	1	0	0	0	393
5:45	190	2	1	2	0	0	195	17:45	366	10	1	1	0	0	378
6:00	157	9	0	5	0	0	171	18:00	396	17	0	0	0	0	413
6:15	210	12	3	1	0	0	226	18:15	347	9	2	1	0	0	359
6:30	246	6	2	2	0	0	256	18:30	341	12	0	2	0	0	355
6:45	285	8	1	2	0	0	296	18:45	286	13	0	5	0	0	304
7:00	317	9	3	2	0	0	331	19:00	348	4	1	0	0	0	353
7:15	435	14	3	5	0	2	459	19:15	258	4	0	0	0	0	262
7:30	469	12	4	3	0	1	489	19:30	265	2	2	2	0	0	271
7:45	460	20	2	4	0	4	490	19:45	279	4	1	1	0	0	285
8:00	417	16	3	5	0	0	441	20:00	255	4	0	4	0	0	263
8:15	383	12	3	3	0	0	401	20:15	256	7	0	2	0	0	265
8:30	298	11	3	3	0	1	316	20:30	237	7	0	2	0	0	246
8:45	261	15	1	7	0	1	285	20:45	237	5	0	1	0	0	243
9:00	210	10	0	6	0	0	226	21:00	191	2	0	0	0	0	193
9:15	201	13	2	4	0	2	222	21:15	201	6	0	1	0	0	208
9:30	243	7	2	2	0	0	254	21:30	178	2	1	0	0	0	181
9:45	233	10	2	1	0	1	247	21:45	165	3	1	0	0	0	169
10:00	208	9	3	3	0	0	223	22:00	130	2	0	1	0	0	133
10:15	218	10	0	1	0	0	229	22:15	133	3	1	0	0	0	137
10:30	221	7	0	2	0	1	231	22:30	117	0	0	0	0	0	117
10:45	232	10	1	1	0	1	245	22:45	127	1	0	1	0	0	129
11:00	209	12	2	6	0	0	229	23:00	100	2	0	2	0	0	104
11:15	205	13	3	5	0	0	226	23:15	81	1	0	0	0	0	82
11:30	216	10	1	3	0	0	230	23:30	72	3	0	1	0	0	76
11:45	229	9	3	5	0	1	247	23:45	78	3	0	0	0	0	81
TOTAL	8,394	308	57	99	0	15	8,873	TOTAL	13,395	425	50	83	0	21	13,974

AM PEAK HOUR	7:15 AM
AM PEAK VOLUME	1,879

AM PEAK HOUR	3:15 PM
AM PEAK VOLUME	1,845

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

TOTAL: AM+PM	21,789	733	107	182	0	36	22,847
% OF TOTAL	95.4%	3.2%	0.5%	0.8%	0.0%	0.2%	100.0%

INTERSECTION TURNING MOVEMENT COUNTS

T050223

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Aug 22, 23	LOCATION:	Rialto	PROJECT #: SC4165
	NORTH & SOUTH:	Pepper	LOCATION #: 1
	EAST & WEST:	Highland	CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N / ◄ W / E ► / S ▼

		NORTHBOUND Pepper			SOUTHBOUND Pepper			EASTBOUND Highland			WESTBOUND Highland			
	LANES:	NL 1	NT 1	NR 1	SL 0.3	ST 0.3	SR 0.3	EL 1	ET 1.5	ER 0.5	WL 1	WT 1.5	WR 0.5	TOTAL
AM	7:00 AM	35	3	17	0	3	0	0	20	17	66	31	0	192
	7:15 AM	34	3	38	0	1	0	0	19	27	91	45	0	258
	7:30 AM	27	1	45	1	2	2	0	27	34	88	59	0	286
	7:45 AM	34	3	53	0	2	0	0	48	33	65	48	0	286
	8:00 AM	35	1	51	0	3	0	0	36	27	76	39	0	268
	8:15 AM	32	1	47	1	0	0	0	30	21	92	49	1	274
	8:30 AM	33	0	39	0	1	0	0	45	18	58	51	0	245
	8:45 AM	34	1	34	0	1	0	0	29	21	47	39	0	206
	VOLUMES	264	13	324	2	13	2	0	254	198	583	361	1	2,020
	APPROACH %	44%	2%	54%	12%	76%	12%	0%	56%	44%	62%	38%	0%	
	APP/DEPART	605	/	14	17	/	798	453	/	580	945	/	628	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	128	6	196	2	7	2	0	141	115	321	195	1	1,114
	APPROACH %	39%	2%	59%	18%	64%	18%	0%	55%	45%	62%	38%	0%	
	PEAK HR FACTOR		0.917			0.550			0.790			0.879		0.974
	APP/DEPART	330	/	7	11	/	443	256	/	339	517	/	325	0
PM	04:00 PM	35	0	86	0	0	0	0	61	28	71	61	0	342
	4:15 PM	31	0	85	0	0	0	0	56	19	62	58	0	311
	4:30 PM	30	0	91	0	0	0	0	62	26	71	51	0	331
	4:45 PM	28	0	78	0	0	0	0	56	33	61	60	0	316
	5:00 PM	27	0	64	0	0	0	0	66	25	51	59	0	292
	5:15 PM	40	0	88	0	0	0	0	72	17	67	65	0	349
	5:30 PM	31	0	75	0	0	0	0	70	24	52	56	0	308
	5:45 PM	29	1	76	0	0	0	0	46	19	56	75	0	302
	VOLUMES	251	1	643	0	0	0	0	489	191	491	485	0	2,552
	APPROACH %	28%	0%	72%	0%	0%	0%	0%	72%	28%	50%	50%	0%	
	APP/DEPART	896	/	1	0	/	683	680	/	1,132	976	/	736	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	124	0	340	0	0	0	0	235	106	265	230	0	1,300
	APPROACH %	27%	0%	73%	0%	0%	0%	0%	69%	31%	54%	46%	0%	
	PEAK HR FACTOR		0.959			0.000			0.958			0.938		0.950
	APP/DEPART	464	/	0	0	/	371	341	/	575	495	/	354	0

U-TURNS

NB 0	SB 0	EB 0	WB 0	TTL
2	0	1	0	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
1	0	0	0	1
4	0	1	0	5
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1

RTOR

NRR 0	SRR 0	ERR 0	WRR X
10	0	7	0
10	0	15	0
26	2	7	0
24	0	11	0
33	0	2	0
31	0	10	0
20	0	6	0
13	0	8	0
167	2	66	0
114	2	30	0
29	0	9	0
48	0	9	0
50	0	11	0
36	0	10	0
30	0	8	0
35	0	5	0
59	0	7	0
41	0	10	0
328	0	69	0
163	0	39	0

Pepper

NORTH SIDE

Highland WEST SIDE EAST SIDE **Highland**

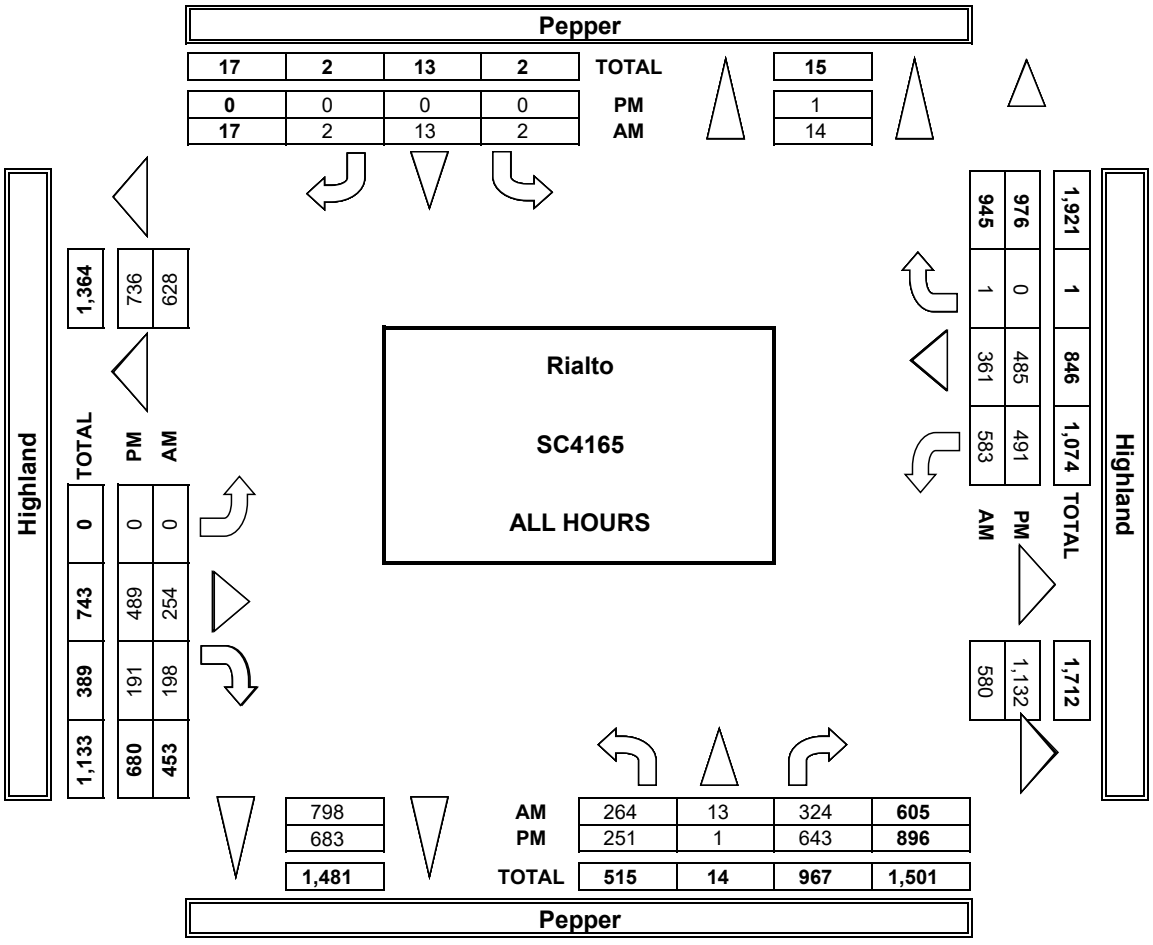
SOUTH SIDE

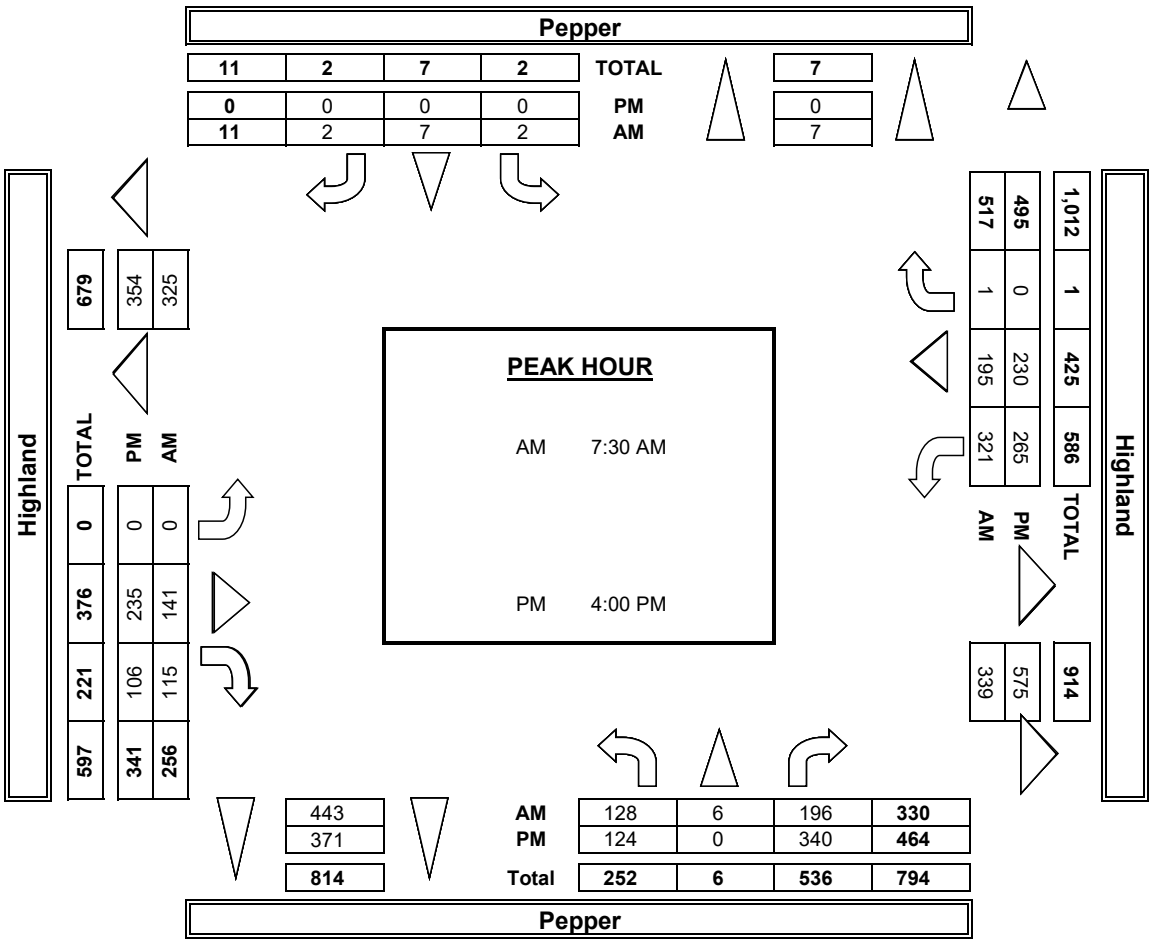
Pepper

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		E SIDE	W SIDE	S SIDE	N SIDE	TOTAL	E SIDE	W SIDE	S SIDE	N SIDE	TOTAL	ES	WS	SS	NS	TOTAL
AM	7:00 AM	0	0	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	0	0
	7:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	1	1	2	0	0	0	1	1	0	0	1	0	1
	8:15 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
	TOTAL	0	1	2	2	5	0	1	0	1	2	0	0	2	1	3
PM	4:00 PM	0	0	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	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	2	0	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	2	0	2	4	0	0	0	0	0	0	2	0	2	4
	5:30 PM	0	0	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	0	0
	TOTAL	0	2	2	2	6	0	0	0	0	0	0	2	2	2	6

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rialto	PROJECT #:	SC4165
8/22/23	NORTH & SOUTH:	Pepper	LOCATION #:	1
TUESDAY	EAST & WEST:	Highland	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

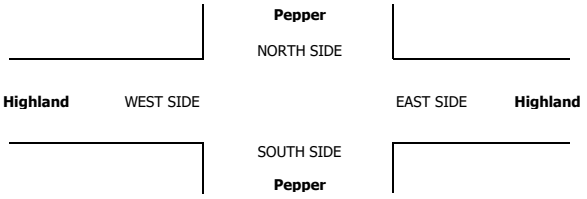
	NORTHBOUND (Pepper)			SOUTHBOUND (Pepper)			EASTBOUND (Highland)			WESTBOUND (Highland)			
LANES:	NL 1	NT 1	NR 1	SL 0.3	ST 0.3	SR 0.3	EL 1	ET 1.5	ER 0.5	WL 1	WT 1.5	WR 0.5	TOTAL
7:00 AM	22	0	17	0	0	0	0	18	10	60	25	0	152
7:15 AM	24	0	38	0	0	0	0	19	19	86	42	0	228
7:30 AM	20	0	42	0	0	0	0	23	23	80	58	0	246
7:45 AM	24	0	51	0	0	0	0	44	24	60	45	0	248
8:00 AM	25	0	46	0	0	0	0	32	21	73	37	0	234
8:15 AM	27	0	45	1	0	0	0	28	12	88	47	1	249
8:30 AM	20	0	36	0	0	0	0	40	13	57	49	0	215
8:45 AM	24	0	32	0	0	0	0	26	12	44	38	0	176
AM VOLUMES	186	0	307	1	0	0	0	230	134	548	341	1	1,753
AM APPROACH %	37%	0%	62%	100%	0%	0%	0%	63%	37%	62%	38%	0%	
AM APP/DEPART	497	/	1	1	/	686	365	/	538	890	/	528	0
AM BEGIN PEAK HR	7:30 AM												
AM PEAK HR VOLUMES	96	0	184	1	0	0	0	127	80	301	187	1	977
AM PEAK HR APPROACH %	34%	0%	66%	100%	0%	0%	0%	61%	39%	62%	38%	0%	
AM PEAK HR FACTOR	0.933			0.250			0.761			0.886			0.981
AM PEAK HR APP/DEPART	280	/	1	1	/	381	207	/	312	489	/	283	0
04:00 PM	31	0	79	0	0	0	0	58	24	67	57	0	316
4:15 PM	29	0	81	0	0	0	0	53	16	59	56	0	294
4:30 PM	25	0	85	0	0	0	0	61	22	65	50	0	308
4:45 PM	25	0	74	0	0	0	0	54	30	57	58	0	298
5:00 PM	26	0	61	0	0	0	0	63	25	50	59	0	284
5:15 PM	39	0	84	0	0	0	0	68	17	67	65	0	340
5:30 PM	27	0	67	0	0	0	0	68	24	51	54	0	291
5:45 PM	29	1	71	0	0	0	0	44	19	54	74	0	292
PM VOLUMES	231	1	602	0	0	0	0	469	177	470	473	0	2,424
PM APPROACH %	28%	0%	72%	0%	0%	0%	0%	73%	27%	50%	50%	0%	
PM APP/DEPART	835	/	1	0	/	648	646	/	1,071	943	/	704	0
PM BEGIN PEAK HR	4:00 PM												
PM PEAK HR VOLUMES	110	0	319	0	0	0	0	226	92	248	221	0	1,216
PM PEAK HR APPROACH %	26%	0%	74%	0%	0%	0%	0%	71%	29%	53%	47%	0%	
PM PEAK HR FACTOR	0.975			0.000			0.946			0.946			0.962
PM PEAK HR APP/DEPART	429	/	0	0	/	340	318	/	545	469	/	331	0

U-TURNS

	NB	SB	EB	WB	TTL
AM	4	0	1	0	5
PM	1	0	0	0	1

RTOR

	NRR 0	SRR 0	ERR 0	WRR X
AM	163	0	49	0
AM PEAK HR	111	0	19	0
PM	310	0	66	0
PM PEAK HR	154	0	36	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rialto	PROJECT #:	SC4165
8/22/23	NORTH & SOUTH:	Pepper	LOCATION #:	1
TUESDAY	EAST & WEST:	Highland	CONTROL:	SIGNAL

CLASS 2:	NOTES:	AM / PM / MD / OTHER / OTHER	▲ N ◄ W E ► S ▼
2-AXLE WORK VEHICLES/ TRUCKS			

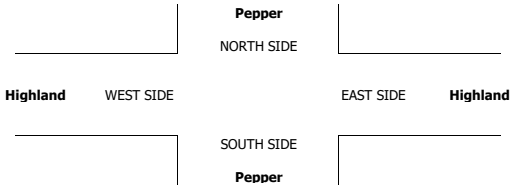
		NORTHBOUND (Pepper)			SOUTHBOUND (Pepper)			EASTBOUND (Highland)			WESTBOUND (Highland)			
	LANES:	NL 1	NT 1	NR 1	SL 0.3	ST 0.3	SR 0.3	EL 1	ET 1.5	ER 0.5	WL 1	WT 1.5	WR 0.5	TOTAL
AM	7:00 AM	5	3	0	0	3	0	0	1	0	1	3	0	16
	7:15 AM	1	1	0	0	0	0	0	0	2	5	2	0	11
	7:30 AM	2	1	1	1	2	2	0	3	1	5	1	0	19
	7:45 AM	3	3	2	0	0	0	0	4	0	2	1	0	15
	8:00 AM	2	0	4	0	3	0	0	3	0	1	2	0	15
	8:15 AM	2	1	1	0	0	0	0	2	2	3	1	0	12
	8:30 AM	3	0	3	0	0	0	0	5	1	1	1	0	14
	8:45 AM	0	0	1	0	1	0	0	1	2	2	1	0	8
	VOLUMES	18	9	12	1	9	2	0	19	8	20	12	0	110
	APPROACH %	46%	23%	31%	8%	75%	17%	0%	70%	30%	63%	38%	0%	
	APP/DEPART	39	/	9	12	/	37	27	/	32	32	/	32	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	9	5	8	1	5	2	0	12	3	11	5	0	61
	APPROACH %	41%	23%	36%	13%	63%	25%	0%	80%	20%	69%	31%	0%	
	PEAK HR FACTOR		0.688			0.400			0.938			0.667		0.803
	APP/DEPART	22	/	5	8	/	19	15	/	21	16	/	16	0
PM	04:00 PM	4	0	3	0	0	0	0	1	3	2	2	0	15
	4:15 PM	2	0	3	0	0	0	0	2	2	2	1	0	12
	4:30 PM	4	0	3	0	0	0	0	1	2	5	0	0	15
	4:45 PM	3	0	3	0	0	0	0	2	3	1	0	0	12
	5:00 PM	1	0	2	0	0	0	0	2	0	1	0	0	6
	5:15 PM	1	0	3	0	0	0	0	4	0	0	0	0	8
	5:30 PM	4	0	8	0	0	0	0	1	0	0	2	0	15
	5:45 PM	0	0	4	0	0	0	0	1	0	2	0	0	7
	VOLUMES	19	0	29	0	0	0	0	14	10	13	5	0	90
	APPROACH %	40%	0%	60%	0%	0%	0%	0%	58%	42%	72%	28%	0%	
	APP/DEPART	48	/	0	0	/	23	24	/	43	18	/	24	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	13	0	12	0	0	0	0	6	10	10	3	0	54
	APPROACH %	52%	0%	48%	0%	0%	0%	0%	38%	63%	77%	23%	0%	
	PEAK HR FACTOR		0.893			0.000			0.800			0.650		0.900
	APP/DEPART	25	/	0	0	/	20	16	/	18	13	/	16	0

U-TURNS

NB	SB	EB	WB	TTL	
0	0	0	0	0	4
0	0	0	0	0	7
0	0	0	0	0	8
0	0	0	0	0	2
0	0	0	0	0	4
0	0	0	0	0	5
0	0	0	0	0	2
0	0	0	0	0	5
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	5
0	0	0	0	0	4
0	0	0	0	0	7
0	0	0	0	0	4
0	0	0	0	0	1
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	2
0	0	0	0	0	
0	0	0	0	0	

RTOR

NRR 0	SRR 0	ERR 0	WRR X	
0	0	0	0	
0	0	0	0	
0	2	0	0	
0	0	0	0	
0	0	0	0	
0	0	1	0	
1	0	0	0	
0	0	1	0	
1	2	2	0	
0	2	1	0	
1	0	0	0	
1	0	0	0	
2	0	1	0	
2	0	1	0	
0	0	0	0	
1	0	0	0	
4	0	0	0	
3	0	0	0	
14	0	2	0	
6	0	2	0	



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rialto	PROJECT #:	SC4165
8/22/23	NORTH & SOUTH:	Pepper	LOCATION #:	1
TUESDAY	EAST & WEST:	Highland	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

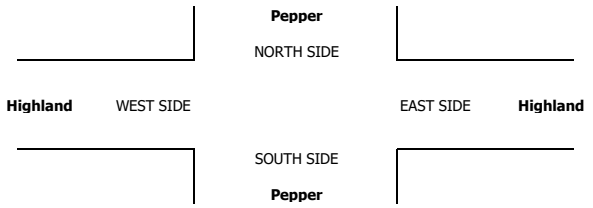
		NORTHBOUND (Pepper)			SOUTHBOUND (Pepper)			EASTBOUND (Highland)			WESTBOUND (Highland)			
	LANES:	NL 1	NT 1	NR 1	SL 0.3	ST 0.3	SR 0.3	EL 1	ET 1.5	ER 0.5	WL 1	WT 1.5	WR 0.5	TOTAL
AM	7:00 AM	4	0	0	0	0	0	0	0	1	3	1	0	9
	7:15 AM	1	2	0	0	1	0	0	0	0	0	0	0	4
	7:30 AM	2	0	1	0	0	0	0	1	0	1	0	0	5
	7:45 AM	1	0	0	0	0	0	0	0	1	2	1	0	5
	8:00 AM	3	1	0	0	0	0	0	0	0	0	0	0	4
	8:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	2
	8:30 AM	3	0	0	0	1	0	0	0	0	0	0	0	4
	8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	VOLUMES	14	4	1	0	2	0	0	1	3	7	2	0	34
	APPROACH %	74%	21%	5%	0%	100%	0%	0%	25%	75%	78%	22%	0%	
	APP/DEPART	19	/	4	2	/	12	4	/	2	9	/	16	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	6	1	1	0	0	0	0	1	2	4	1	0	16
	APPROACH %	75%	13%	13%	0%	0%	0%	0%	33%	67%	80%	20%	0%	
	PEAK HR FACTOR		0.500			0.000			0.750			0.417		0.800
	APP/DEPART	8	/	1	0	/	6	3	/	2	5	/	7	0
PM	04:00 PM	0	0	2	0	0	0	0	0	0	1	0	0	3
	4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	4:30 PM	1	0	0	0	0	0	0	0	0	0	1	0	2
	4:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	2
	5:00 PM	0	0	1	0	0	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	1	0	0	0	0	1
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	VOLUMES	1	0	3	0	0	0	0	3	0	2	2	0	11
	APPROACH %	25%	0%	75%	0%	0%	0%	0%	100%	0%	50%	50%	0%	
	APP/DEPART	4	/	0	0	/	2	3	/	6	4	/	3	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	1	0	2	0	0	0	0	1	0	2	2	0	8
	APPROACH %	33%	0%	67%	0%	0%	0%	0%	100%	0%	50%	50%	0%	
	PEAK HR FACTOR		0.375			0.000			0.250			0.500		0.667
	APP/DEPART	3	/	0	0	/	2	1	/	3	4	/	3	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR 0	SRR 0	ERR 0	WRR X
0	0	1	0
0	0	0	0
1	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	1	0
1	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rialto	PROJECT #:	SC4165
8/22/23	NORTH & SOUTH:	Pepper	LOCATION #:	1
TUESDAY	EAST & WEST:	Highland	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

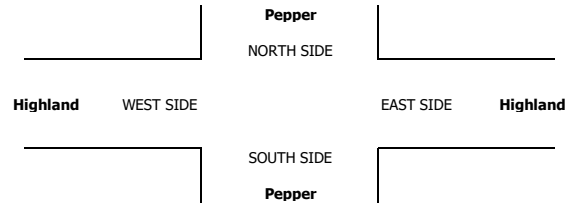
		NORTHBOUND (Pepper)			SOUTHBOUND (Pepper)			EASTBOUND (Highland)			WESTBOUND (Highland)			
	LANES:	NL 1	NT 1	NR 1	SL 0.3	ST 0.3	SR 0.3	EL 1	ET 1.5	ER 0.5	WL 1	WT 1.5	WR 0.5	TOTAL
AM	7:00 AM	4	0	0	0	0	0	0	0	6	2	1	0	13
	7:15 AM	8	0	0	0	0	0	0	0	6	0	1	0	15
	7:30 AM	3	0	1	0	0	0	0	0	10	2	0	0	16
	7:45 AM	6	0	0	0	2	0	0	0	8	1	0	0	17
	8:00 AM	5	0	1	0	0	0	0	0	6	2	0	0	14
	8:15 AM	3	0	1	0	0	0	0	0	6	0	1	0	11
	8:30 AM	7	0	0	0	0	0	0	0	4	0	1	0	12
	8:45 AM	10	0	0	0	0	0	0	1	7	1	0	0	19
	VOLUMES	46	0	3	0	2	0	0	1	53	8	4	0	117
	APPROACH %	94%	0%	6%	0%	100%	0%	0%	2%	98%	67%	33%	0%	
	APP/DEPART	49	/	0	2	/	63	54	/	4	12	/	50	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	17	0	3	0	2	0	0	0	30	5	1	0	58
	APPROACH %	85%	0%	15%	0%	100%	0%	0%	0%	100%	83%	17%	0%	
	PEAK HR FACTOR		0.833			0.250			0.750			0.750		0.853
	APP/DEPART	20	/	0	2	/	37	30	/	3	6	/	18	0
PM	04:00 PM	0	0	2	0	0	0	0	1	1	1	0	0	5
	4:15 PM	0	0	1	0	0	0	0	0	1	1	1	0	4
	4:30 PM	0	0	3	0	0	0	0	0	2	1	0	0	6
	4:45 PM	0	0	1	0	0	0	0	0	0	2	0	0	3
	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	0	0	0	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
	5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
	VOLUMES	0	0	9	0	0	0	0	1	4	6	1	0	21
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	20%	80%	86%	14%	0%	
	APP/DEPART	9	/	0	0	/	10	5	/	10	7	/	1	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	7	0	0	0	0	1	4	5	1	0	18
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	20%	80%	83%	17%	0%	
	PEAK HR FACTOR		0.583			0.000			0.625			0.750		0.750
	APP/DEPART	7	/	0	0	/	9	5	/	8	6	/	1	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR	SRR	ERR	WRR
0	0	0	0
0	0	1	0
1	0	4	0
0	0	2	0
0	0	0	0
1	0	4	0
0	0	2	0
0	0	1	0
2	0	14	0
2	0	10	0
2	0	0	0
1	0	1	0
0	0	0	0
0	0	0	0
1	0	0	0
0	0	0	0
0	0	0	0
4	0	1	0
3	0	1	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rialto	PROJECT #:	SC4165
8/22/23	NORTH & SOUTH:	Pepper	LOCATION #:	1
TUESDAY	EAST & WEST:	Highland	CONTROL:	SIGNAL

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND (Pepper)			SOUTHBOUND (Pepper)			EASTBOUND (Highland)			WESTBOUND (Highland)			
LANES:	NL 1	NT 1	NR 1	SL 0.3	ST 0.3	SR 0.3	EL 1	ET 1.5	ER 0.5	WL 1	WT 1.5	WR 0.5	TOTAL
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
AM VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
AM APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
AM APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	7:30 AM												
AM VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
AM APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
AM APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
04:00 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
PM VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
PM APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PM APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	4:00 PM												
PM VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
PM APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
PM APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR 0	SRR 0	ERR 0	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
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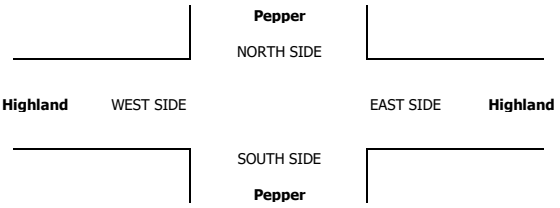
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rialto	PROJECT #:	SC4165
8/22/23	NORTH & SOUTH:	Pepper	LOCATION #:	1
TUESDAY	EAST & WEST:	Highland	CONTROL:	SIGNAL

CLASS 6: BUSES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

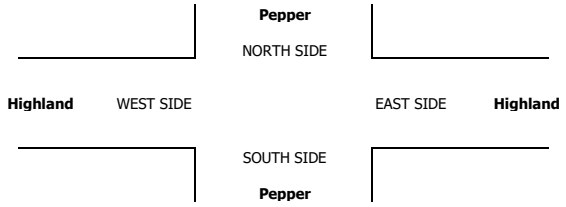
		NORTHBOUND (Pepper)			SOUTHBOUND (Pepper)			EASTBOUND (Highland)			WESTBOUND (Highland)			
	LANES:	NL 1	NT 1	NR 1	SL 0.3	ST 0.3	SR 0.3	EL 1	ET 1.5	ER 0.5	WL 1	WT 1.5	WR 0.5	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	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	1	0	0	0	0	1	0	0	0	0	2
	VOLUMES	0	0	1	0	0	0	0	3	0	0	2	0	6
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	1	/	0	0	/	0	3	/	4	2	/	2	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	0	0	0	0	0	0	0	1	0	0	1	0	2
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.000			0.250			0.250		0.500
	APP/DEPART	0	/	0	0	/	0	1	/	1	1	/	1	0
PM	04:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
	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	1	0	1
	5:00 PM	0	0	0	0	0	0	0	1	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	1	0	1
	VOLUMES	0	0	0	0	0	0	0	2	0	0	4	0	6
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	0	/	0	0	/	0	2	/	2	4	/	4	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	0	0	0	0	0	1	0	0	3	0	4
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.000			0.250			0.375		0.333
	APP/DEPART	0	/	0	0	/	0	1	/	1	3	/	3	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR 0	SRR 0	ERR 0	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

T050223

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Aug 22, 23	LOCATION:	Rialto	PROJECT #: SC4165
	NORTH & SOUTH:	Pepper	LOCATION #: 2
	EAST & WEST:	I-210 WB Ramps	CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Pepper			SOUTHBOUND Pepper			EASTBOUND I-210 WB Ramps			WESTBOUND I-210 WB Ramps			
	LANES:	NL 1	NT 2	NR X	SL X	ST 1.5	SR 0.5	EL X	ET X	ER X	WL 1	WT 0.5	WR 0.5	TOTAL
AM	7:00 AM	100	35	0	0	39	43	0	0	0	67	0	29	313
	7:15 AM	96	58	0	0	44	60	0	0	0	107	1	22	388
	7:30 AM	97	62	0	0	84	55	0	0	0	125	1	14	438
	7:45 AM	114	69	0	0	67	35	0	0	0	119	1	16	421
	8:00 AM	75	66	0	0	74	37	0	0	0	66	1	20	339
	8:15 AM	68	63	0	0	87	24	0	0	0	69	1	13	325
	8:30 AM	62	50	0	0	47	28	0	0	0	44	0	21	252
	8:45 AM	58	46	0	0	45	28	0	0	0	56	1	22	256
	VOLUMES	670	449	0	0	487	310	0	0	0	653	6	157	2,732
	APPROACH %	60%	40%	0%	0%	61%	39%	0%	0%	0%	80%	1%	19%	
	APP/DEPART	1,119	/	606	797	/	1,140	0	/	0	816	/	986	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	382	255	0	0	269	187	0	0	0	417	4	72	1,586
	APPROACH %	60%	40%	0%	0%	59%	41%	0%	0%	0%	85%	1%	15%	
	PEAK HR FACTOR		0.870			0.820			0.000			0.880		0.905
	APP/DEPART	637	/	327	456	/	686	0	/	0	493	/	573	0
PM	04:00 PM	105	106	0	0	59	36	0	0	0	59	0	20	385
	4:15 PM	99	95	0	0	45	35	0	0	0	70	0	16	360
	4:30 PM	100	99	0	0	65	34	0	0	0	68	1	23	390
	4:45 PM	87	86	0	0	68	28	0	0	0	59	0	20	348
	5:00 PM	69	82	0	0	49	28	0	0	0	75	1	14	318
	5:15 PM	102	102	0	0	58	27	0	0	0	74	1	26	390
	5:30 PM	95	91	0	0	51	22	0	0	0	56	2	18	335
	5:45 PM	80	82	0	0	52	24	0	0	0	70	0	20	328
	VOLUMES	737	743	0	0	447	234	0	0	0	531	5	157	2,854
	APPROACH %	50%	50%	0%	0%	66%	34%	0%	0%	0%	77%	1%	23%	
	APP/DEPART	1,480	/	900	681	/	978	0	/	0	693	/	976	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	391	386	0	0	237	133	0	0	0	256	1	79	1,483
	APPROACH %	50%	50%	0%	0%	64%	36%	0%	0%	0%	76%	0%	24%	
	PEAK HR FACTOR		0.921			0.934			0.000			0.913		0.951
	APP/DEPART	777	/	465	370	/	493	0	/	0	336	/	525	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR 0	ERR X	WRR 0
0	7	0	12
0	27	0	9
0	7	0	5
0	5	0	4
0	5	0	6
0	7	0	8
0	5	0	7
0	10	0	6
0	73	0	57
0	44	0	24
0	9	0	10
0	14	0	7
0	19	0	9
0	3	0	12
0	16	0	5
0	16	0	12
0	10	0	10
0	16	0	12
0	103	0	77
0	45	0	38

Pepper

NORTH SIDE

I-210 WB Ramps WEST SIDE EAST SIDE **I-210 WB Ramps**

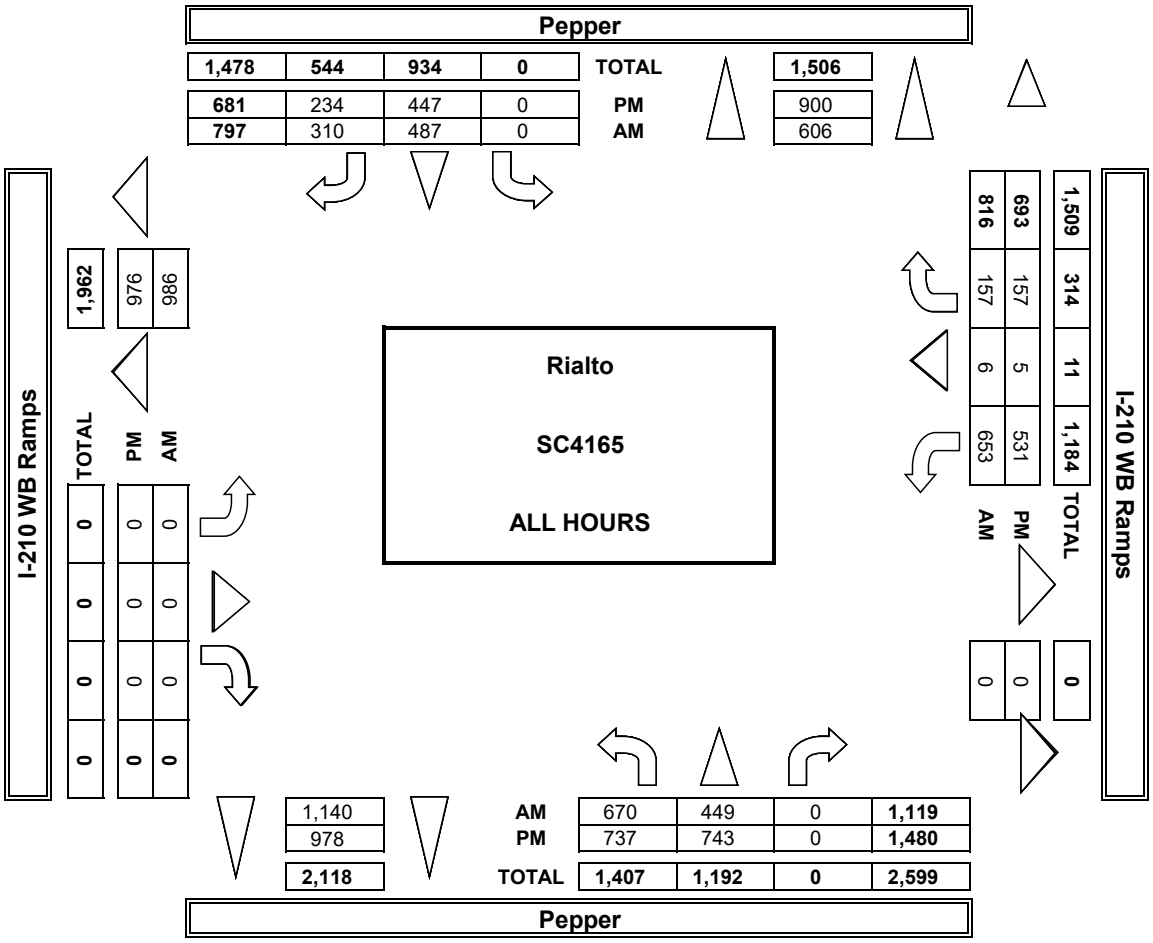
SOUTH SIDE

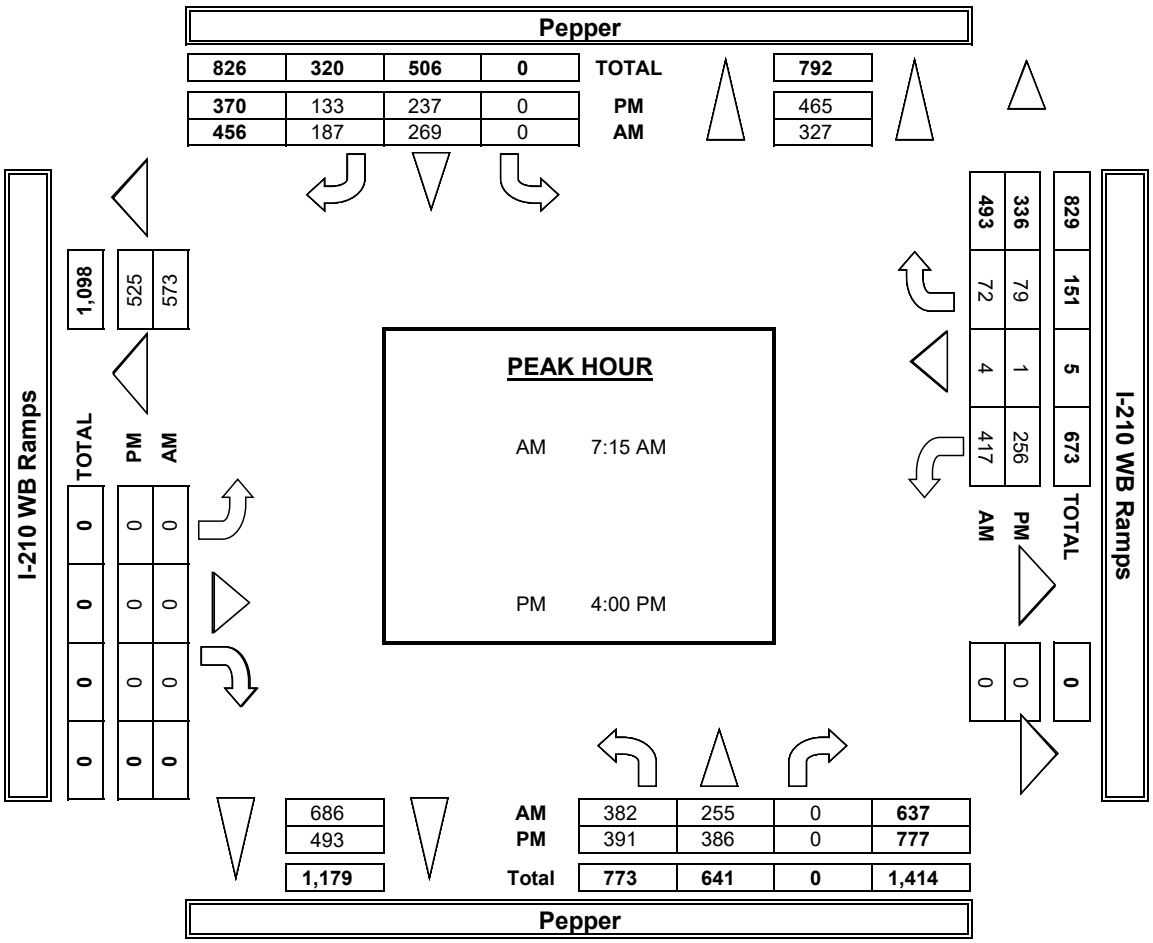
Pepper

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		E SIDE	W SIDE	S SIDE	N SIDE	TOTAL	E SIDE	W SIDE	S SIDE	N SIDE	TOTAL	ES	WS	SS	NS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
	7:30 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
	8:15 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	8:30 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	3	2	0	0	5	1	1	0	0	2	2	1	0	0	3
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	1	2	0	0	3	0	0	0	0	0	1	2	0	0	3
	5:30 PM	0	0	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	0	0
	TOTAL	2	4	0	0	6	1	0	0	0	1	1	4	0	0	5

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rialto	PROJECT #:	SC4165
8/22/23	NORTH & SOUTH:	Pepper	LOCATION #:	2
TUESDAY	EAST & WEST:	I-210 WB Ramps	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

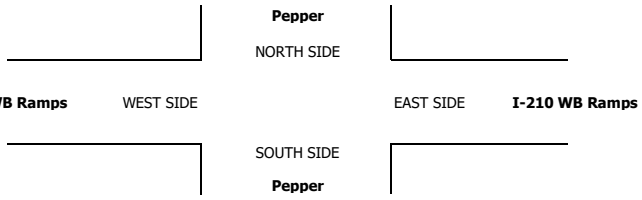
		NORTHBOUND (Pepper)			SOUTHBOUND (Pepper)			EASTBOUND (I-210 WB Ramps)			WESTBOUND (I-210 WB Ramps)			
	LANES:	NL 1	NT 2	NR X	SL X	ST 1.5	SR 0.5	EL X	ET X	ER X	WL 1	WT 0.5	WR 0.5	TOTAL
AM	7:00 AM	95	27	0	0	29	39	0	0	0	66	0	20	276
	7:15 AM	92	51	0	0	35	53	0	0	0	104	1	15	351
	7:30 AM	91	52	0	0	72	46	0	0	0	123	1	13	398
	7:45 AM	106	60	0	0	58	30	0	0	0	117	1	11	383
	8:00 AM	69	58	0	0	66	31	0	0	0	63	1	14	302
	8:15 AM	62	57	0	0	79	19	0	0	0	66	0	9	292
	8:30 AM	56	43	0	0	43	26	0	0	0	42	0	13	223
	8:45 AM	53	41	0	0	35	24	0	0	0	52	1	14	220
	VOLUMES	624	389	0	0	417	268	0	0	0	633	5	109	2,445
	APPROACH %	62%	38%	0%	0%	61%	39%	0%	0%	0%	85%	1%	15%	
	APP/DEPART	1,013	/	498	685	/	1,050	0	/	0	747	/	897	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	358	221	0	0	231	160	0	0	0	407	4	53	1,434
	APPROACH %	62%	38%	0%	0%	59%	41%	0%	0%	0%	88%	1%	11%	
	PEAK HR FACTOR		0.872			0.828			0.000			0.847		0.901
	APP/DEPART	579	/	274	391	/	638	0	/	0	464	/	522	0
PM	04:00 PM	99	96	0	0	55	31	0	0	0	57	0	19	357
	4:15 PM	95	89	0	0	42	32	0	0	0	67	0	16	341
	4:30 PM	96	90	0	0	58	31	0	0	0	66	1	21	363
	4:45 PM	85	80	0	0	66	24	0	0	0	56	0	19	330
	5:00 PM	67	78	0	0	48	28	0	0	0	67	1	14	303
	5:15 PM	100	97	0	0	58	27	0	0	0	72	1	26	381
	5:30 PM	91	79	0	0	51	21	0	0	0	56	2	18	318
	5:45 PM	77	77	0	0	51	23	0	0	0	64	0	20	312
	VOLUMES	710	686	0	0	429	217	0	0	0	505	5	153	2,705
	APPROACH %	51%	49%	0%	0%	66%	34%	0%	0%	0%	76%	1%	23%	
	APP/DEPART	1,396	/	839	646	/	934	0	/	0	663	/	932	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	375	355	0	0	221	118	0	0	0	246	1	75	1,391
	APPROACH %	51%	49%	0%	0%	65%	35%	0%	0%	0%	76%	0%	23%	
	PEAK HR FACTOR		0.936			0.942			0.000			0.915		0.958
	APP/DEPART	730	/	430	339	/	467	0	/	0	322	/	494	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR 0	ERR X	WRR 0
0	7	0	10
0	25	0	6
0	5	0	4
0	4	0	2
0	5	0	5
0	7	0	6
0	5	0	5
0	9	0	4
0	67	0	42
0	39	0	17
0	9	0	10
0	13	0	7
0	16	0	9
0	3	0	11
0	16	0	5
0	16	0	12
0	9	0	10
0	15	0	12
0	97	0	76
0	41	0	37



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rialto	PROJECT #:	SC4165
8/22/23	NORTH & SOUTH:	Pepper	LOCATION #:	2
TUESDAY	EAST & WEST:	I-210 WB Ramps	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

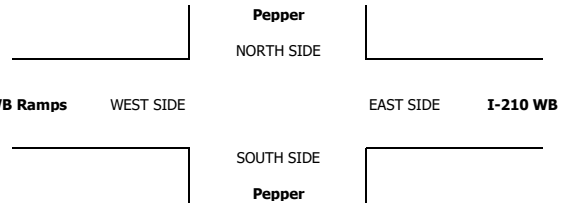
		NORTHBOUND (Pepper)			SOUTHBOUND (Pepper)			EASTBOUND (I-210 WB Ramps)			WESTBOUND (I-210 WB Ramps)			
	LANES:	NL 1	NT 2	NR X	SL X	ST 1.5	SR 0.5	EL X	ET X	ER X	WL 1	WT 0.5	WR 0.5	TOTAL
AM	7:00 AM	3	3	0	0	2	2	0	0	0	1	0	5	16
	7:15 AM	2	2	0	0	2	5	0	0	0	1	0	0	12
	7:30 AM	1	4	0	0	3	5	0	0	0	2	0	0	15
	7:45 AM	7	6	0	0	1	1	0	0	0	2	0	2	19
	8:00 AM	2	5	0	0	2	2	0	0	0	2	0	1	14
	8:15 AM	3	3	0	0	3	2	0	0	0	3	0	1	15
	8:30 AM	4	5	0	0	2	0	0	0	0	1	0	1	13
	8:45 AM	1	1	0	0	2	3	0	0	0	4	0	0	11
	VOLUMES	23	29	0	0	17	20	0	0	0	16	0	10	115
	APPROACH %	44%	56%	0%	0%	46%	54%	0%	0%	0%	62%	0%	38%	
	APP/DEPART	52	/	39	37	/	33	0	/	0	26	/	43	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	12	17	0	0	8	13	0	0	0	7	0	3	60
	APPROACH %	41%	59%	0%	0%	38%	62%	0%	0%	0%	70%	0%	30%	
	PEAK HR FACTOR		0.558			0.656			0.000			0.625		0.789
	APP/DEPART	29	/	20	21	/	15	0	/	0	10	/	25	0
PM	04:00 PM	1	6	0	0	3	2	0	0	0	2	0	1	15
	4:15 PM	3	5	0	0	1	3	0	0	0	2	0	0	14
	4:30 PM	4	6	0	0	5	2	0	0	0	2	0	1	20
	4:45 PM	0	5	0	0	2	2	0	0	0	2	0	1	12
	5:00 PM	1	3	0	0	1	0	0	0	0	7	0	0	12
	5:15 PM	1	4	0	0	0	0	0	0	0	2	0	0	7
	5:30 PM	3	12	0	0	0	0	0	0	0	0	0	0	15
	5:45 PM	3	4	0	0	1	1	0	0	0	6	0	0	15
	VOLUMES	16	45	0	0	13	10	0	0	0	23	0	3	110
	APPROACH %	26%	74%	0%	0%	57%	43%	0%	0%	0%	88%	0%	12%	
	APP/DEPART	61	/	48	23	/	36	0	/	0	26	/	26	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	8	22	0	0	11	9	0	0	0	8	0	3	61
	APPROACH %	27%	73%	0%	0%	55%	45%	0%	0%	0%	73%	0%	27%	
	PEAK HR FACTOR		0.750			0.714			0.000			0.917		0.763
	APP/DEPART	30	/	25	20	/	19	0	/	0	11	/	17	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR 0	ERR X	WRR 0
0	0	0	1
0	2	0	0
0	2	0	0
0	0	0	2
0	0	0	0
0	0	0	0
0	0	0	1
0	1	0	0
0	5	0	4
0	4	0	2
0	0	0	0
0	2	0	0
0	0	0	1
0	0	0	0
0	0	0	0
0	0	0	0
0	1	0	0
0	4	0	1
0	3	0	1



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rialto	PROJECT #:	SC4165
8/22/23	NORTH & SOUTH:	Pepper	LOCATION #:	2
TUESDAY	EAST & WEST:	I-210 WB Ramps	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Pepper)			SOUTHBOUND (Pepper)			EASTBOUND (I-210 WB Ramps)			WESTBOUND (I-210 WB Ramps)			
	LANES:	NL 1	NT 2	NR X	SL X	ST 1.5	SR 0.5	EL X	ET X	ER X	WL 1	WT 0.5	WR 0.5	TOTAL
AM	7:00 AM	1	3	0	0	2	1	0	0	0	0	0	2	9
	7:15 AM	1	3	0	0	1	0	0	0	0	0	0	1	6
	7:30 AM	1	3	0	0	1	0	0	0	0	0	0	0	5
	7:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	3	5
	8:15 AM	2	0	0	0	2	1	0	0	0	0	0	0	5
	8:30 AM	0	1	0	0	0	1	0	0	0	0	0	2	4
	8:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
	VOLUMES	6	11	0	0	9	3	0	0	0	0	0	8	37
	APPROACH %	35%	65%	0%	0%	75%	25%	0%	0%	0%	0%	0%	100%	
	APP/DEPART	17	/	19	12	/	9	0	/	0	8	/	9	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	2	7	0	0	5	0	0	0	0	0	0	4	18
	APPROACH %	22%	78%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	
	PEAK HR FACTOR		0.563			0.625			0.000			0.333		0.750
	APP/DEPART	9	/	11	5	/	5	0	/	0	4	/	2	0
PM	04:00 PM	2	2	0	0	1	1	0	0	0	0	0	0	6
	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	1	1
	4:45 PM	1	0	0	0	0	0	0	0	0	1	0	0	2
	5:00 PM	0	1	0	0	0	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	1	0	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
	VOLUMES	4	3	0	0	1	1	0	0	0	1	0	1	11
	APPROACH %	57%	43%	0%	0%	50%	50%	0%	0%	0%	50%	0%	50%	
	APP/DEPART	7	/	4	2	/	2	0	/	0	2	/	5	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	3	2	0	0	1	1	0	0	0	1	0	1	9
	APPROACH %	60%	40%	0%	0%	50%	50%	0%	0%	0%	50%	0%	50%	
	PEAK HR FACTOR		0.313			0.250			0.000			0.500		0.375
	APP/DEPART	5	/	3	2	/	2	0	/	0	2	/	4	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR 0	ERR X	WRR 0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	1
0	0	0	0
0	0	0	1
0	0	0	0
0	0	0	2
0	0	0	1
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
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0	0	0	0
0	0	0	0
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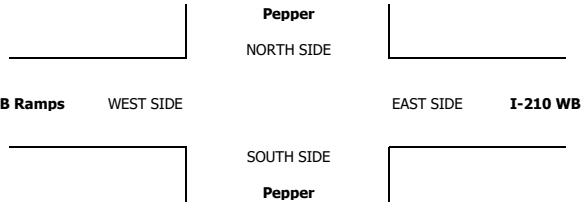
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rialto	PROJECT #:	SC4165
8/22/23	NORTH & SOUTH:	Pepper	LOCATION #:	2
TUESDAY	EAST & WEST:	I-210 WB Ramps	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

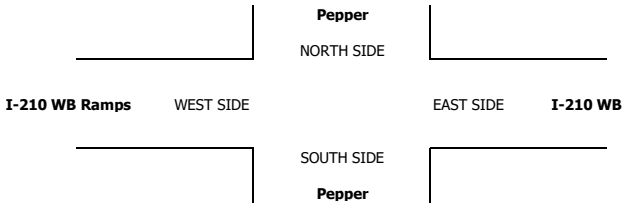
		NORTHBOUND (Pepper)			SOUTHBOUND (Pepper)			EASTBOUND (I-210 WB Ramps)			WESTBOUND (I-210 WB Ramps)			
	LANES:	NL 1	NT 2	NR X	SL X	ST 1.5	SR 0.5	EL X	ET X	ER X	WL 1	WT 0.5	WR 0.5	TOTAL
AM	7:00 AM	1	2	0	0	6	1	0	0	0	0	0	2	12
	7:15 AM	1	2	0	0	6	2	0	0	0	0	0	6	17
	7:30 AM	3	3	0	0	8	4	0	0	0	0	0	1	19
	7:45 AM	1	3	0	0	6	4	0	0	0	0	0	3	17
	8:00 AM	4	2	0	0	5	4	0	0	0	1	0	2	18
	8:15 AM	1	3	0	0	3	2	0	0	0	0	1	3	13
	8:30 AM	2	1	0	0	2	1	0	0	0	1	0	5	12
	8:45 AM	3	3	0	0	8	1	0	0	0	0	0	8	23
	VOLUMES	16	19	0	0	44	19	0	0	0	2	1	30	131
	APPROACH %	46%	54%	0%	0%	70%	30%	0%	0%	0%	6%	3%	91%	
	APP/DEPART	35	/	49	63	/	46	0	/	0	33	/	36	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	9	10	0	0	25	14	0	0	0	1	0	12	71
	APPROACH %	47%	53%	0%	0%	64%	36%	0%	0%	0%	8%	0%	92%	
	PEAK HR FACTOR		0.792			0.813			0.000			0.542		0.934
	APP/DEPART	19	/	22	39	/	26	0	/	0	13	/	23	0
PM	04:00 PM	3	2	0	0	0	2	0	0	0	0	0	0	7
	4:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	4
	4:30 PM	0	3	0	0	2	1	0	0	0	0	0	0	6
	4:45 PM	1	1	0	0	0	2	0	0	0	0	0	0	4
	5:00 PM	1	0	0	0	0	0	0	0	0	1	0	0	2
	5:15 PM	1	1	0	0	0	0	0	0	0	0	0	0	2
	5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
	5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	VOLUMES	7	9	0	0	4	6	0	0	0	1	0	0	27
	APPROACH %	44%	56%	0%	0%	40%	60%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	16	/	9	10	/	5	0	/	0	1	/	13	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	5	7	0	0	4	5	0	0	0	0	0	0	21
	APPROACH %	42%	58%	0%	0%	44%	56%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.600			0.750			0.000			0.000		0.750
	APP/DEPART	12	/	7	9	/	4	0	/	0	0	/	10	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR 0	ERR X	WRR 0
0	0	0	1
0	0	0	3
0	0	0	1
0	1	0	0
0	0	0	0
0	0	0	2
0	0	0	0
0	0	0	2
0	1	0	9
0	1	0	4
0	0	0	0
0	1	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	1	0	0
0	0	0	0
0	2	0	0
0	1	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rialto	PROJECT #:	SC4165
8/22/23	NORTH & SOUTH:	Pepper	LOCATION #:	2
TUESDAY	EAST & WEST:	I-210 WB Ramps	CONTROL:	SIGNAL

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Pepper)			SOUTHBOUND (Pepper)			EASTBOUND (I-210 WB Ramps)			WESTBOUND (I-210 WB Ramps)			
	LANES:	NL 1	NT 2	NR X	SL X	ST 1.5	SR 0.5	EL X	ET X	ER X	WL 1	WT 0.5	WR 0.5	TOTAL
AM	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
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	04:00 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
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR 0	ERR X	WRR 0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
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0	0	0	0
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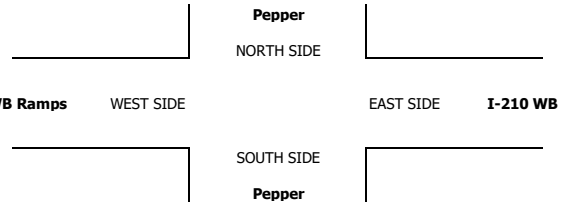
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rialto	PROJECT #:	SC4165
8/22/23	NORTH & SOUTH:	Pepper	LOCATION #:	2
TUESDAY	EAST & WEST:	I-210 WB Ramps	CONTROL:	SIGNAL

CLASS 6: BUSES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

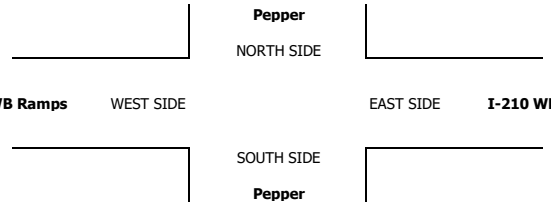
		NORTHBOUND (Pepper)			SOUTHBOUND (Pepper)			EASTBOUND (I-210 WB Ramps)			WESTBOUND (I-210 WB Ramps)			
	LANES:	NL 1	NT 2	NR X	SL X	ST 1.5	SR 0.5	EL X	ET X	ER X	WL 1	WT 0.5	WR 0.5	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	2
	7:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
	7:45 AM	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	1	0	0	0	0	0	0	0	0	0	0	1
	VOLUMES	1	1	0	0	0	0	0	0	0	2	0	0	4
	APPROACH %	50%	50%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	2	/	1	0	/	2	0	/	0	2	/	1	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	1	0	0	0	0	0	0	0	0	2	0	0	3
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR	0.250			0.000			0.000			0.250			0.375
	APP/DEPART	1	/	0	0	/	2	0	/	0	2	/	1	0
PM	04:00 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	1	0	0	1
	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
	VOLUMES	0	0	0	0	0	0	0	0	0	1	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	0	/	0	0	/	1	0	/	0	1	/	0	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	0	0	0	0	0	0	0	1	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.250			0.250
	APP/DEPART	0	/	0	0	/	1	0	/	0	1	/	0	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR 0	ERR X	WRR 0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

T050223

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Aug 22, 23	LOCATION:	Rialto	PROJECT #: SC4165
	NORTH & SOUTH:	Pepper	LOCATION #: 3
	EAST & WEST:	I-210 EB Ramps	CONTROL: SIGNAL

NOTES: Queue NB AM

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Pepper			SOUTHBOUND Pepper			EASTBOUND I-210 EB Ramps			WESTBOUND I-210 EB Ramps			
	LANES:	NL X	NT 1.5	NR 0.5	SL 1	ST 2	SR X	EL 1	ET 0.5	ER 0.5	WL X	WT X	WR X	TOTAL
AM	7:00 AM	0	117	58	18	88	0	18	0	65	0	0	0	364
	7:15 AM	0	131	76	10	141	0	25	0	106	0	0	0	489
	7:30 AM	0	132	85	31	177	0	27	1	96	0	0	0	549
	7:45 AM	0	158	100	22	164	0	25	0	84	0	0	0	553
	8:00 AM	0	121	98	18	122	0	20	0	90	0	0	0	469
	8:15 AM	0	104	89	11	145	0	27	0	70	0	0	0	446
	8:30 AM	0	94	69	9	82	0	19	1	76	0	0	0	350
	8:45 AM	0	77	49	13	86	0	27	0	62	0	0	0	314
	VOLUMES	0	934	624	132	1,005	0	188	2	649	0	0	0	3,534
	APPROACH %	0%	60%	40%	12%	88%	0%	22%	0%	77%	0%	0%	0%	
	APP/DEPART	1,558	/	1,122	1,137	/	1,654	839	/	758	0	/	0	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	542	359	81	604	0	97	1	376	0	0	0	2,060
	APPROACH %	0%	60%	40%	12%	88%	0%	20%	0%	79%	0%	0%	0%	
	PEAK HR FACTOR		0.873			0.823			0.905			0.000		0.931
	APP/DEPART	901	/	639	685	/	980	474	/	441	0	/	0	0
PM	04:00 PM	0	163	72	15	103	0	48	0	114	0	0	0	515
	4:15 PM	0	141	65	15	100	0	53	1	116	0	0	0	491
	4:30 PM	0	139	72	17	115	0	60	1	107	0	0	0	511
	4:45 PM	0	127	81	19	108	0	46	2	108	0	0	0	491
	5:00 PM	0	109	83	17	107	0	42	0	98	0	0	0	456
	5:15 PM	0	158	68	6	126	0	46	0	90	0	0	0	494
	5:30 PM	0	145	68	16	91	0	41	1	85	0	0	0	447
	5:45 PM	0	113	66	13	108	0	51	1	104	0	0	0	456
	VOLUMES	0	1,095	575	118	858	0	387	6	822	0	0	0	3,861
	APPROACH %	0%	66%	34%	12%	88%	0%	32%	0%	68%	0%	0%	0%	
	APP/DEPART	1,670	/	1,482	976	/	1,680	1,215	/	699	0	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	570	290	66	426	0	207	4	445	0	0	0	2,008
	APPROACH %	0%	66%	34%	13%	87%	0%	32%	1%	68%	0%	0%	0%	
	PEAK HR FACTOR		0.915			0.932			0.965			0.000		0.975
	APP/DEPART	860	/	777	492	/	871	656	/	360	0	/	0	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR	SRR	ERR	WRR
0	X	0	X
16	0	45	0
24	0	63	0
16	0	49	0
22	0	53	0
27	0	56	0
14	0	39	0
10	0	57	0
11	0	34	0
140	0	396	0
89	0	221	0
16	0	69	0
19	0	56	0
22	0	54	0
16	0	49	0
12	0	42	0
21	0	45	0
12	0	45	0
18	0	48	0
136	0	408	0
73	0	228	0

Pepper

NORTH SIDE

I-210 EB Ramps WEST SIDE EAST SIDE **I-210 EB Ramps**

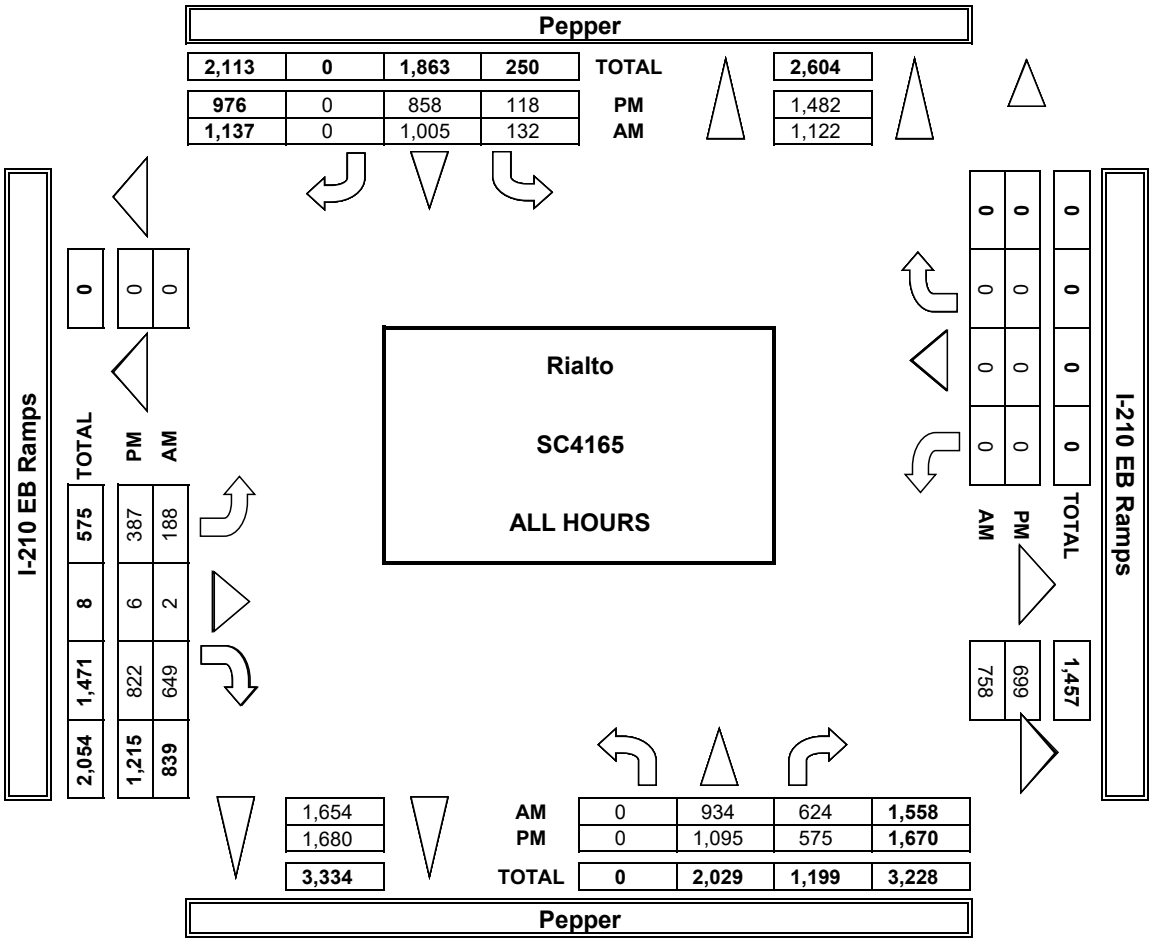
SOUTH SIDE

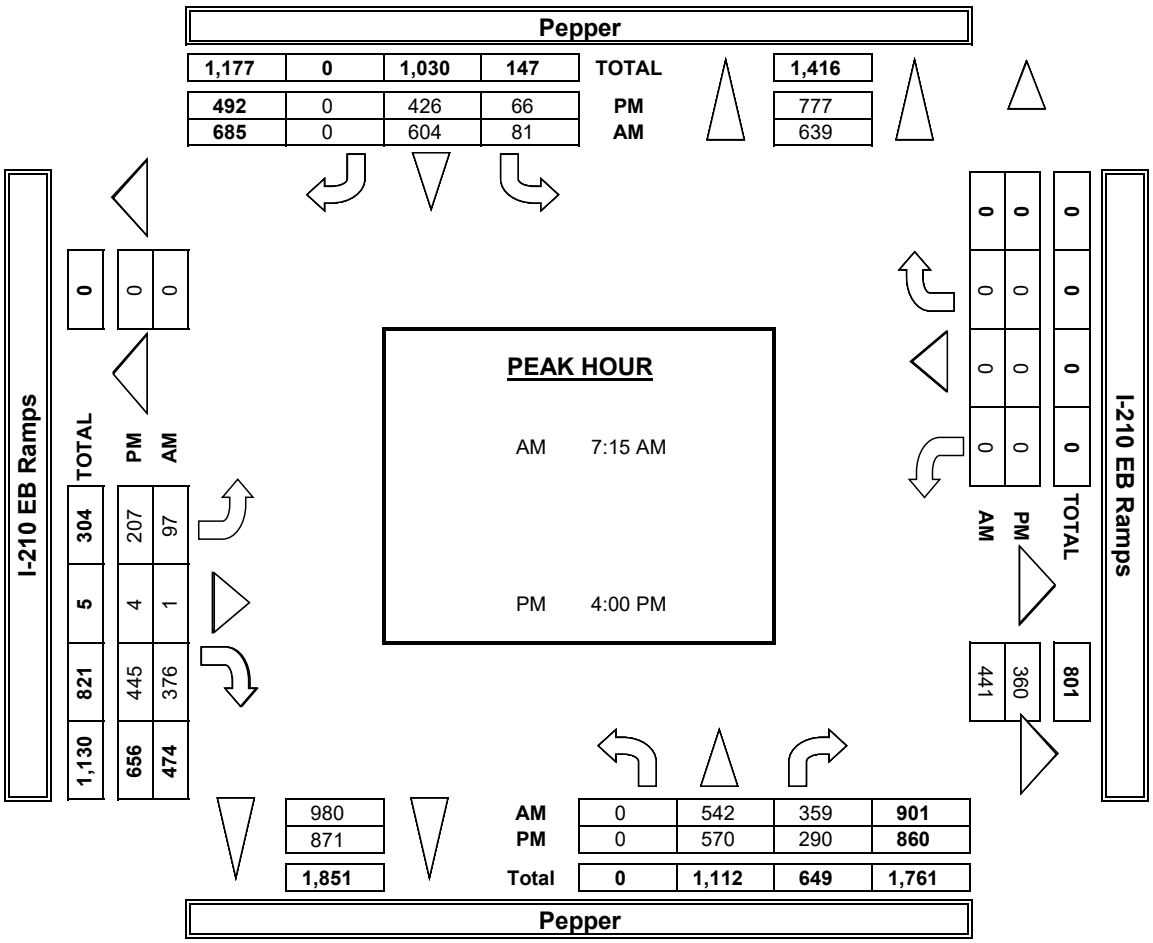
Pepper

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		E SIDE	W SIDE	S SIDE	N SIDE	TOTAL	E SIDE	W SIDE	S SIDE	N SIDE	TOTAL	ES	WS	SS	NS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	7:30 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
	8:15 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	8:30 AM	0	0	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	0	0
	TOTAL	2	2	0	0	4	1	1	0	0	2	1	1	0	0	2
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	1	2	0	0	3	0	0	0	0	0	1	2	0	0	3
	5:30 PM	0	0	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	0	0
	TOTAL	2	4	0	0	6	1	0	0	0	1	1	4	0	0	5

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rialto	PROJECT #:	SC4165
8/22/23	NORTH & SOUTH:	Pepper	LOCATION #:	3
TUESDAY	EAST & WEST:	I-210 EB Ramps	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

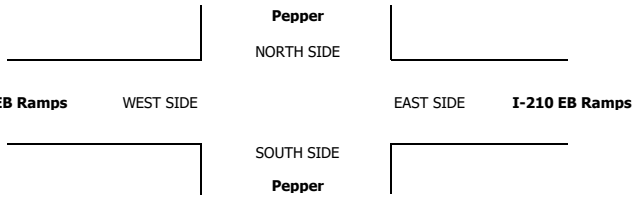
		NORTHBOUND (Pepper)			SOUTHBOUND (Pepper)			EASTBOUND (I-210 EB Ramps)			WESTBOUND (I-210 EB Ramps)			
	LANES:	NL X	NT 1.5	NR 0.5	SL 1	ST 2	SR X	EL 1	ET 0.5	ER 0.5	WL X	WT X	WR X	TOTAL
AM	7:00 AM	0	109	57	9	86	0	13	0	62	0	0	0	336
	7:15 AM	0	126	74	5	134	0	19	0	98	0	0	0	456
	7:30 AM	0	122	82	21	173	0	21	1	90	0	0	0	510
	7:45 AM	0	147	93	16	159	0	19	0	80	0	0	0	514
	8:00 AM	0	112	93	14	115	0	15	0	85	0	0	0	434
	8:15 AM	0	98	82	6	139	0	21	0	67	0	0	0	413
	8:30 AM	0	86	66	6	79	0	14	1	73	0	0	0	325
	8:45 AM	0	74	45	6	79	0	20	0	56	0	0	0	280
	VOLUMES	0	874	592	83	964	0	142	2	611	0	0	0	3,268
	APPROACH %	0%	60%	40%	8%	92%	0%	19%	0%	81%	0%	0%	0%	
	APP/DEPART	1,466	/	1,016	1,047	/	1,575	755	/	677	0	/	0	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	507	342	56	581	0	74	1	353	0	0	0	1,914
	APPROACH %	0%	60%	40%	9%	91%	0%	17%	0%	82%	0%	0%	0%	
	PEAK HR FACTOR		0.884			0.821			0.915			0.000		0.931
	APP/DEPART	849	/	581	637	/	934	428	/	399	0	/	0	0
PM	04:00 PM	0	153	66	12	100	0	42	0	109	0	0	0	482
	4:15 PM	0	134	64	11	98	0	50	1	107	0	0	0	465
	4:30 PM	0	132	68	14	109	0	54	1	101	0	0	0	479
	4:45 PM	0	121	79	16	106	0	44	2	100	0	0	0	468
	5:00 PM	0	105	81	16	99	0	40	0	94	0	0	0	435
	5:15 PM	0	153	68	6	124	0	44	0	88	0	0	0	483
	5:30 PM	0	133	64	16	91	0	37	1	84	0	0	0	426
	5:45 PM	0	110	65	12	102	0	46	1	103	0	0	0	439
	VOLUMES	0	1,041	555	103	829	0	357	6	786	0	0	0	3,677
	APPROACH %	0%	65%	35%	11%	89%	0%	31%	1%	68%	0%	0%	0%	
	APP/DEPART	1,596	/	1,398	932	/	1,615	1,149	/	664	0	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	540	277	53	413	0	190	4	417	0	0	0	1,894
	APPROACH %	0%	66%	34%	11%	89%	0%	31%	1%	68%	0%	0%	0%	
	PEAK HR FACTOR		0.933			0.947			0.967			0.000		0.982
	APP/DEPART	817	/	730	466	/	830	611	/	334	0	/	0	0

U-TURNS

	NB	SB	EB	WB	TTL
AM 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
AM TOTAL	0	0	0	0	0
PM 04:00 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
PM TOTAL	0	0	0	0	0

RTOR

	NRR 0	SRR X	ERR 0	WRR X
AM 7:00 AM	15	0	44	0
7:15 AM	24	0	59	0
7:30 AM	15	0	48	0
7:45 AM	22	0	50	0
8:00 AM	25	0	54	0
8:15 AM	11	0	37	0
8:30 AM	10	0	55	0
8:45 AM	10	0	32	0
AM TOTAL	132	0	379	0
AM BEGIN PEAK HR 7:15 AM	86	0	211	0
PM 04:00 PM	16	0	67	0
4:15 PM	19	0	52	0
4:30 PM	21	0	51	0
4:45 PM	16	0	45	0
5:00 PM	12	0	40	0
5:15 PM	21	0	44	0
5:30 PM	12	0	44	0
5:45 PM	17	0	48	0
PM TOTAL	134	0	391	0
PM BEGIN PEAK HR 4:00 PM	72	0	215	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rialto	PROJECT #:	SC4165
8/22/23	NORTH & SOUTH:	Pepper	LOCATION #:	3
TUESDAY	EAST & WEST:	I-210 EB Ramps	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

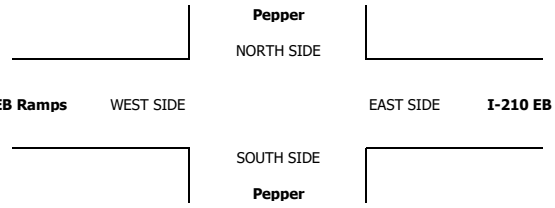
		NORTHBOUND (Pepper)			SOUTHBOUND (Pepper)			EASTBOUND (I-210 EB Ramps)			WESTBOUND (I-210 EB Ramps)			
	LANES:	NL X	NT 1.5	NR 0.5	SL 1	ST 2	SR X	EL 1	ET 0.5	ER 0.5	WL X	WT X	WR X	TOTAL
AM	7:00 AM	0	5	1	2	1	0	1	0	2	0	0	0	12
	7:15 AM	0	2	2	0	3	0	2	0	6	0	0	0	15
	7:30 AM	0	3	3	2	3	0	2	0	4	0	0	0	17
	7:45 AM	0	10	4	0	3	0	3	0	2	0	0	0	22
	8:00 AM	0	6	4	0	4	0	1	0	3	0	0	0	18
	8:15 AM	0	2	6	1	5	0	4	0	1	0	0	0	19
	8:30 AM	0	6	1	1	2	0	3	0	2	0	0	0	15
	8:45 AM	0	0	3	0	6	0	2	0	4	0	0	0	15
	VOLUMES	0	34	24	6	27	0	18	0	24	0	0	0	133
	APPROACH %	0%	59%	41%	18%	82%	0%	43%	0%	57%	0%	0%	0%	
	APP/DEPART	58	/	52	33	/	51	42	/	30	0	/	0	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	21	13	2	13	0	8	0	15	0	0	0	72
	APPROACH %	0%	62%	38%	13%	87%	0%	35%	0%	65%	0%	0%	0%	
	PEAK HR FACTOR		0.607			0.750			0.719			0.000		0.818
	APP/DEPART	34	/	29	15	/	28	23	/	15	0	/	0	0
PM	04:00 PM	0	4	6	2	3	0	3	0	5	0	0	0	23
	4:15 PM	0	6	0	3	0	0	2	0	7	0	0	0	18
	4:30 PM	0	7	1	2	5	0	3	0	5	0	0	0	23
	4:45 PM	0	4	2	3	1	0	1	0	5	0	0	0	16
	5:00 PM	0	2	2	1	7	0	2	0	4	0	0	0	18
	5:15 PM	0	3	0	0	2	0	2	0	1	0	0	0	8
	5:30 PM	0	11	4	0	0	0	4	0	1	0	0	0	20
	5:45 PM	0	2	0	1	6	0	5	0	1	0	0	0	15
	VOLUMES	0	39	15	12	24	0	22	0	29	0	0	0	141
	APPROACH %	0%	72%	28%	33%	67%	0%	43%	0%	57%	0%	0%	0%	
	APP/DEPART	54	/	61	36	/	53	51	/	27	0	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	21	9	10	9	0	9	0	22	0	0	0	80
	APPROACH %	0%	70%	30%	53%	47%	0%	29%	0%	71%	0%	0%	0%	
	PEAK HR FACTOR		0.750			0.679			0.861			0.000		0.870
	APP/DEPART	30	/	30	19	/	31	31	/	19	0	/	0	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR 0	SRR X	ERR 0	WRR X
1	0	1	0
0	0	3	0
1	0	1	0
0	0	2	0
1	0	2	0
3	0	1	0
0	0	2	0
1	0	2	0
7	0	14	0
2	0	8	0
0	0	2	0
0	0	4	0
0	0	3	0
0	0	1	0
0	0	2	0
0	0	0	0
0	0	1	0
0	0	0	0
0	0	13	0
0	0	10	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rialto	PROJECT #:	SC4165
8/22/23	NORTH & SOUTH:	Pepper	LOCATION #:	3
TUESDAY	EAST & WEST:	I-210 EB Ramps	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

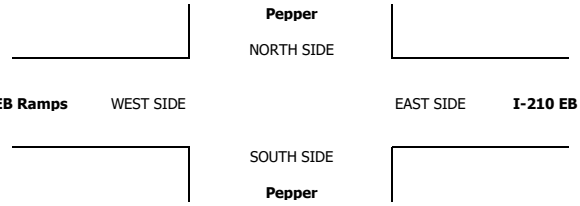
		NORTHBOUND (Pepper)			SOUTHBOUND (Pepper)			EASTBOUND (I-210 EB Ramps)			WESTBOUND (I-210 EB Ramps)			
	LANES:	NL: X	NT: 1.5	NR: 0.5	SL: 1	ST: 2	SR: X	EL: 1	ET: 0.5	ER: 0.5	WL: X	WT: X	WR: X	TOTAL
AM	7:00 AM	0	2	0	1	1	0	2	0	0	0	0	0	6
	7:15 AM	0	1	0	1	0	0	3	0	1	0	0	0	6
	7:30 AM	0	3	0	0	1	0	1	0	1	0	0	0	6
	7:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
	8:00 AM	0	0	0	0	1	0	1	0	2	0	0	0	4
	8:15 AM	0	1	1	1	1	0	1	0	0	0	0	0	5
	8:30 AM	0	1	1	0	0	0	0	0	1	0	0	0	3
	8:45 AM	0	0	0	0	0	0	1	0	1	0	0	0	2
	VOLUMES	0	8	2	3	6	0	9	0	6	0	0	0	34
	APPROACH %	0%	80%	20%	33%	67%	0%	60%	0%	40%	0%	0%	0%	
	APP/DEPART	10	/	17	9	/	12	15	/	5	0	/	0	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	4	0	1	4	0	5	0	4	0	0	0	18
	APPROACH %	0%	100%	0%	20%	80%	0%	56%	0%	44%	0%	0%	0%	
	PEAK HR FACTOR		0.333			0.625			0.563			0.000		0.750
	APP/DEPART	4	/	9	5	/	8	9	/	1	0	/	0	0
PM	04:00 PM	0	2	0	1	0	0	2	0	0	0	0	0	5
	4:15 PM	0	0	1	0	0	0	0	0	2	0	0	0	3
	4:30 PM	0	0	2	0	0	0	0	0	1	0	0	0	3
	4:45 PM	0	1	0	0	1	0	0	0	2	0	0	0	4
	5:00 PM	0	1	0	0	0	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	1	0	0	0	0	0	0	0	0	0	0	1
	5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
	VOLUMES	0	5	4	1	1	0	2	0	5	0	0	0	18
	APPROACH %	0%	56%	44%	50%	50%	0%	29%	0%	71%	0%	0%	0%	
	APP/DEPART	9	/	7	2	/	6	7	/	5	0	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	3	3	1	1	0	2	0	5	0	0	0	15
	APPROACH %	0%	50%	50%	50%	50%	0%	29%	0%	71%	0%	0%	0%	
	PEAK HR FACTOR		0.750			0.500			0.875			0.000		0.750
	APP/DEPART	6	/	5	2	/	6	7	/	4	0	/	0	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR: 0	SRR: X	ERR: 0	WRR: X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rialto	PROJECT #:	SC4165
8/22/23	NORTH & SOUTH:	Pepper	LOCATION #:	3
TUESDAY	EAST & WEST:	I-210 EB Ramps	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

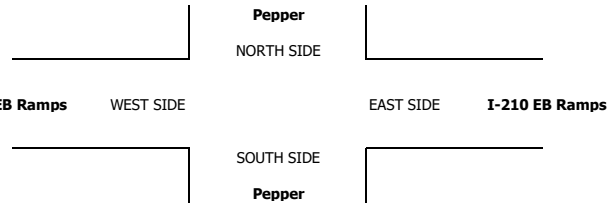
		NORTHBOUND (Pepper)			SOUTHBOUND (Pepper)			EASTBOUND (I-210 EB Ramps)			WESTBOUND (I-210 EB Ramps)			
	LANES:	NL: X	NT: 1.5	NR: 0.5	SL: 1	ST: 2	SR: X	EL: 1	ET: 0.5	ER: 0.5	WL: X	WT: X	WR: X	TOTAL
AM	7:00 AM	0	1	0	6	0	0	2	0	1	0	0	0	10
	7:15 AM	0	2	0	4	2	0	1	0	1	0	0	0	10
	7:30 AM	0	3	0	8	0	0	3	0	1	0	0	0	15
	7:45 AM	0	1	1	6	0	0	3	0	0	0	0	0	11
	8:00 AM	0	3	1	4	2	0	3	0	0	0	0	0	13
	8:15 AM	0	3	0	3	0	0	1	0	2	0	0	0	9
	8:30 AM	0	1	0	2	1	0	2	0	0	0	0	0	6
	8:45 AM	0	3	0	7	1	0	3	0	1	0	0	0	15
	VOLUMES	0	17	2	40	6	0	18	0	6	0	0	0	89
	APPROACH %	0%	89%	11%	87%	13%	0%	75%	0%	25%	0%	0%	0%	
	APP/DEPART	19	/	35	46	/	12	24	/	42	0	/	0	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	0	9	2	22	4	0	10	0	2	0	0	0	49
	APPROACH %	0%	82%	18%	85%	15%	0%	83%	0%	17%	0%	0%	0%	
	PEAK HR FACTOR	0.688			0.813			0.750			0.000			0.817
	APP/DEPART	11	/	19	26	/	6	12	/	24	0	/	0	0
PM	04:00 PM	0	4	0	0	0	0	1	0	0	0	0	0	5
	4:15 PM	0	1	0	1	1	0	1	0	0	0	0	0	4
	4:30 PM	0	0	0	1	1	0	3	0	0	0	0	0	5
	4:45 PM	0	1	0	0	0	0	1	0	1	0	0	0	3
	5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	5:15 PM	0	2	0	0	0	0	0	0	1	0	0	0	3
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	VOLUMES	0	10	0	2	3	0	6	0	2	0	0	0	23
	APPROACH %	0%	100%	0%	40%	60%	0%	75%	0%	25%	0%	0%	0%	
	APP/DEPART	10	/	16	5	/	5	8	/	2	0	/	0	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	6	0	2	2	0	6	0	1	0	0	0	17
	APPROACH %	0%	100%	0%	50%	50%	0%	86%	0%	14%	0%	0%	0%	
	PEAK HR FACTOR	0.375			0.500			0.583			0.000			0.850
	APP/DEPART	6	/	12	4	/	3	7	/	2	0	/	0	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR: 0	SRR: X	ERR: 0	WRR: X
0	0	0	0
0	0	1	0
0	0	0	0
0	0	0	0
1	0	0	0
0	0	1	0
0	0	0	0
0	0	0	0
1	0	2	0
1	0	1	0
0	0	0	0
0	0	0	0
0	0	1	0
0	0	0	0
0	0	0	0
0	0	1	0
0	0	0	0
0	0	0	0
0	0	2	0
0	0	1	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rialto	PROJECT #:	SC4165
8/22/23	NORTH & SOUTH:	Pepper	LOCATION #:	3
TUESDAY	EAST & WEST:	I-210 EB Ramps	CONTROL:	SIGNAL

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND (Pepper)			SOUTHBOUND (Pepper)			EASTBOUND (I-210 EB Ramps)			WESTBOUND (I-210 EB Ramps)			
LANES:	NL: X	NT: 1.5	NR: 0.5	SL: 1	ST: 2	SR: X	EL: 1	ET: 0.5	ER: 0.5	WL: X	WT: X	WR: X	TOTAL
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
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
04:00 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
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR: 0	SRR: X	ERR: 0	WRR: X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
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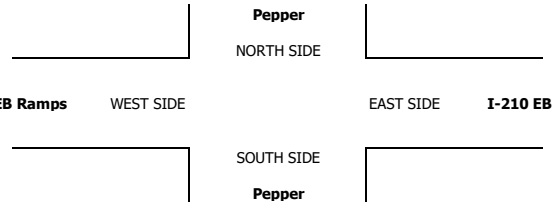
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rialto	PROJECT #:	SC4165
8/22/23	NORTH & SOUTH:	Pepper	LOCATION #:	3
TUESDAY	EAST & WEST:	I-210 EB Ramps	CONTROL:	SIGNAL

CLASS 6: BUSES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

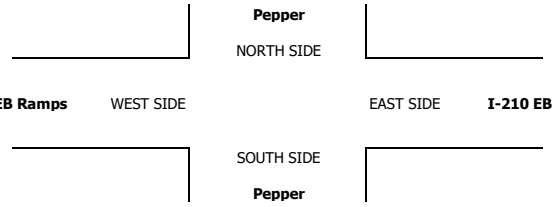
		NORTHBOUND (Pepper)			SOUTHBOUND (Pepper)			EASTBOUND (I-210 EB Ramps)			WESTBOUND (I-210 EB Ramps)			
	LANES:	NL X	NT 1.5	NR 0.5	SL 1	ST 2	SR X	EL 1	ET 0.5	ER 0.5	WL X	WT X	WR X	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
	7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	7:45 AM	0	0	2	0	0	0	0	0	2	0	0	0	4
	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	1	0	0	0	0	0	0	0	0	0	1
	8:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	2
	VOLUMES	0	1	4	0	2	0	1	0	2	0	0	0	10
	APPROACH %	0%	20%	80%	0%	100%	0%	33%	0%	67%	0%	0%	0%	
	APP/DEPART	5	/	2	2	/	4	3	/	4	0	/	0	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	1	2	0	2	0	0	0	2	0	0	0	7
	APPROACH %	0%	33%	67%	0%	100%	0%	0%	0%	100%	0%	0%	0%	
	PEAK HR FACTOR		0.375			0.250			0.250			0.000		0.438
	APP/DEPART	3	/	1	2	/	4	2	/	2	0	/	0	0
PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	4:30 PM	0	0	1	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	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	1	0	1	0	0	0	0	0	0	0	2
	APPROACH %	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	1	/	0	1	/	1	0	/	1	0	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	1	0	1	0	0	0	0	0	0	0	2
	APPROACH %	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.250			0.250			0.000			0.000		0.500
	APP/DEPART	1	/	0	1	/	1	0	/	1	0	/	0	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR 0	SRR X	ERR 0	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	1	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	1	0
0	0	1	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

T050223

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Aug 22, 23	LOCATION:	Rialto	PROJECT #: SC4165
	NORTH & SOUTH:	Pepper	LOCATION #: 4
	EAST & WEST:	Winchester	CONTROL: SIGNAL

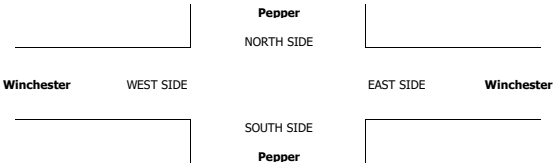
NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Pepper			SOUTHBOUND Pepper			EASTBOUND Winchester			WESTBOUND Terrace			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	1	150	0	0	142	15	24	0	3	1	0	0	336
	7:15 AM	10	181	2	0	222	16	32	1	7	1	2	8	482
	7:30 AM	49	182	0	0	248	31	25	0	26	2	0	3	566
	7:45 AM	34	211	0	2	216	30	27	0	43	2	2	4	571
	8:00 AM	13	206	0	2	196	12	23	1	12	1	1	2	469
	8:15 AM	3	169	0	3	196	9	22	1	1	0	0	2	406
	8:30 AM	3	139	0	0	152	8	15	1	3	1	0	2	324
	8:45 AM	2	126	0	1	142	5	10	2	2	1	0	1	292
	VOLUMES	115	1,364	2	8	1,514	126	178	6	97	9	5	22	3,446
	APPROACH %	8%	92%	0%	0%	92%	8%	63%	2%	35%	25%	14%	61%	
	APP/DEPART	1,481	/	1,564	1,648	/	1,620	281	/	16	36	/	246	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	106	780	2	4	882	89	107	2	88	6	5	17	2,088
	APPROACH %	12%	88%	0%	0%	90%	9%	54%	1%	45%	21%	18%	61%	
	PEAK HR FACTOR		0.906			0.874			0.704			0.636		0.914
	APP/DEPART	888	/	904	975	/	976	197	/	8	28	/	200	0
PM	04:00 PM	2	230	0	1	203	11	15	0	2	0	1	3	468
	4:15 PM	6	175	0	2	194	16	11	0	5	0	2	2	413
	4:30 PM	3	204	1	2	201	21	11	1	3	2	0	3	452
	4:45 PM	7	190	0	2	200	15	11	0	3	0	0	3	431
	5:00 PM	2	188	0	3	184	11	16	1	0	1	0	2	408
	5:15 PM	3	201	1	3	196	24	18	0	2	0	0	1	449
	5:30 PM	2	193	0	1	174	13	8	1	0	0	0	4	396
	5:45 PM	4	159	0	1	183	16	16	0	3	2	0	3	387
	VOLUMES	29	1,540	2	15	1,535	127	106	3	18	5	3	21	3,404
	APPROACH %	2%	98%	0%	1%	92%	8%	83%	2%	14%	17%	10%	72%	
	APP/DEPART	1,571	/	1,667	1,677	/	1,558	127	/	20	29	/	159	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	18	799	1	7	798	63	48	1	13	2	3	11	1,764
	APPROACH %	2%	98%	0%	1%	92%	7%	77%	2%	21%	13%	19%	69%	
	PEAK HR FACTOR		0.881			0.969			0.912			0.800		0.942
	APP/DEPART	818	/	858	868	/	813	62	/	9	16	/	84	0

U-TURNS					
	NB 0	SB 0	EB 0	WB 0	TTL
AM 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
AM TOTAL	0	0	0	0	0
PM 04:00 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
PM TOTAL	0	0	0	0	0

RTOR				
	NRR 0	SRR 0	ERR 0	WRR 0
AM 7:00 AM	0	2	0	0
7:15 AM	0	2	3	3
7:30 AM	0	2	5	1
7:45 AM	0	1	9	2
8:00 AM	0	1	6	1
8:15 AM	0	0	0	1
8:30 AM	0	1	1	1
8:45 AM	0	0	1	0
AM TOTAL	0	9	25	9
	0	6	23	7
PM 04:00 PM	0	0	1	3
4:15 PM	0	1	2	1
4:30 PM	0	3	3	1
4:45 PM	0	1	2	2
5:00 PM	0	1	0	2
5:15 PM	0	2	2	1
5:30 PM	0	2	0	2
5:45 PM	0	0	2	3
PM TOTAL	0	10	12	15
	0	5	8	7



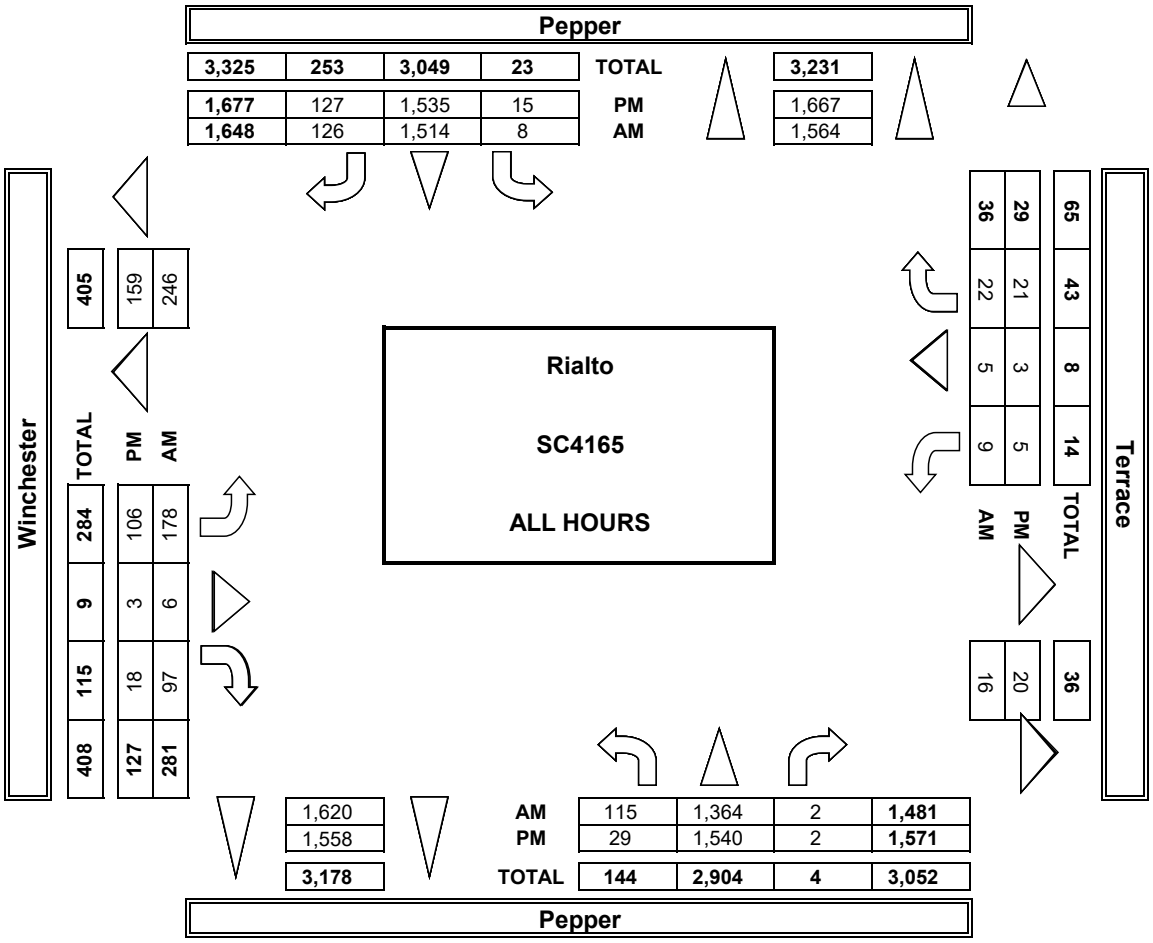
ALL PED AND BIKE					
	E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
AM 7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	1	0	2	1	4
7:45 AM	0	0	1	1	2
8:00 AM	0	2	1	1	4
8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	0	1
8:45 AM	1	2	1	0	4
TOTAL	2	5	5	3	15
PM 4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	2	0	0	2
5:00 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	0	2	0	1	3

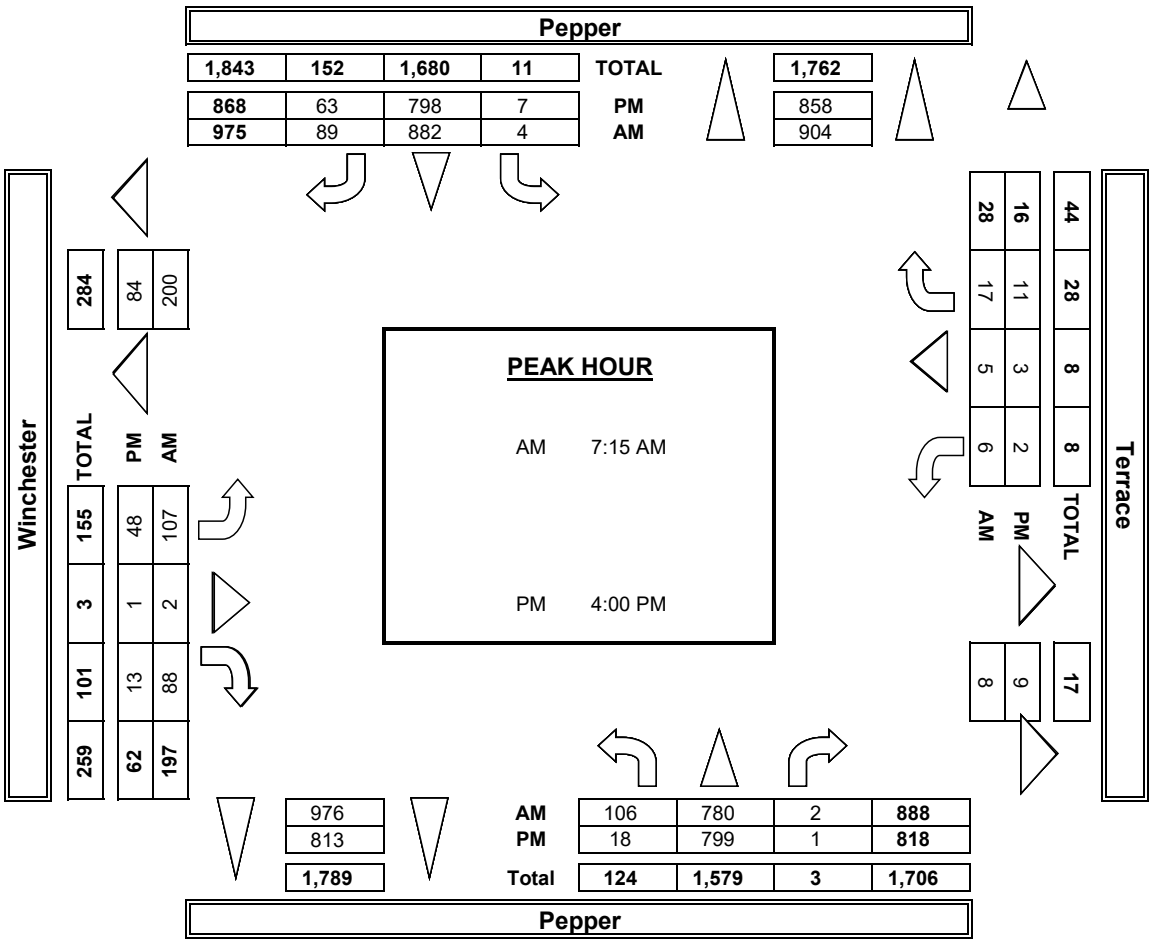
PEDESTRIAN CROSSINGS					
	E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
AM 7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	2	1	3
7:45 AM	0	0	1	1	2
8:00 AM	0	1	1	1	3
8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	0	1
8:45 AM	1	2	1	0	4
TOTAL	1	4	5	3	13
PM 4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 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	1	1
TOTAL	0	0	0	1	1

BICYCLE CROSSINGS					
	ES	WS	SS	NS	TOTAL
AM 7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	1	0	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	1	0	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	1	1	0	0	2
PM 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	2	0	0	2
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	0	2	0	0	2

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rialto	PROJECT #:	SC4165
8/22/23	NORTH & SOUTH:	Pepper	LOCATION #:	4
TUESDAY	EAST & WEST:	Winchester	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

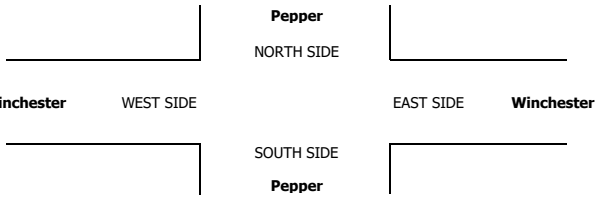
		NORTHBOUND (Pepper)			SOUTHBOUND (Pepper)			EASTBOUND (Winchester)			WESTBOUND (Winchester)			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	1	143	0	0	136	15	23	0	3	1	0	0	322
	7:15 AM	9	173	2	0	208	15	31	1	7	1	2	8	457
	7:30 AM	49	171	0	0	239	31	25	0	26	2	0	3	546
	7:45 AM	34	195	0	0	207	29	26	0	42	2	2	3	540
	8:00 AM	13	193	0	2	187	11	22	1	12	1	1	2	445
	8:15 AM	3	161	0	3	188	9	20	1	1	0	0	2	388
	8:30 AM	3	127	0	0	146	8	15	1	3	1	0	2	306
	8:45 AM	2	115	0	1	130	4	10	2	2	1	0	1	268
	VOLUMES	114	1,278	2	6	1,441	122	172	6	96	9	5	21	3,272
	APPROACH %	8%	92%	0%	0%	92%	8%	63%	2%	35%	26%	14%	60%	
	APP/DEPART	1,394	/	1,471	1,569	/	1,546	274	/	14	35	/	241	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	105	732	2	2	841	86	104	2	87	6	5	16	1,988
	APPROACH %	13%	87%	0%	0%	91%	9%	54%	1%	45%	22%	19%	59%	
	PEAK HR FACTOR		0.916			0.860			0.710			0.614		0.910
	APP/DEPART	839	/	852	929	/	934	193	/	6	27	/	196	0
PM	04:00 PM	2	213	0	1	195	10	15	0	2	0	1	3	442
	4:15 PM	6	169	0	2	185	16	11	0	5	0	2	2	398
	4:30 PM	3	194	1	2	190	20	10	1	2	2	0	3	428
	4:45 PM	7	181	0	2	190	15	11	0	2	0	0	3	411
	5:00 PM	2	182	0	3	173	11	16	1	0	1	0	2	391
	5:15 PM	3	194	1	3	192	23	17	0	2	0	0	1	436
	5:30 PM	2	181	0	1	172	13	7	1	0	0	0	4	381
	5:45 PM	3	154	0	1	176	16	16	0	3	2	0	3	374
	VOLUMES	28	1,468	2	15	1,473	124	103	3	16	5	3	21	3,261
	APPROACH %	2%	98%	0%	1%	91%	8%	84%	2%	13%	17%	10%	72%	
	APP/DEPART	1,498	/	1,592	1,612	/	1,494	122	/	20	29	/	155	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	18	757	1	7	760	61	47	1	11	2	3	11	1,679
	APPROACH %	2%	98%	0%	1%	92%	7%	80%	2%	19%	13%	19%	69%	
	PEAK HR FACTOR		0.902			0.976			0.868			0.800		0.950
	APP/DEPART	776	/	815	828	/	773	59	/	9	16	/	82	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR	SRR	ERR	WRR
0	2	0	0
0	2	3	3
0	2	5	1
0	1	9	1
0	1	6	1
0	0	0	1
0	1	1	1
0	0	1	0
0	9	25	8
0	6	23	6
0	0	1	3
0	1	2	1
0	2	2	1
0	1	1	2
0	1	0	2
0	2	2	1
0	2	0	2
0	0	2	3
0	9	10	15
0	4	6	7



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rialto	PROJECT #:	SC4165
8/22/23	NORTH & SOUTH:	Pepper	LOCATION #:	4
TUESDAY	EAST & WEST:	Winchester	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

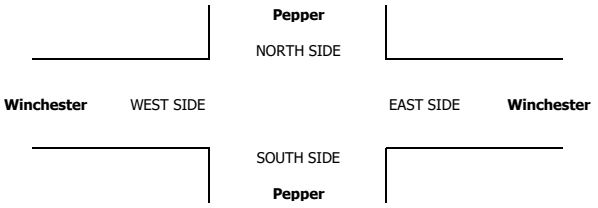
		NORTHBOUND (Pepper)			SOUTHBOUND (Pepper)			EASTBOUND (Winchester)			WESTBOUND (Winchester)			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	5	0	0	4	0	0	0	0	0	0	0	9
	7:15 AM	1	5	0	0	8	1	0	0	0	0	0	0	15
	7:30 AM	0	6	0	0	6	0	0	0	0	0	0	0	12
	7:45 AM	0	12	0	2	5	0	0	0	1	0	0	1	21
	8:00 AM	0	9	0	0	5	1	1	0	0	0	0	0	16
	8:15 AM	0	5	0	0	5	0	2	0	0	0	0	0	12
	8:30 AM	0	7	0	0	4	0	0	0	0	0	0	0	11
	8:45 AM	0	5	0	0	9	1	0	0	0	0	0	0	15
	VOLUMES	1	54	0	2	46	3	3	0	1	0	0	1	111
	APPROACH %	2%	98%	0%	4%	90%	6%	75%	0%	25%	0%	0%	100%	
	APP/DEPART	55	/	58	51	/	47	4	/	2	1	/	4	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	1	32	0	2	24	2	1	0	1	0	0	1	64
	APPROACH %	3%	97%	0%	7%	86%	7%	50%	0%	50%	0%	0%	100%	
	PEAK HR FACTOR		0.688			0.778			0.500			0.250		0.762
	APP/DEPART	33	/	34	28	/	25	2	/	2	1	/	3	0
PM	04:00 PM	0	11	0	0	8	1	0	0	0	0	0	0	20
	4:15 PM	0	4	0	0	7	0	0	0	0	0	0	0	11
	4:30 PM	0	8	0	0	7	1	0	0	0	0	0	0	16
	4:45 PM	0	7	0	0	6	0	0	0	1	0	0	0	14
	5:00 PM	0	4	0	0	10	0	0	0	0	0	0	0	14
	5:15 PM	0	5	0	0	3	1	1	0	0	0	0	0	10
	5:30 PM	0	11	0	0	2	0	1	0	0	0	0	0	14
	5:45 PM	1	3	0	0	7	0	0	0	0	0	0	0	11
	VOLUMES	1	53	0	0	50	3	2	0	1	0	0	0	110
	APPROACH %	2%	98%	0%	0%	94%	6%	67%	0%	33%	0%	0%	0%	
	APP/DEPART	54	/	55	53	/	51	3	/	0	0	/	4	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	30	0	0	28	2	0	0	1	0	0	0	61
	APPROACH %	0%	100%	0%	0%	93%	7%	0%	0%	100%	0%	0%	0%	
	PEAK HR FACTOR		0.682			0.833			0.250			0.000		0.763
	APP/DEPART	30	/	30	30	/	29	1	/	0	0	/	2	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR	SRR	ERR	WRR
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	1
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	1
0	0	0	1
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	1	1	0
0	1	1	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rialto	PROJECT #:	SC4165
8/22/23	NORTH & SOUTH:	Pepper	LOCATION #:	4
TUESDAY	EAST & WEST:	Winchester	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND (Pepper)			SOUTHBOUND (Pepper)			EASTBOUND (Winchester)			WESTBOUND (Winchester)			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
7:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
7:15 AM	0	1	0	0	1	0	1	0	0	0	0	0	3
7:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	4
7:45 AM	0	0	0	0	1	1	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
8:15 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
8:30 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
AM VOLUMES	0	9	0	0	11	1	1	0	0	0	0	0	22
AM APPROACH %	0%	100%	0%	0%	92%	8%	100%	0%	0%	0%	0%	0%	
AM APP/DEPART	9	/	10	12	/	11	1	/	0	0	/	1	0
BEGIN PEAK HR		7:15 AM											
AM VOLUMES	0	3	0	0	7	1	1	0	0	0	0	0	12
AM APPROACH %	0%	100%	0%	0%	88%	13%	100%	0%	0%	0%	0%	0%	
AM PEAK HR FACTOR		0.375			0.667			0.250			0.000		0.750
AM APP/DEPART	3	/	4	8	/	7	1	/	0	0	/	1	0
04:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	1	0	0	2	0	0	0	0	0	0	0	3
4:30 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
4:45 PM	0	1	0	0	3	0	0	0	0	0	0	0	4
5:00 PM	0	1	0	0	0	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	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
PM VOLUMES	0	9	0	0	6	0	0	0	0	0	0	0	15
PM APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
PM APP/DEPART	9	/	9	6	/	6	0	/	0	0	/	0	0
BEGIN PEAK HR		4:00 PM											
PM VOLUMES	0	6	0	0	6	0	0	0	0	0	0	0	12
PM APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
PM PEAK HR FACTOR		0.750			0.500			0.000			0.000		0.750
PM APP/DEPART	6	/	6	6	/	6	0	/	0	0	/	0	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR	SRR	ERR	WRR
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
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0	0	0	0
0	0	0	0
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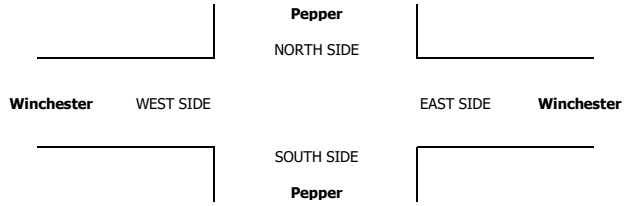
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rialto	PROJECT #:	SC4165
8/22/23	NORTH & SOUTH:	Pepper	LOCATION #:	4
TUESDAY	EAST & WEST:	Winchester	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

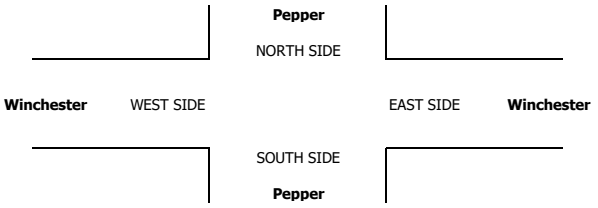
		NORTHBOUND (Pepper)			SOUTHBOUND (Pepper)			EASTBOUND (Winchester)			WESTBOUND (Winchester)			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	2
	7:15 AM	0	2	0	0	3	0	0	0	0	0	0	0	5
	7:30 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
	7:45 AM	0	3	0	0	1	0	0	0	0	0	0	0	4
	8:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	5
	8:15 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
	8:30 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
	8:45 AM	0	5	0	0	2	0	0	0	0	0	0	0	7
	VOLUMES	0	19	0	0	12	0	1	0	0	0	0	0	32
	APPROACH %	0%	100%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%	
	APP/DEPART	19	/	20	12	/	12	1	/	0	0	/	0	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	11	0	0	6	0	0	0	0	0	0	0	17
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.688			0.500			0.000			0.000		0.850
	APP/DEPART	11	/	11	6	/	6	0	/	0	0	/	0	0
PM	04:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	4
	4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	4:30 PM	0	0	0	0	2	0	0	0	1	0	0	0	3
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	5:15 PM	0	2	0	0	1	0	0	0	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	1	0	0	0	0	0	0	0	0	0	0	1
	VOLUMES	0	10	0	0	5	0	0	0	1	0	0	0	16
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	
	APP/DEPART	10	/	10	5	/	6	1	/	0	0	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	6	0	0	3	0	0	0	1	0	0	0	10
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	
	PEAK HR FACTOR		0.375			0.375			0.250			0.000		0.625
	APP/DEPART	6	/	6	3	/	4	1	/	0	0	/	0	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR	SRR	ERR	WRR
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rialto	PROJECT #:	SC4165
8/22/23	NORTH & SOUTH:	Pepper	LOCATION #:	4
TUESDAY	EAST & WEST:	Winchester	CONTROL:	SIGNAL

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Pepper)			SOUTHBOUND (Pepper)			EASTBOUND (Winchester)			WESTBOUND (Winchester)			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	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
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	04:00 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
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR	SRR	ERR	WRR
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
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0	0	0	0
0	0	0	0
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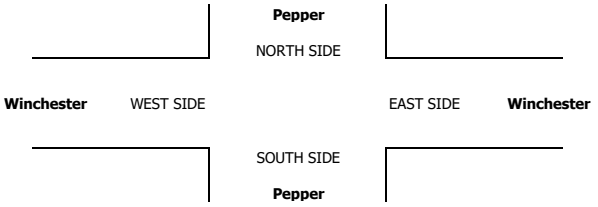
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

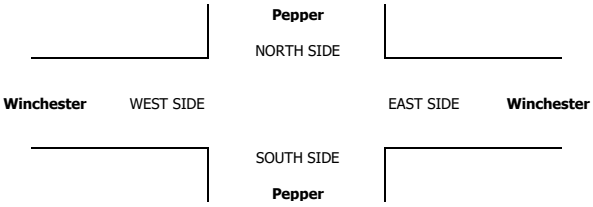
DATE:	LOCATION:	Rialto	PROJECT #:	SC4165
8/22/23	NORTH & SOUTH:	Pepper	LOCATION #:	4
TUESDAY	EAST & WEST:	Winchester	CONTROL:	SIGNAL

CLASS 6: BUSES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Pepper)			SOUTHBOUND (Pepper)			EASTBOUND (Winchester)			WESTBOUND (Winchester)				U-TURNS					RTOR			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL	NRR 0	SRR 0	ERR 0	WRR 0
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
	7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	7:45 AM	0	1	0	0	2	0	1	0	0	0	0	0	4	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	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	0	0	0	0	0	0	0	0	0
	8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	VOLUMES	0	4	0	0	4	0	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%										
	APP/DEPART	4	/	5	4	/	4	1	/	0	0	/	0	0									
	BEGIN PEAK HR		7:15 AM																				
	VOLUMES	0	2	0	0	4	0	1	0	0	0	0	0	7						0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%										
	PEAK HR FACTOR		0.500			0.500			0.250			0.000		0.438									
	APP/DEPART	2	/	3	4	/	4	1	/	0	0	/	0	0									
PM	04:00 PM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	2	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	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	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	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	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	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%										
	APP/DEPART	0	/	1	1	/	1	1	/	0	0	/	0	0									
	BEGIN PEAK HR		4:00 PM																				
	VOLUMES	0	0	0	0	1	0	1	0	0	0	0	0	2						0	0	0	0
	APPROACH %	0%	0%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%										
	PEAK HR FACTOR		0.000			0.250			0.250			0.000		0.250									
	APP/DEPART	0	/	1	1	/	1	1	/	0	0	/	0	0									



INTERSECTION TURNING MOVEMENT COUNTS

T050223

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Aug 22, 23	LOCATION:	Rialto	PROJECT #: SC4165
	NORTH & SOUTH:	Pepper	LOCATION #: 5
	EAST & WEST:	Baseline	CONTROL: SIGNAL

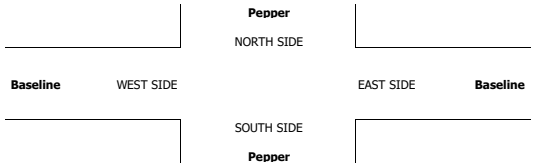
NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Pepper			SOUTHBOUND Pepper			EASTBOUND Baseline			WESTBOUND Baseline			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	8	96	4	8	110	20	26	35	10	5	30	31	383
	7:15 AM	18	111	5	16	185	22	36	38	27	10	54	39	561
	7:30 AM	35	139	11	41	200	34	35	68	26	20	93	50	752
	7:45 AM	53	174	10	45	193	37	44	88	31	13	74	37	799
	8:00 AM	46	133	18	49	151	20	31	74	32	15	65	42	676
	8:15 AM	37	110	12	57	137	19	26	60	27	17	92	29	623
	8:30 AM	19	88	10	29	97	28	27	61	30	13	68	21	491
	8:45 AM	19	83	9	13	105	28	20	66	22	8	63	13	449
	VOLUMES	235	934	79	258	1,178	208	245	490	205	101	539	262	4,734
	APPROACH %	19%	75%	6%	16%	72%	13%	26%	52%	22%	11%	60%	29%	
	APP/DEPART	1,248	/	1,441	1,644	/	1,484	940	/	827	902	/	982	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	171	556	51	192	681	110	136	290	116	65	324	158	2,850
	APPROACH %	22%	71%	7%	20%	69%	11%	25%	54%	21%	12%	59%	29%	
	PEAK HR FACTOR		0.821			0.894			0.831			0.839		0.892
	APP/DEPART	778	/	850	983	/	862	542	/	533	547	/	605	0
PM	04:00 PM	16	126	9	31	136	29	35	113	32	15	96	53	691
	4:15 PM	22	115	12	23	162	21	41	78	26	10	76	38	624
	4:30 PM	23	135	16	27	141	27	29	83	29	12	94	38	654
	4:45 PM	25	132	15	25	135	37	45	94	27	14	80	32	661
	5:00 PM	23	118	14	22	133	22	38	101	24	18	78	23	614
	5:15 PM	25	149	12	32	119	45	32	94	15	10	106	34	673
	5:30 PM	19	127	13	26	115	20	37	96	26	10	84	27	600
	5:45 PM	26	112	11	28	130	25	31	50	17	8	88	28	554
	VOLUMES	179	1,014	102	214	1,071	226	288	709	196	97	702	273	5,071
	APPROACH %	14%	78%	8%	14%	71%	15%	24%	59%	16%	9%	65%	25%	
	APP/DEPART	1,295	/	1,575	1,511	/	1,364	1,193	/	1,025	1,072	/	1,107	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	86	508	52	106	574	114	150	368	114	51	346	161	2,630
	APPROACH %	13%	79%	8%	13%	72%	14%	24%	58%	18%	9%	62%	29%	
	PEAK HR FACTOR		0.928			0.964			0.878			0.851		0.952
	APP/DEPART	646	/	819	794	/	739	632	/	526	558	/	546	0

U-TURNS					
	NB 0	SB 0	EB 0	WB 0	TTL 0
AM	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
PM	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0

RTOR			
NRR 0	SRR 0	ERR 0	WRR 0
0	7	3	8
1	3	6	14
4	11	15	19
1	5	6	16
1	1	6	12
1	5	9	8
3	5	5	9
1	10	8	8
12	47	58	94
7	22	36	55
1	4	5	12
2	6	6	16
2	8	8	16
5	5	6	16
4	4	8	6
2	23	4	19
1	3	3	10
2	10	6	12
19	63	46	107
10	23	25	60



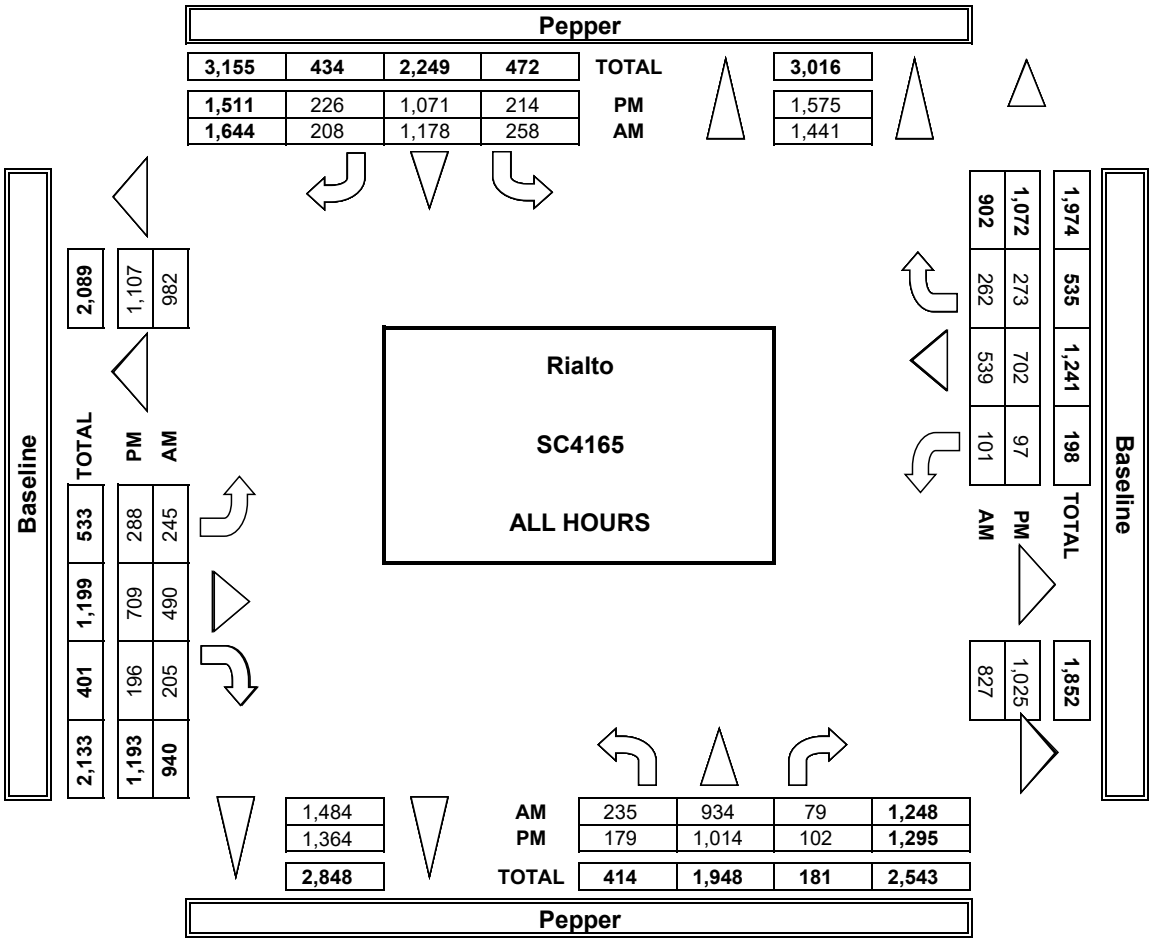
		ALL PED AND BIKE				
		E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
AM	7:00 AM	0	1	0	1	2
	7:15 AM	0	0	1	0	1
	7:30 AM	1	0	0	0	1
	7:45 AM	0	6	2	0	8
	8:00 AM	0	1	1	0	2
	8:15 AM	0	0	1	0	1
	8:30 AM	0	0	1	1	2
	8:45 AM	0	1	1	1	3
	TOTAL	1	9	7	3	20
PM	4:00 PM	0	0	4	0	4
	4:15 PM	0	2	4	0	6
	4:30 PM	1	2	3	0	6
	4:45 PM	0	0	2	0	2
	5:00 PM	0	0	0	3	3
	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	1	4	14	3	22

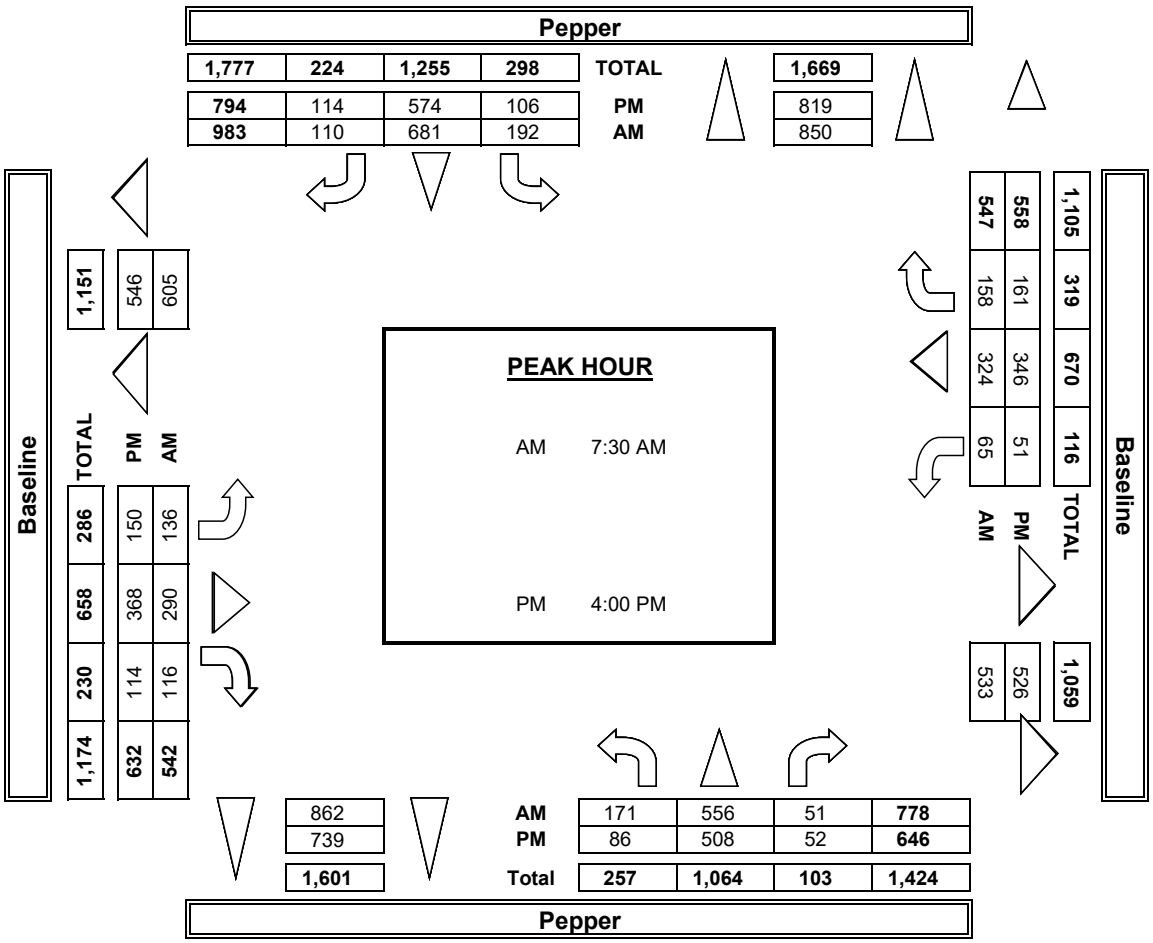
PEDESTRIAN CROSSINGS				
E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
0	1	0	0	1
0	0	1	0	1
0	0	0	0	0
0	6	1	0	7
0	1	1	0	2
0	0	1	0	1
0	0	1	1	2
0	1	1	1	3
0	9	6	2	17
0	0	3	0	3
0	2	3	0	5
1	0	2	0	3
0	0	2	0	2
0	0	0	3	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	2	10	3	16

BICYCLE CROSSINGS				
ES	WS	SS	NS	TOTAL
0	0	0	1	1
0	0	0	0	0
1	0	0	0	1
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	1	1	3
0	0	1	0	1
0	0	1	0	1
0	2	1	0	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	2	4	0	6

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rialto	PROJECT #:	SC4165
8/22/23	NORTH & SOUTH:	Pepper	LOCATION #:	5
TUESDAY	EAST & WEST:	Baseline	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

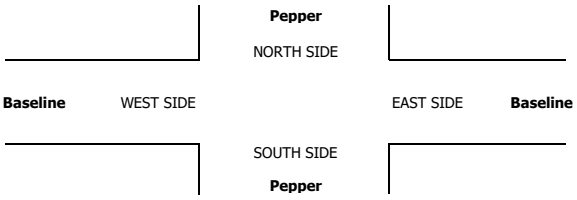
		NORTHBOUND (Pepper)			SOUTHBOUND (Pepper)			EASTBOUND (Baseline)			WESTBOUND (Baseline)			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	7	94	4	7	107	20	24	35	10	3	27	28	366
	7:15 AM	17	106	5	16	173	22	35	35	25	9	50	35	528
	7:30 AM	33	131	11	40	194	34	33	67	26	20	91	47	727
	7:45 AM	52	164	9	44	184	37	41	86	31	12	69	36	765
	8:00 AM	44	124	16	49	142	19	30	72	31	14	59	38	638
	8:15 AM	36	102	12	57	127	19	25	57	27	15	89	29	595
	8:30 AM	19	81	7	27	92	27	25	58	27	10	63	20	456
	8:45 AM	16	73	9	9	100	27	19	65	22	6	59	12	417
	VOLUMES	224	875	73	249	1,119	205	232	475	199	89	507	245	4,492
	APPROACH %	19%	75%	6%	16%	71%	13%	26%	52%	22%	11%	60%	29%	
	APP/DEPART	1,172	/	1,352	1,573	/	1,407	906	/	797	841	/	936	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	165	521	48	190	647	109	129	282	115	61	308	150	2,725
	APPROACH %	22%	71%	7%	20%	68%	12%	25%	54%	22%	12%	59%	29%	
	PEAK HR FACTOR		0.816			0.882			0.832			0.821		0.891
	APP/DEPART	734	/	800	946	/	823	526	/	520	519	/	582	0
PM	04:00 PM	16	117	8	31	132	27	35	110	31	14	92	48	661
	4:15 PM	22	112	12	21	154	20	38	75	24	10	72	37	597
	4:30 PM	22	128	16	26	133	23	28	78	29	12	89	35	619
	4:45 PM	25	123	14	23	128	36	44	92	27	14	79	32	637
	5:00 PM	22	112	14	20	125	21	38	100	24	18	72	22	588
	5:15 PM	25	143	10	31	116	45	32	92	15	9	105	33	656
	5:30 PM	19	118	12	25	113	20	36	93	26	10	83	26	581
	5:45 PM	26	108	11	28	123	25	31	49	17	7	86	26	537
	VOLUMES	177	961	97	205	1,024	217	282	689	193	94	678	259	4,876
	APPROACH %	14%	78%	8%	14%	71%	15%	24%	59%	17%	9%	66%	25%	
	APP/DEPART	1,235	/	1,502	1,446	/	1,311	1,164	/	991	1,031	/	1,072	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	85	480	50	101	547	106	145	355	111	50	332	152	2,514
	APPROACH %	14%	78%	8%	13%	73%	14%	24%	58%	18%	9%	62%	28%	
	PEAK HR FACTOR		0.926			0.967			0.868			0.867		0.951
	APP/DEPART	615	/	777	754	/	708	611	/	506	534	/	523	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR 0	SRR 0	ERR 0	WRR 0
0	7	3	8
1	3	6	13
4	11	15	18
1	5	6	15
1	1	6	11
1	5	9	8
2	5	5	9
1	10	8	8
11	47	58	90
7	22	36	52
1	4	5	11
2	6	5	16
2	7	8	16
5	5	6	16
4	4	8	5
0	23	4	18
1	3	3	10
2	10	6	11
17	62	45	103
10	22	24	59



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rialto	PROJECT #:	SC4165
8/22/23	NORTH & SOUTH:	Pepper	LOCATION #:	5
TUESDAY	EAST & WEST:	Baseline	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

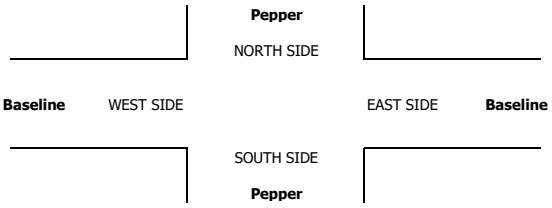
		NORTHBOUND (Pepper)			SOUTHBOUND (Pepper)			EASTBOUND (Baseline)			WESTBOUND (Baseline)			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	1	1	0	0	3	0	2	0	0	1	1	2	11
	7:15 AM	0	4	0	0	6	0	1	1	1	0	2	1	16
	7:30 AM	1	6	0	1	3	0	1	0	0	0	1	1	14
	7:45 AM	0	7	1	1	5	0	3	0	0	1	4	0	22
	8:00 AM	0	7	0	0	6	1	1	2	0	1	4	1	23
	8:15 AM	0	5	0	0	5	0	0	0	0	2	1	0	13
	8:30 AM	0	3	1	1	2	1	2	1	0	3	4	1	19
	8:45 AM	2	5	0	4	3	1	0	1	0	1	2	1	20
	VOLUMES	4	38	2	7	33	3	10	5	1	9	19	7	138
	APPROACH %	9%	86%	5%	16%	77%	7%	63%	31%	6%	26%	54%	20%	
	APP/DEPART	44	/	55	43	/	43	16	/	14	35	/	26	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	1	25	1	2	19	1	5	2	0	4	10	2	72
	APPROACH %	4%	93%	4%	9%	86%	5%	71%	29%	0%	25%	63%	13%	
	PEAK HR FACTOR		0.844			0.786			0.583			0.667		0.783
	APP/DEPART	27	/	32	22	/	23	7	/	5	16	/	12	0
PM	04:00 PM	0	7	0	0	4	2	0	2	0	0	3	2	20
	4:15 PM	0	2	0	1	7	1	3	1	2	0	3	0	20
	4:30 PM	1	6	0	1	4	3	0	1	0	0	5	3	24
	4:45 PM	0	7	0	1	4	1	1	2	0	0	1	0	17
	5:00 PM	1	5	0	2	7	1	0	1	0	0	4	0	21
	5:15 PM	0	4	1	0	3	0	0	0	0	1	1	1	11
	5:30 PM	0	8	1	1	2	0	1	2	0	0	1	1	17
	5:45 PM	0	3	0	0	7	0	0	0	0	1	2	1	14
	VOLUMES	2	42	2	6	38	8	5	9	2	2	20	8	144
	APPROACH %	4%	91%	4%	12%	73%	15%	31%	56%	13%	7%	67%	27%	
	APP/DEPART	46	/	55	52	/	42	16	/	17	30	/	30	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	1	22	0	3	19	7	4	6	2	0	12	5	81
	APPROACH %	4%	96%	0%	10%	66%	24%	33%	50%	17%	0%	71%	29%	
	PEAK HR FACTOR		0.821			0.806			0.500			0.531		0.844
	APP/DEPART	23	/	31	29	/	21	12	/	9	17	/	20	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR	SRR	ERR	WRR
0	0	0	0
0	0	0	0
0	0	0	1
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	1
0	0	0	1
0	0	0	1
0	0	1	0
0	0	0	0
0	1	0	0
0	0	0	0
0	0	0	0
1	0	0	1
0	0	0	0
0	0	0	0
1	1	1	2
0	1	1	1



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rialto	PROJECT #:	SC4165
8/22/23	NORTH & SOUTH:	Pepper	LOCATION #:	5
TUESDAY	EAST & WEST:	Baseline	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Pepper)			SOUTHBOUND (Pepper)			EASTBOUND (Baseline)			WESTBOUND (Baseline)			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	1	1	1	3
	7:15 AM	0	0	0	0	1	0	0	0	0	0	1	1	3
	7:30 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
	7:45 AM	1	0	0	0	2	0	0	0	0	0	0	0	3
	8:00 AM	1	1	2	0	3	0	0	0	0	0	1	0	8
	8:15 AM	0	2	0	0	1	0	0	1	0	0	0	0	4
	8:30 AM	0	2	1	1	1	0	0	0	1	0	0	0	6
	8:45 AM	0	1	0	0	1	0	0	0	0	0	1	0	3
	VOLUMES	2	8	3	1	10	0	0	1	1	1	4	2	33
	APPROACH %	15%	62%	23%	9%	91%	0%	0%	50%	50%	14%	57%	29%	
	APP/DEPART	13	/	10	11	/	12	2	/	5	7	/	6	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	2	5	2	0	7	0	0	1	0	0	1	0	18
	APPROACH %	22%	56%	22%	0%	100%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.563			0.583			0.250			0.250		0.563
	APP/DEPART	9	/	5	7	/	7	1	/	3	1	/	3	0
PM	04:00 PM	0	0	1	0	0	0	0	1	0	1	0	1	4
	4:15 PM	0	1	0	1	1	0	0	0	0	0	0	0	3
	4:30 PM	0	1	0	0	1	0	1	1	0	0	0	0	4
	4:45 PM	0	1	0	0	3	0	0	0	0	0	0	0	4
	5:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	2
	5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
	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	1	0	0	0	1	2
	VOLUMES	0	4	2	1	5	0	1	3	0	1	1	3	21
	APPROACH %	0%	67%	33%	17%	83%	0%	25%	75%	0%	20%	20%	60%	
	APP/DEPART	6	/	8	6	/	6	4	/	6	5	/	1	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	3	1	1	5	0	1	2	0	1	0	1	15
	APPROACH %	0%	75%	25%	17%	83%	0%	33%	67%	0%	50%	0%	50%	
	PEAK HR FACTOR		1.000			0.500			0.375			0.250		0.938
	APP/DEPART	4	/	5	6	/	6	3	/	4	2	/	0	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR	SRR	ERR	WRR
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
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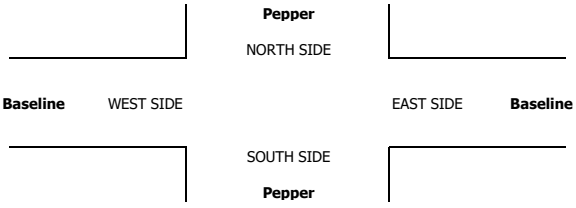
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rialto	PROJECT #:	SC4165
8/22/23	NORTH & SOUTH:	Pepper	LOCATION #:	5
TUESDAY	EAST & WEST:	Baseline	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

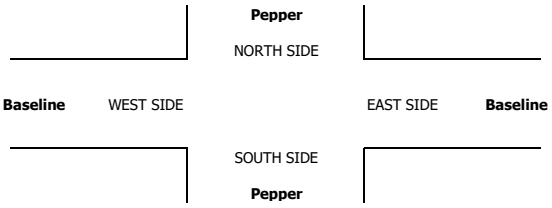
		NORTHBOUND (Pepper)			SOUTHBOUND (Pepper)			EASTBOUND (Baseline)			WESTBOUND (Baseline)			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	2
	7:15 AM	0	1	0	0	3	0	0	0	0	1	0	2	7
	7:30 AM	0	0	0	0	2	0	0	0	0	0	0	1	3
	7:45 AM	0	3	0	0	0	0	0	1	0	0	0	0	4
	8:00 AM	1	1	0	0	0	0	0	0	0	0	0	3	5
	8:15 AM	0	1	0	0	4	0	0	1	0	0	0	0	6
	8:30 AM	0	2	1	0	2	0	0	1	1	0	1	0	8
	8:45 AM	0	4	0	0	1	0	0	0	0	1	0	0	6
	VOLUMES	1	13	1	1	12	0	0	3	1	2	1	6	41
	APPROACH %	7%	87%	7%	8%	92%	0%	0%	75%	25%	22%	11%	67%	
	APP/DEPART	15	/	19	13	/	15	4	/	5	9	/	2	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	1	5	0	0	6	0	0	2	0	0	0	4	18
	APPROACH %	17%	83%	0%	0%	100%	0%	0%	100%	0%	0%	0%	100%	
	PEAK HR FACTOR		0.500			0.375			0.500			0.333		0.750
	APP/DEPART	6	/	9	6	/	6	2	/	2	4	/	1	0
PM	04:00 PM	0	2	0	0	0	0	0	0	0	0	0	2	4
	4:15 PM	0	0	0	0	0	0	0	2	0	0	1	1	4
	4:30 PM	0	0	0	0	2	1	0	2	0	0	0	0	5
	4:45 PM	0	1	1	1	0	0	0	0	0	0	0	0	3
	5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	5:15 PM	0	2	0	1	0	0	0	2	0	0	0	0	5
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	VOLUMES	0	7	1	2	3	1	0	6	0	0	1	3	24
	APPROACH %	0%	88%	13%	33%	50%	17%	0%	100%	0%	0%	25%	75%	
	APP/DEPART	8	/	10	6	/	3	6	/	9	4	/	2	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	3	1	1	2	1	0	4	0	0	1	3	16
	APPROACH %	0%	75%	25%	25%	50%	25%	0%	100%	0%	0%	25%	75%	
	PEAK HR FACTOR		0.500			0.333			0.500			0.500		0.800
	APP/DEPART	4	/	6	4	/	2	4	/	6	4	/	2	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR	SRR	ERR	WRR
0	0	0	0
0	0	0	1
0	0	0	0
0	0	0	0
0	0	0	1
0	0	0	0
1	0	0	0
0	0	0	0
1	0	0	2
0	0	0	1
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

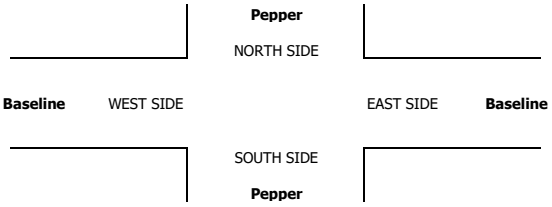
DATE:	LOCATION:	Rialto	PROJECT #:	SC4165
8/22/23	NORTH & SOUTH:	Pepper	LOCATION #:	5
TUESDAY	EAST & WEST:	Baseline	CONTROL:	SIGNAL

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND (Pepper)			SOUTHBOUND (Pepper)			EASTBOUND (Baseline)			WESTBOUND (Baseline)				U-TURNS					RTOR			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL	NRR 0	SRR 0	ERR 0	WRR 0
AM																						
7:00 AM	0	0	0	0	0	0	0	0	0	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	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	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	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	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	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	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	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0									
BEGIN PEAK HR	7:30 AM																					
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0						0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000									
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0									
PM																						
04:00 PM	0	0	0	0	0	0	0	0	0	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	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	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	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	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	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	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	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0									
BEGIN PEAK HR	4:00 PM																					
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0						0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000									
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0									



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Rialto	PROJECT #:	SC4165
8/22/23	NORTH & SOUTH:	Pepper	LOCATION #:	5
TUESDAY	EAST & WEST:	Baseline	CONTROL:	SIGNAL

CLASS 6: BUSES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Pepper)			SOUTHBOUND (Pepper)			EASTBOUND (Baseline)			WESTBOUND (Baseline)			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	7:15 AM	1	0	0	0	2	0	0	2	1	0	1	0	7
	7:30 AM	1	0	0	0	0	0	1	1	0	0	1	1	5
	7:45 AM	0	0	0	0	2	0	0	1	0	0	1	1	5
	8:00 AM	0	0	0	0	0	0	0	0	1	0	1	0	2
	8:15 AM	1	0	0	0	0	0	1	1	0	0	2	0	5
	8:30 AM	0	0	0	0	0	0	0	1	1	0	0	0	2
	8:45 AM	1	0	0	0	0	0	1	0	0	0	1	0	3
	VOLUMES	4	0	0	0	4	0	3	6	3	0	8	2	30
	APPROACH %	100%	0%	0%	0%	100%	0%	25%	50%	25%	0%	80%	20%	
	APP/DEPART	4	/	5	4	/	7	12	/	6	10	/	12	0
	BEGIN PEAK HR	7:30 AM												
	VOLUMES	2	0	0	0	2	0	2	3	1	0	5	2	17
	APPROACH %	100%	0%	0%	0%	100%	0%	33%	50%	17%	0%	71%	29%	
	PEAK HR FACTOR	0.500			0.250			0.750			0.875			0.850
	APP/DEPART	2	/	4	2	/	3	6	/	3	7	/	7	0
PM	04:00 PM	0	0	0	0	0	0	0	0	1	0	1	0	2
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	1	0	0	1	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	1	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	1	0	0	0	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	2	1	0	2	0	6
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	67%	33%	0%	100%	0%	
	APP/DEPART	0	/	0	1	/	2	3	/	2	2	/	2	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	0	0	1	0	0	1	1	0	1	0	4
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	50%	50%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.250			0.500			0.250			0.500
	APP/DEPART	0	/	0	1	/	2	2	/	1	1	/	1	0

U-TURNS					
NB	SB	EB	WB	TTL	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	

RTOR			
NRR	SRR	ERR	WRR
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	1
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	1
0	0	0	1
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
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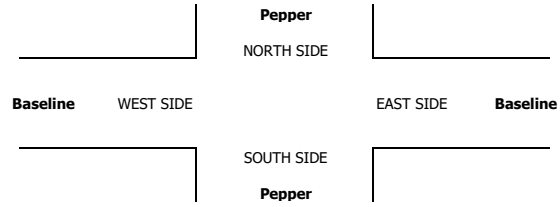
0	0	0	0
0	0	0	0



APPENDIX C – LEVEL OF SERVICE CALCULATIONS

Vistro File: C:\...\Pepper Ave Industrial - 1 Driveway.vistro
Report File: C:\...\EX AM.pdf

Scenario 3 Existing AM
10/16/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Pepper Ave/Highland Ave	Signalized	HCM 7th Edition	NB Right	0.416	27.5	C
2	Pepper Ave/I-210 WB	Signalized	HCM 7th Edition	WB Left	0.660	30.9	C
3	Pepper Ave/I-210 EB	Signalized	HCM 7th Edition	SB Left	0.536	19.0	B
4	Pepper Avenue/Project Driveway	Signalized	HCM 7th Edition	SB Thru	0.302	1.6	A
5	Pepper Ave/Winchester Dr-Terrace Rd	Signalized	HCM 7th Edition	SB Left	0.549	12.7	B
6	Pepper Ave/Baseline Rd	Signalized	HCM 7th Edition	EB Left	0.476	24.0	C
7	Project Driveway/Retail Driveway	Two-way stop	HCM 7th Edition		0.000	0.0	

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Pepper Ave/Highland Ave

Control Type:	Signalized	Delay (sec / veh):	27.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.416

Intersection Setup

Name	Pepper Ave						Pepper Ave					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	196.00	100.00	100.00	100.00	100.00	100.00	350.00	100.00	100.00	340.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Pepper Ave						Pepper Ave					
Base Volume Input [veh/h]	128	6	196	2	7	2	0	141	115	321	195	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	128	6	196	2	7	2	0	141	115	321	195	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	2	49	1	2	1	0	35	29	80	49	0
Total Analysis Volume [veh/h]	128	6	196	2	7	2	0	141	115	321	195	1
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	79	0	0	79	0	78	80	0	72	74	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	33	0	0	33	0	10	30	0	37	57	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	17	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	30	30	30	30	7	27	27	34	54	54
g / C, Green / Cycle	0.30	0.30	0.30	0.30	0.07	0.27	0.27	0.34	0.54	0.54
(v / s)_i Volume / Saturation Flow Rate	0.10	0.00	0.13	0.01	0.00	0.08	0.08	0.20	0.06	0.06
s, saturation flow rate [veh/h]	1286	1710	1454	1546	1629	1710	1468	1629	1710	1707
c, Capacity [veh/h]	426	513	436	506	114	462	396	554	923	922
d1, Uniform Delay [s]	27.29	24.59	28.32	24.66	0.00	28.89	29.09	27.13	11.22	11.22
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.81	0.04	3.33	0.08	0.00	1.56	2.04	4.38	0.23	0.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.30	0.01	0.45	0.02	0.00	0.29	0.31	0.58	0.11	0.11
d, Delay for Lane Group [s/veh]	29.09	24.63	31.64	24.74	0.00	30.45	31.13	31.51	11.46	11.46
Lane Group LOS	C	C	C	C	A	C	C	C	B	B
Critical Lane Group	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.57	0.11	4.15	0.19	0.00	2.60	2.48	6.85	1.09	1.09
50th-Percentile Queue Length [ft/ln]	64.31	2.64	103.86	4.86	0.00	65.09	61.88	171.27	27.22	27.18
95th-Percentile Queue Length [veh/ln]	4.63	0.19	7.48	0.35	0.00	4.69	4.46	11.14	1.96	1.96
95th-Percentile Queue Length [ft/ln]	115.76	4.75	186.96	8.75	0.00	117.17	111.38	278.58	48.99	48.93

Movement, Approach, & Intersection Results

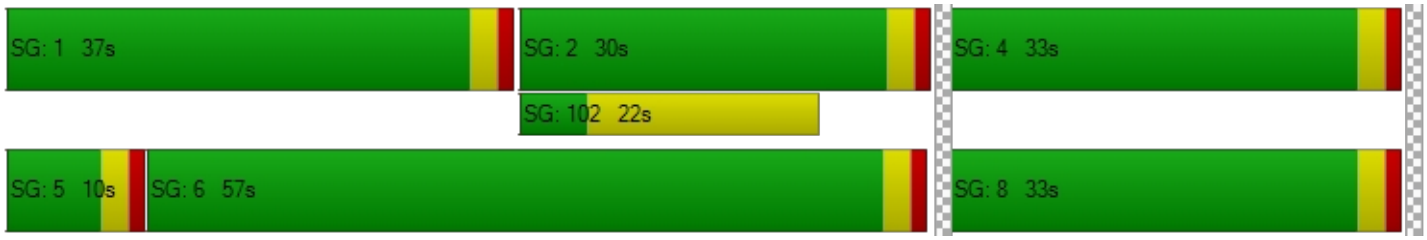
d_M, Delay for Movement [s/veh]	29.09	24.63	31.64	24.74	24.74	24.74	0.00	30.49	31.13	31.51	11.46	11.46
Movement LOS	C	C	C	C	C	C	A	C	C	C	B	B
d_A, Approach Delay [s/veh]	30.53			24.74			30.78			23.91		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	27.45											
Intersection LOS	C											
Intersection V/C	0.416											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.457	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	600	540	1080
d_b, Bicycle Delay [s]	24.50	24.50	26.65	10.58
l_b,int, Bicycle LOS Score for Intersection	2.104	1.578	1.771	1.986
Bicycle LOS	B	A	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Pepper Ave/I-210 WB

Control Type:	Signalized	Delay (sec / veh):	30.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.660

Intersection Setup

Name	Pepper Ave			Pepper Ave						I-210 WB		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	310.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	750.00	100.00	100.00
No. of Lanes in Exit Pocket	1	0	0	0	0	2	0	0	0	0	0	0
Exit Pocket Length [ft]	100.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes						Yes		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave						I-210 WB		
Base Volume Input [veh/h]	382	255	0	0	269	187	0	0	0	417	4	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	30	6	0	0	0	6	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	48	0	0	0	0	0	18
Total Hourly Volume [veh/h]	412	261	0	0	269	145	0	0	0	417	4	54
Peak Hour Factor	0.9420	0.9420	1.0000	1.0000	0.8180	0.8180	1.0000	1.0000	1.0000	0.8620	0.8620	0.8620
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	109	69	0	0	82	44	0	0	0	121	1	16
Total Analysis Volume [veh/h]	437	277	0	0	329	177	0	0	0	484	5	63
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	39	50	0	0	11	0	0	0	0	0	40	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	3	0	0	0	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	C
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00		3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00		1.00	1.00
g_i, Effective Green Time [s]	24	58	31	31		26	26
g / C, Green / Cycle	0.27	0.64	0.34	0.34		0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.24	0.08	0.13	0.15		0.27	0.04
s, saturation flow rate [veh/h]	1810	3618	1900	1673		1810	1633
c, Capacity [veh/h]	483	2314	645	568		531	480
d1, Uniform Delay [s]	31.90	6.33	22.64	23.12		30.65	23.42
k, delay calibration	0.18	0.50	0.50	0.50		0.21	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	10.17	0.11	1.79	2.52		11.44	0.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.12	0.39	0.45		0.91	0.14
d, Delay for Lane Group [s/veh]	42.07	6.43	24.43	25.64		42.09	23.56
Lane Group LOS	D	A	C	C		D	C
Critical Lane Group	Yes	No	No	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	9.88	0.85	4.09	4.25		11.16	1.03
50th-Percentile Queue Length [ft/ln]	246.96	21.24	102.33	106.26		278.88	25.86
95th-Percentile Queue Length [veh/ln]	15.03	1.53	7.37	7.63		16.63	1.86
95th-Percentile Queue Length [ft/ln]	375.82	38.22	184.19	190.79		415.82	46.55

Movement, Approach, & Intersection Results

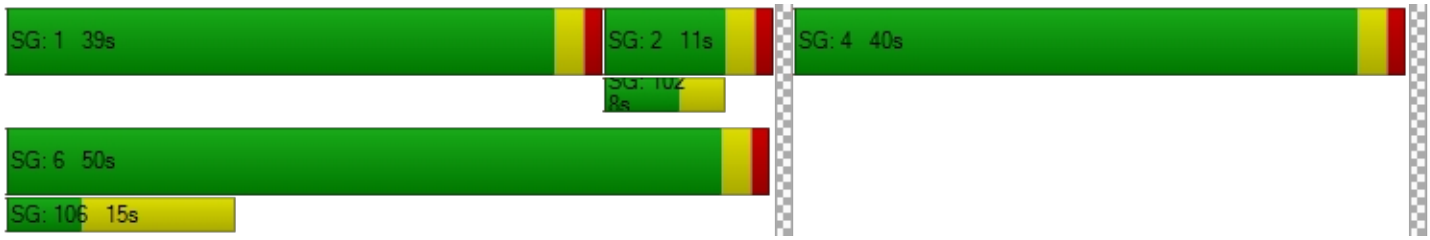
d_M, Delay for Movement [s/veh]	42.07	6.43	0.00	0.00	24.71	25.64	0.00	0.00	0.00	42.09	23.56	23.56
Movement LOS	D	A			C	C				D	C	C
d_A, Approach Delay [s/veh]	28.24			25.04			0.00			39.80		
Approach LOS	C			C			A			D		
d_I, Intersection Delay [s/veh]	30.93											
Intersection LOS	C											
Intersection V/C	0.660											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	2.075	2.214
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1044	178	0	822
d_b, Bicycle Delay [s]	10.27	37.36	45.00	15.61
l_b,int, Bicycle LOS Score for Intersection	2.149	2.017	4.132	2.500
Bicycle LOS	B	B	D	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Pepper Ave/I-210 EB

Control Type:	Signalized	Delay (sec / veh):	19.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.536

Intersection Setup

Name	Pepper Ave			Pepper Ave			I-210 EB					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	310.00	100.00	100.00	750.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			I-210 EB					
Base Volume Input [veh/h]	0	542	359	81	604	0	97	1	376	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	30	0	0	0	0	6	0	43	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	90	0	0	0	0	0	105	0	0	0
Total Hourly Volume [veh/h]	0	572	269	81	604	0	103	1	314	0	0	0
Peak Hour Factor	1.0000	0.9050	0.9050	0.8980	0.8980	1.0000	0.9170	0.9170	0.9170	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	158	74	23	168	0	28	0	86	0	0	0
Total Analysis Volume [veh/h]	0	632	297	90	673	0	112	1	342	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	32	0	33	65	0	0	35	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	3	0	0	10	0	0	10	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	100	100	100	100	100	100	
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	
g_i, Effective Green Time [s]	61	61	7	70	24	24	
g / C, Green / Cycle	0.61	0.61	0.07	0.70	0.24	0.24	
(v / s)_i Volume / Saturation Flow Rate	0.24	0.27	0.05	0.19	0.06	0.21	
s, saturation flow rate [veh/h]	1900	1698	1810	3618	1810	1616	
c, Capacity [veh/h]	1156	1033	120	2550	426	380	
d1, Uniform Delay [s]	10.14	10.55	45.87	5.35	31.17	37.12	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.22	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.04	1.42	9.03	0.25	0.33	14.51	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.40	0.45	0.75	0.26	0.26	0.90	
d, Delay for Lane Group [s/veh]	11.19	11.97	54.90	5.61	31.50	51.64	
Lane Group LOS	B	B	D	A	C	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	4.81	5.07	2.42	2.01	2.18	9.33	
50th-Percentile Queue Length [ft/ln]	120.35	126.63	60.54	50.14	54.41	233.24	
95th-Percentile Queue Length [veh/ln]	8.41	8.76	4.36	3.61	3.92	14.34	
95th-Percentile Queue Length [ft/ln]	210.31	218.91	108.97	90.25	97.94	358.47	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	11.39	11.97	54.90	5.61	0.00	31.50	51.64	51.64	0.00	0.00	0.00
Movement LOS		B	B	D	A		C	D	D			
d_A, Approach Delay [s/veh]	11.58			11.42			46.68			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	18.96											
Intersection LOS	B											
Intersection V/C	0.536											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	690.19	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	2.339	1.896
Crosswalk LOS	F	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	580	1240	640	0
d_b, Bicycle Delay [s]	25.21	7.22	23.12	50.00
l_b,int, Bicycle LOS Score for Intersection	2.400	2.189	2.484	4.132
Bicycle LOS	B	B	B	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 4: Pepper Avenue/Project Driveway

Control Type:	Signalized	Delay (sec / veh):	1.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.302

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	901	0	0	980	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	901	0	0	980	0	0	0	0	0	0	0
Peak Hour Factor	0.9000	0.9050	0.9000	0.9000	0.8980	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	249	0	0	273	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	996	0	0	1091	0	0	0	0	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	10			10			10			10		
v_di, Inbound Pedestrian Volume crossing m	10			10			10			10		
v_co, Outbound Pedestrian Volume crossing	10			10			10			10		
v_ci, Inbound Pedestrian Volume crossing mi	10			10			10			10		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	69	0	0	79	0	0	28	0	0	31	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	25	0	0	25	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	115	115	115	115	115	115	9	9	9	9
g / C, Green / Cycle	0.88	0.88	0.88	0.88	0.88	0.88	0.07	0.07	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.00	0.28	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.00
s, saturation flow rate [veh/h]	525	3618	1615	1116	3618	1615	1440	1900	1900	1615
c, Capacity [veh/h]	479	3189	1424	960	3189	1424	139	164	164	116
d1, Uniform Delay [s]	0.00	1.26	0.00	0.00	1.31	0.00	0.00	0.00	0.00	0.00
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.26	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.31	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.00
d, Delay for Lane Group [s/veh]	0.00	1.51	0.00	0.00	1.60	0.00	0.00	0.00	0.00	0.00
Lane Group LOS	A	A	A	A	A	A	A	A	A	A
Critical Lane Group	No	No	No	No	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh/ln]	0.00	0.59	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft/ln]	0.00	14.69	0.00	0.00	16.72	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.00	1.06	0.00	0.00	1.20	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	26.45	0.00	0.00	30.10	0.00	0.00	0.00	0.00	0.00

Movement, Approach, & Intersection Results

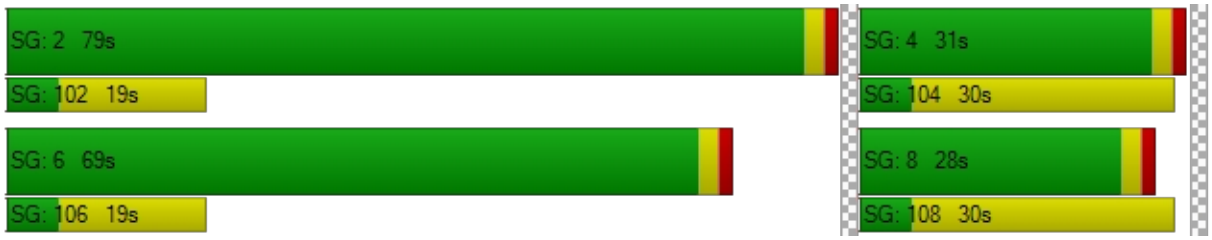
d_M, Delay for Movement [s/veh]	0.00	1.51	0.00	0.00	1.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	1.51			1.60			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.56											
Intersection LOS	A											
Intersection V/C	0.302											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.31	56.31	56.31	56.31
l_p,int, Pedestrian LOS Score for Intersectio	2.981	3.049	1.959	2.150
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1015	1169	385	431
d_b, Bicycle Delay [s]	15.75	11.22	42.40	40.02
l_b,int, Bicycle LOS Score for Intersection	2.381	2.460	1.560	1.560
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Pepper Ave/Winchester Dr-Terrace Rd

Control Type:	Signalized	Delay (sec / veh):	12.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.549

Intersection Setup

Name	Pepper Ave			Pepper Ave			Winchester Dr			Terrace Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			Winchester Dr			Terrace Rd		
Base Volume Input [veh/h]	106	780	2	4	882	89	107	2	88	6	5	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	1	0	0	22	0	0	22	0	0	4
Total Hourly Volume [veh/h]	106	780	1	4	882	67	107	2	66	6	5	13
Peak Hour Factor	0.8470	0.8470	0.8470	0.9050	0.9050	0.9050	0.5650	0.5650	0.5650	0.6330	0.6330	0.6330
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	230	0	1	244	19	47	1	29	2	2	5
Total Analysis Volume [veh/h]	125	921	1	4	975	74	189	4	117	9	8	21
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	19	25	0	10	16	0	0	25	0	0	25	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	6	37	37	0	31	31	14	14
g / C, Green / Cycle	0.10	0.61	0.61	0.01	0.52	0.52	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.07	0.24	0.24	0.00	0.28	0.28	0.20	0.02
s, saturation flow rate [veh/h]	1810	1900	1899	1810	1900	1850	1553	1720
c, Capacity [veh/h]	187	1157	1156	15	976	951	458	475
d1, Uniform Delay [s]	25.90	6.06	6.06	29.56	9.84	9.85	21.78	18.05
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.07	1.03	1.03	8.96	2.18	2.24	1.76	0.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.67	0.40	0.40	0.26	0.54	0.54	0.68	0.08
d, Delay for Lane Group [s/veh]	29.97	7.09	7.09	38.52	12.02	12.09	23.53	18.12
Lane Group LOS	C	A	A	D	B	B	C	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	1.74	2.12	2.12	0.09	3.92	3.84	4.13	0.40
50th-Percentile Queue Length [ft/ln]	43.52	52.91	52.89	2.24	97.93	96.00	103.15	10.09
95th-Percentile Queue Length [veh/ln]	3.13	3.81	3.81	0.16	7.05	6.91	7.43	0.73
95th-Percentile Queue Length [ft/ln]	78.33	95.24	95.21	4.04	176.27	172.80	185.68	18.15

Movement, Approach, & Intersection Results

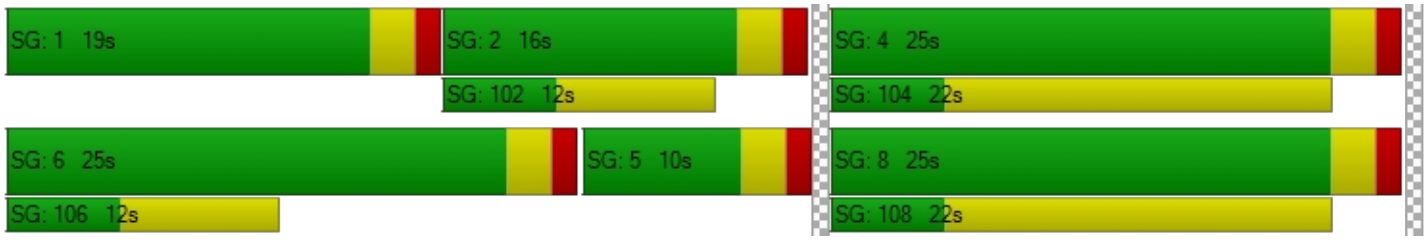
d_M, Delay for Movement [s/veh]	29.97	7.09	7.09	38.52	12.05	12.09	23.53	23.53	23.53	18.12	18.12	18.12
Movement LOS	C	A	A	D	B	B	C	C	C	B	B	B
d_A, Approach Delay [s/veh]	9.82			12.16			23.53			18.12		
Approach LOS	A			B			C			B		
d_I, Intersection Delay [s/veh]	12.69											
Intersection LOS	B											
Intersection V/C	0.549											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	2.930	3.227	1.955	1.722
Crosswalk LOS	C	C	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	733	433	733	733
d_b, Bicycle Delay [s]	12.03	18.41	12.03	12.03
l_b,int, Bicycle LOS Score for Intersection	2.424	2.446	2.107	1.629
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Pepper Ave/Baseline Rd

Control Type:	Signalized	Delay (sec / veh):	24.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.476

Intersection Setup

Name	Pepper Ave			Pepper Ave			Baseline Rd			Baseline Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	40.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	85.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			Baseline Rd			Baseline Rd		
Base Volume Input [veh/h]	171	556	51	192	681	110	136	290	116	65	324	158
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	13	0	0	28	0	0	29	0	0	40
Total Hourly Volume [veh/h]	171	556	38	192	681	82	136	290	87	65	324	118
Peak Hour Factor	0.8700	0.8700	0.8700	0.8580	0.8580	0.8580	0.8820	0.8820	0.8820	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	160	11	56	198	24	39	82	25	18	87	32
Total Analysis Volume [veh/h]	197	639	44	224	794	96	154	329	99	70	350	127
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	41	0	0	41	0	0	29	0	0	45	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
g_i, Effective Green Time [s]	71	71	71	71	71	71	37	37	37	39	37	37
g / C, Green / Cycle	0.59	0.59	0.59	0.59	0.59	0.59	0.31	0.31	0.31	0.33	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.31	0.18	0.18	0.29	0.24	0.24	0.17	0.12	0.12	0.07	0.13	0.13
s, saturation flow rate [veh/h]	635	1900	1856	770	1900	1827	932	1900	1752	975	1900	1731
c, Capacity [veh/h]	340	1122	1096	429	1122	1079	237	588	542	290	588	535
d1, Uniform Delay [s]	27.11	12.28	12.28	22.90	13.20	13.21	47.19	32.41	32.46	39.38	32.92	33.01
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.01	0.71	0.73	4.48	1.08	1.13	3.00	0.40	0.44	0.43	0.48	0.54
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.58	0.31	0.31	0.52	0.40	0.40	0.65	0.38	0.38	0.24	0.42	0.43
d, Delay for Lane Group [s/veh]	34.11	12.99	13.01	27.38	14.28	14.33	50.19	32.81	32.90	39.81	33.40	33.55
Lane Group LOS	C	B	B	C	B	B	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	No	No	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh/ln]	4.96	4.48	4.39	4.89	6.34	6.13	4.56	4.99	4.68	1.47	5.68	5.29
50th-Percentile Queue Length [ft/ln]	124.07	111.99	109.65	122.26	158.57	153.20	114.05	124.85	116.93	36.68	141.98	132.13
95th-Percentile Queue Length [veh/ln]	8.62	7.95	7.82	8.52	10.47	10.19	8.06	8.66	8.22	2.64	9.59	9.06
95th-Percentile Queue Length [ft/ln]	215.41	198.76	195.51	212.93	261.83	254.70	201.62	216.48	205.59	66.02	239.69	226.39

Movement, Approach, & Intersection Results

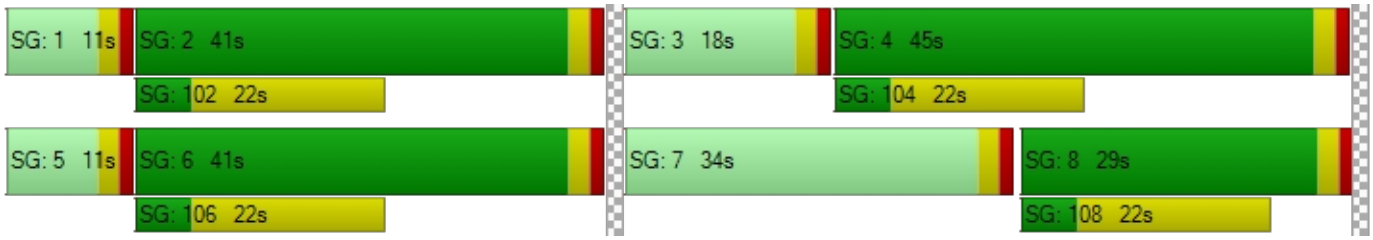
d_M, Delay for Movement [s/veh]	34.11	13.00	13.01	27.38	14.30	14.33	50.19	32.84	32.90	39.81	33.44	33.55
Movement LOS	C	B	B	C	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	17.73			16.94			37.44			34.28		
Approach LOS	B			B			D			C		
d_I, Intersection Delay [s/veh]	24.02											
Intersection LOS	C											
Intersection V/C	0.476											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.917	3.189	2.970	3.002
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	633	633	433	700
d_b, Bicycle Delay [s]	28.02	28.02	36.82	25.35
l_b,int, Bicycle LOS Score for Intersection	2.296	2.502	2.064	2.044
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Project Driveway/Retail Driveway

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

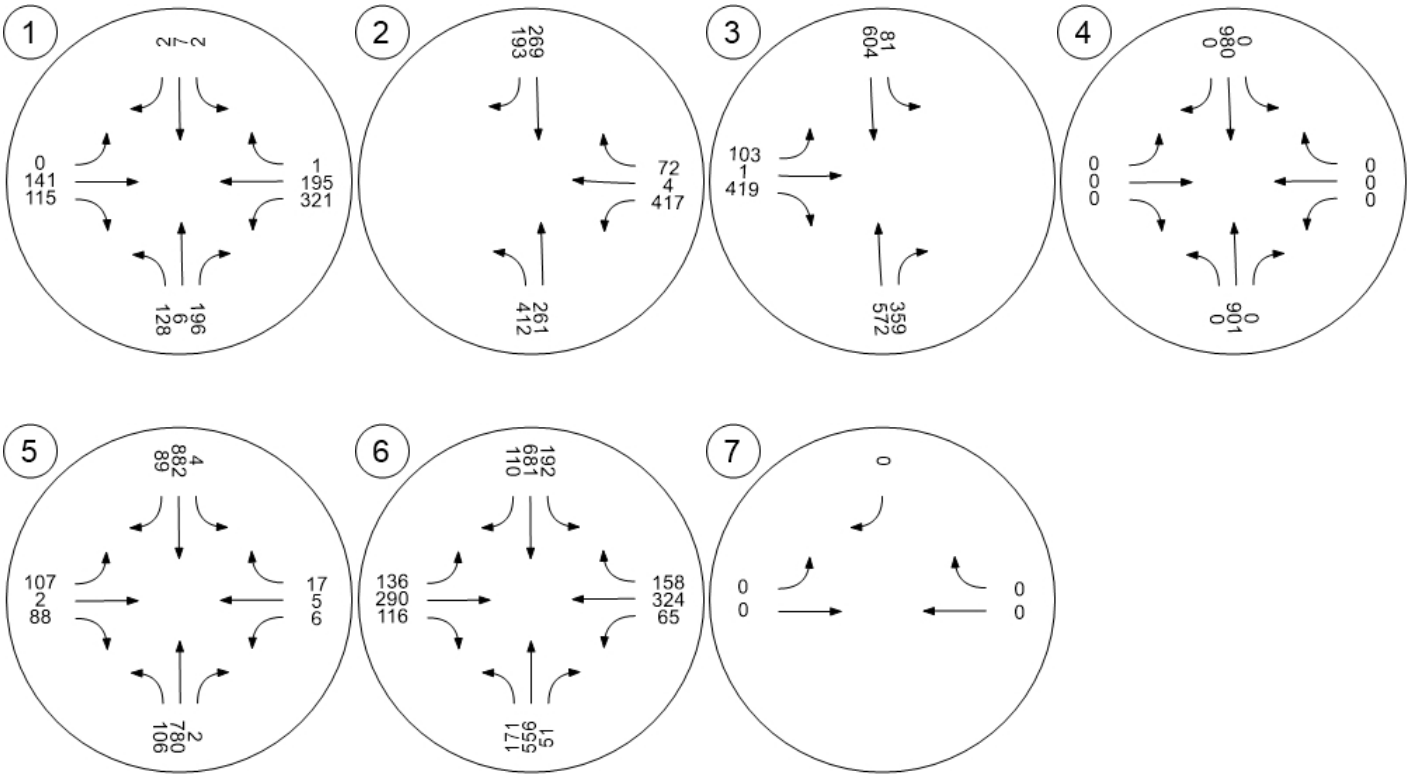
Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.30	7.20	0.00	0.00	0.00
Movement LOS		A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.30		3.60		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Traffic Volume - Future Total Volume



Vistro File: C:\...\Pepper Ave Industrial - 1 Driveway.vistro
Report File: C:\...\EX PM.pdf

Scenario 4 Existing PM
10/16/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Pepper Ave/Highland Ave	Signalized	HCM 7th Edition	WB Left	0.509	24.2	C
2	Pepper Ave/I-210 WB	Signalized	HCM 7th Edition	NB Left	0.534	25.3	C
3	Pepper Ave/I-210 EB	Signalized	HCM 7th Edition	SB Left	0.551	22.0	C
4	Pepper Avenue/Project Driveway	Signalized	HCM 7th Edition	SB Thru	0.268	1.5	A
5	Pepper Ave/Winchester Dr-Terrace Rd	Signalized	HCM 7th Edition	SB Left	0.326	5.5	A
6	Pepper Ave/Baseline Rd	Signalized	HCM 7th Edition	EB Left	0.394	23.8	C
7	Project Driveway/Retail Driveway	Two-way stop	HCM 7th Edition		0.000	0.0	

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Pepper Ave/Highland Ave

Control Type:	Signalized	Delay (sec / veh):	24.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.509

Intersection Setup

Name	Pepper Ave						Pepper Ave					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	196.00	100.00	100.00	100.00	100.00	100.00	350.00	100.00	100.00	340.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Pepper Ave						Pepper Ave					
Base Volume Input [veh/h]	124	0	340	0	0	0	0	235	106	265	230	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	124	0	340	0	0	0	0	235	106	265	230	0
Peak Hour Factor	0.9390	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.8780	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	0	85	0	0	0	0	59	30	66	58	0
Total Analysis Volume [veh/h]	132	0	340	0	0	0	0	235	121	265	230	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	79	0	0	79	0	78	80	0	72	74	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	25	0	0	25	0	10	25	0	20	35	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	17	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	L	C	C	L	C	C
C, Cycle Length [s]	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	22	22	22	22	7	22	22	17	32	32
g / C, Green / Cycle	0.31	0.31	0.31	0.31	0.10	0.31	0.31	0.24	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.10	0.00	0.23	0.00	0.00	0.11	0.11	0.16	0.07	0.07
s, saturation flow rate [veh/h]	1296	1710	1454	1710	1629	1710	1521	1629	1710	1710
c, Capacity [veh/h]	473	537	457	589	163	537	478	396	782	782
d1, Uniform Delay [s]	18.38	0.00	21.48	0.00	0.00	18.45	18.55	23.96	11.06	11.06
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.47	0.00	10.51	0.00	0.00	1.74	2.09	8.73	0.40	0.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.28	0.00	0.74	0.00	0.00	0.34	0.36	0.67	0.15	0.15
d, Delay for Lane Group [s/veh]	19.85	0.00	31.99	0.00	0.00	20.19	20.65	32.69	11.45	11.45
Lane Group LOS	B	A	C	A	A	C	C	C	B	B
Critical Lane Group	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.73	0.00	5.97	0.00	0.00	2.28	2.17	4.71	1.03	1.03
50th-Percentile Queue Length [ft/ln]	43.31	0.00	149.28	0.00	0.00	56.96	54.19	117.64	25.80	25.80
95th-Percentile Queue Length [veh/ln]	3.12	0.00	9.98	0.00	0.00	4.10	3.90	8.26	1.86	1.86
95th-Percentile Queue Length [ft/ln]	77.95	0.00	249.46	0.00	0.00	102.53	97.55	206.58	46.44	46.44

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.85	0.00	31.99	0.00	0.00	0.00	0.00	20.28	20.65	32.69	11.45	11.45
Movement LOS	B	A	C	A	A	A	A	C	C	C	B	B
d_A, Approach Delay [s/veh]	28.60			0.00			20.41			22.82		
Approach LOS	C			A			C			C		
d_I, Intersection Delay [s/veh]	24.23											
Intersection LOS	C											
Intersection V/C	0.509											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.456	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	629	629	629	914
d_b, Bicycle Delay [s]	16.46	16.46	16.46	10.31
l_b,int, Bicycle LOS Score for Intersection	2.338	1.560	1.853	1.968
Bicycle LOS	B	A	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Pepper Ave/I-210 WB

Control Type:	Signalized	Delay (sec / veh):	25.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.534

Intersection Setup

Name	Pepper Ave			Pepper Ave						I-210 WB		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	310.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	750.00	100.00	100.00
No. of Lanes in Exit Pocket	1	0	0	0	0	2	0	0	0	0	0	0
Exit Pocket Length [ft]	100.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes						Yes		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave						I-210 WB		
Base Volume Input [veh/h]	391	386	0	0	237	133	0	0	0	256	1	79
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	30	6	0	0	0	6	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	35	0	0	0	0	0	20
Total Hourly Volume [veh/h]	421	392	0	0	237	104	0	0	0	256	1	59
Peak Hour Factor	0.9420	0.9420	1.0000	1.0000	0.8180	0.8180	1.0000	1.0000	1.0000	0.8620	0.8620	0.8620
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	112	104	0	0	72	32	0	0	0	74	0	17
Total Analysis Volume [veh/h]	447	416	0	0	290	127	0	0	0	297	1	68
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	40	51	0	0	11	0	0	0	0	0	39	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	3	0	0	0	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	C
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00		3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00		1.00	1.00
g_i, Effective Green Time [s]	24	67	39	39		17	17
g / C, Green / Cycle	0.27	0.74	0.44	0.44		0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.25	0.11	0.11	0.12		0.16	0.04
s, saturation flow rate [veh/h]	1810	3618	1900	1703		1810	1619
c, Capacity [veh/h]	492	2685	830	744		346	309
d1, Uniform Delay [s]	31.68	3.38	16.03	16.26		35.22	30.75
k, delay calibration	0.17	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	10.18	0.12	0.73	0.94		6.21	0.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.15	0.25	0.28		0.86	0.22
d, Delay for Lane Group [s/veh]	41.86	3.50	16.75	17.20		41.43	31.11
Lane Group LOS	D	A	B	B		D	C
Critical Lane Group	Yes	No	No	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	10.08	0.72	2.63	2.69		6.60	1.25
50th-Percentile Queue Length [ft/ln]	252.07	18.00	65.63	67.19		165.01	31.22
95th-Percentile Queue Length [veh/ln]	15.29	1.30	4.73	4.84		10.81	2.25
95th-Percentile Queue Length [ft/ln]	382.26	32.39	118.14	120.94		270.35	56.19

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.86	3.50	0.00	0.00	16.88	17.20	0.00	0.00	0.00	41.43	31.11	31.11
Movement LOS	D	A			B	B				D	C	C
d_A, Approach Delay [s/veh]	23.37			16.98			0.00			39.49		
Approach LOS	C			B			A			D		
d_I, Intersection Delay [s/veh]	25.33											
Intersection LOS	C											
Intersection V/C	0.534											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	2.020	2.137
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1067	178	0	800
d_b, Bicycle Delay [s]	9.80	37.36	45.00	16.20
l_b,int, Bicycle LOS Score for Intersection	2.272	1.933	4.132	2.197
Bicycle LOS	B	A	D	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: Pepper Ave/I-210 EB

Control Type:	Signalized	Delay (sec / veh):	22.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.551

Intersection Setup

Name	Pepper Ave			Pepper Ave			I-210 EB					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	310.00	100.00	100.00	750.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			I-210 EB					
Base Volume Input [veh/h]	0	570	290	66	426	0	207	4	445	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	30	0	0	0	0	6	0	43	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	73	0	0	0	0	0	122	0	0	0
Total Hourly Volume [veh/h]	0	600	217	66	426	0	213	4	366	0	0	0
Peak Hour Factor	1.0000	0.9050	0.9050	0.8980	0.8980	1.0000	0.9170	0.9170	0.9170	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	166	60	18	119	0	58	1	100	0	0	0
Total Analysis Volume [veh/h]	0	663	240	73	474	0	232	4	399	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	28	0	32	60	0	0	40	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	3	0	0	10	0	0	10	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	100	100	100	100	100	100	
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	
g_i, Effective Green Time [s]	57	57	6	67	27	27	
g / C, Green / Cycle	0.57	0.57	0.06	0.67	0.27	0.27	
(v / s)_i Volume / Saturation Flow Rate	0.24	0.26	0.04	0.13	0.13	0.25	
s, saturation flow rate [veh/h]	1900	1728	1810	3618	1810	1617	
c, Capacity [veh/h]	1088	990	113	2407	497	444	
d1, Uniform Delay [s]	11.98	12.36	45.79	6.45	30.17	35.03	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.23	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.17	1.52	6.01	0.18	0.68	13.69	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.41	0.46	0.64	0.20	0.47	0.91	
d, Delay for Lane Group [s/veh]	13.14	13.87	51.79	6.63	30.85	48.72	
Lane Group LOS	B	B	D	A	C	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	5.26	5.48	1.90	1.62	4.57	10.71	
50th-Percentile Queue Length [ft/ln]	131.40	136.91	47.51	40.62	114.19	267.80	
95th-Percentile Queue Length [veh/ln]	9.02	9.31	3.42	2.92	8.07	16.08	
95th-Percentile Queue Length [ft/ln]	225.40	232.86	85.52	73.11	201.81	401.99	

Movement, Approach, & Intersection Results

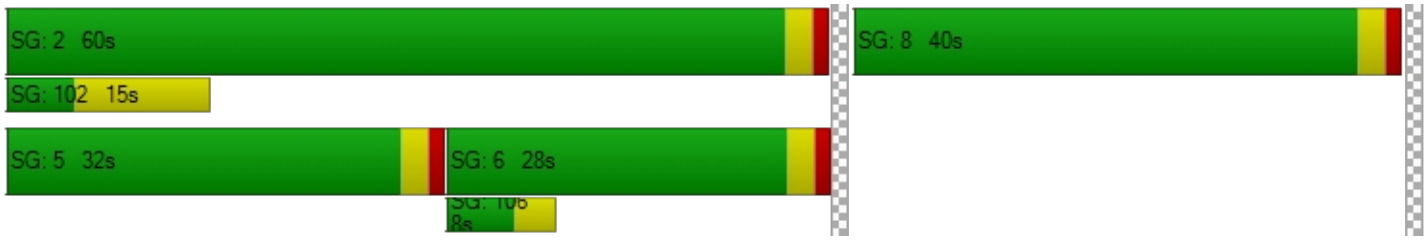
d_M, Delay for Movement [s/veh]	0.00	13.38	13.87	51.79	6.63	0.00	30.85	48.72	48.72	0.00	0.00	0.00
Movement LOS		B	B	D	A		C	D	D			
d_A, Approach Delay [s/veh]	13.51			12.66			42.19			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	22.02											
Intersection LOS	C											
Intersection V/C	0.551											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	690.19	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	2.448	1.810
Crosswalk LOS	F	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	500	1140	740	0
d_b, Bicycle Delay [s]	28.13	9.25	19.85	50.00
l_b,int, Bicycle LOS Score for Intersection	2.365	2.011	2.809	4.132
Bicycle LOS	B	B	C	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Pepper Avenue/Project Driveway

Control Type:	Signalized	Delay (sec / veh):	1.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.268

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	860	0	0	871	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	860	0	0	871	0	0	0	0	0	0	0
Peak Hour Factor	0.9000	0.9050	0.9000	0.9000	0.8980	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	238	0	0	242	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	950	0	0	970	0	0	0	0	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	10			10			10			10		
v_di, Inbound Pedestrian Volume crossing m	10			10			10			10		
v_co, Outbound Pedestrian Volume crossing	10			10			10			10		
v_ci, Inbound Pedestrian Volume crossing mi	10			10			10			10		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	82	0	0	82	0	0	28	0	0	28	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	25	0	0	25	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	115	115	115	115	115	115	9	9	9	9
g / C, Green / Cycle	0.88	0.88	0.88	0.88	0.88	0.88	0.07	0.07	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.00	0.26	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.00
s, saturation flow rate [veh/h]	589	3618	1615	1165	3618	1615	1440	1900	1900	1615
c, Capacity [veh/h]	535	3190	1424	1007	3190	1424	139	164	164	116
d1, Uniform Delay [s]	0.00	1.23	0.00	0.00	1.24	0.00	0.00	0.00	0.00	0.00
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.24	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.30	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.00
d, Delay for Lane Group [s/veh]	0.00	1.47	0.00	0.00	1.49	0.00	0.00	0.00	0.00	0.00
Lane Group LOS	A	A	A	A	A	A	A	A	A	A
Critical Lane Group	No	No	No	No	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh/ln]	0.00	0.55	0.00	0.00	0.57	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft/ln]	0.00	13.74	0.00	0.00	14.14	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.00	0.99	0.00	0.00	1.02	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	24.73	0.00	0.00	25.45	0.00	0.00	0.00	0.00	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	1.47	0.00	0.00	1.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	1.47			1.49			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.48											
Intersection LOS	A											
Intersection V/C	0.268											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.31	56.31	56.31	56.31
l_p,int, Pedestrian LOS Score for Intersectio	2.940	3.014	1.959	2.150
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1215	1215	385	385
d_b, Bicycle Delay [s]	10.00	10.00	42.40	42.40
l_b,int, Bicycle LOS Score for Intersection	2.343	2.360	1.560	1.560
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: Pepper Ave/Winchester Dr-Terrace Rd

Control Type:	Signalized	Delay (sec / veh):	5.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.326

Intersection Setup

Name	Pepper Ave			Pepper Ave			Winchester Dr			Terrace Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			Winchester Dr			Terrace Rd		
Base Volume Input [veh/h]	18	799	1	7	798	63	48	1	13	2	3	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	16	0	0	3	0	0	3
Total Hourly Volume [veh/h]	18	799	1	7	798	47	48	1	10	2	3	8
Peak Hour Factor	0.8470	0.8470	0.8470	0.9050	0.9050	0.9050	0.5650	0.5650	0.5650	0.6330	0.6330	0.6330
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	236	0	2	220	13	21	0	4	1	1	3
Total Analysis Volume [veh/h]	21	943	1	8	882	52	85	2	18	3	5	13
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	23	0	12	25	0	0	25	0	0	25	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	2	44	44	1	43	43	6	6
g / C, Green / Cycle	0.03	0.74	0.74	0.02	0.72	0.72	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.01	0.25	0.25	0.00	0.25	0.25	0.07	0.01
s, saturation flow rate [veh/h]	1810	1900	1899	1810	1900	1861	1597	1771
c, Capacity [veh/h]	64	1398	1398	28	1361	1333	266	243
d1, Uniform Delay [s]	28.26	2.78	2.78	29.20	3.21	3.21	25.91	24.68
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.00	0.65	0.66	5.34	0.70	0.71	0.95	0.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.33	0.34	0.34	0.28	0.35	0.35	0.39	0.09
d, Delay for Lane Group [s/veh]	31.25	3.44	3.44	34.54	3.91	3.93	26.86	24.83
Lane Group LOS	C	A	A	C	A	A	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.32	0.76	0.76	0.15	0.98	0.97	1.45	0.27
50th-Percentile Queue Length [ft/ln]	7.97	19.09	19.08	3.63	24.47	24.13	36.34	6.84
95th-Percentile Queue Length [veh/ln]	0.57	1.37	1.37	0.26	1.76	1.74	2.62	0.49
95th-Percentile Queue Length [ft/ln]	14.35	34.36	34.35	6.53	44.04	43.44	65.41	12.31

Movement, Approach, & Intersection Results

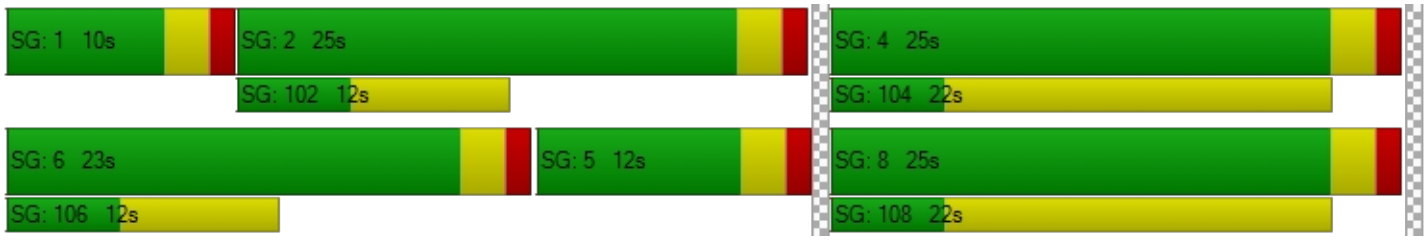
d_M, Delay for Movement [s/veh]	31.25	3.44	3.44	34.54	3.92	3.93	26.86	26.86	26.86	24.83	24.83	24.83
Movement LOS	C	A	A	C	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	4.05			4.18			26.86			24.83		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	5.50											
Intersection LOS	A											
Intersection V/C	0.326											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	2.832	3.010	1.782	1.714
Crosswalk LOS	C	C	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	733	733	733
d_b, Bicycle Delay [s]	13.33	12.03	12.03	12.03
l_b,int, Bicycle LOS Score for Intersection	2.356	2.350	1.738	1.599
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Pepper Ave/Baseline Rd

Control Type:	Signalized	Delay (sec / veh):	23.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.394

Intersection Setup

Name	Pepper Ave			Pepper Ave			Baseline Rd			Baseline Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	40.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	85.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			Baseline Rd			Baseline Rd		
Base Volume Input [veh/h]	86	508	52	106	574	114	150	368	114	51	346	161
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	13	0	0	29	0	0	29	0	0	40
Total Hourly Volume [veh/h]	86	508	39	106	574	85	150	368	85	51	346	121
Peak Hour Factor	0.8700	0.8700	0.8700	0.8580	0.8580	0.8580	0.8820	0.8820	0.8820	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	146	11	31	167	25	43	104	24	14	93	33
Total Analysis Volume [veh/h]	99	584	45	124	669	99	170	417	96	55	373	131
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	36	0	0	38	0	0	31	0	0	52	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
g_i, Effective Green Time [s]	68	68	68	70	68	68	40	40	40	42	40	40
g / C, Green / Cycle	0.56	0.56	0.56	0.58	0.56	0.56	0.34	0.34	0.34	0.35	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.14	0.17	0.17	0.15	0.21	0.21	0.19	0.14	0.14	0.06	0.14	0.14
s, saturation flow rate [veh/h]	711	1900	1851	810	1900	1813	909	1900	1779	901	1900	1735
c, Capacity [veh/h]	367	1074	1047	458	1074	1025	253	636	595	282	636	580
d1, Uniform Delay [s]	22.53	13.61	13.62	19.58	14.29	14.29	45.74	30.86	30.88	37.94	30.80	30.88
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.80	0.70	0.72	1.46	0.96	1.01	3.06	0.43	0.47	0.33	0.43	0.48
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.27	0.30	0.30	0.27	0.37	0.37	0.67	0.42	0.42	0.20	0.41	0.42
d, Delay for Lane Group [s/veh]	24.33	14.32	14.35	21.04	15.25	15.30	48.80	31.29	31.35	38.28	31.23	31.36
Lane Group LOS	C	B	B	C	B	B	D	C	C	D	C	C
Critical Lane Group	No	No	No	No	No	Yes	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh/ln]	1.96	4.39	4.30	1.64	5.70	5.47	5.00	5.85	5.52	1.09	5.78	5.38
50th-Percentile Queue Length [ft/ln]	48.89	109.84	107.46	41.05	142.61	136.71	125.00	146.31	138.02	27.34	144.53	134.59
95th-Percentile Queue Length [veh/ln]	3.52	7.83	7.70	2.96	9.62	9.30	8.67	9.82	9.37	1.97	9.72	9.19
95th-Percentile Queue Length [ft/ln]	88.00	195.77	192.46	73.89	240.53	232.59	216.68	245.50	234.35	49.22	243.11	229.72

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	24.33	14.33	14.35	21.04	15.27	15.30	48.80	31.31	31.35	38.28	31.27	31.36
Movement LOS	C	B	B	C	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	15.69			16.08			35.67			31.98		
Approach LOS	B			B			D			C		
d_I, Intersection Delay [s/veh]	23.76											
Intersection LOS	C											
Intersection V/C	0.394											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.826	3.138	2.838	2.786
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	550	583	467	817
d_b, Bicycle Delay [s]	31.54	30.10	35.27	21.00
l_b,int, Bicycle LOS Score for Intersection	2.171	2.319	2.147	2.054
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 7: Project Driveway/Retail Driveway

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

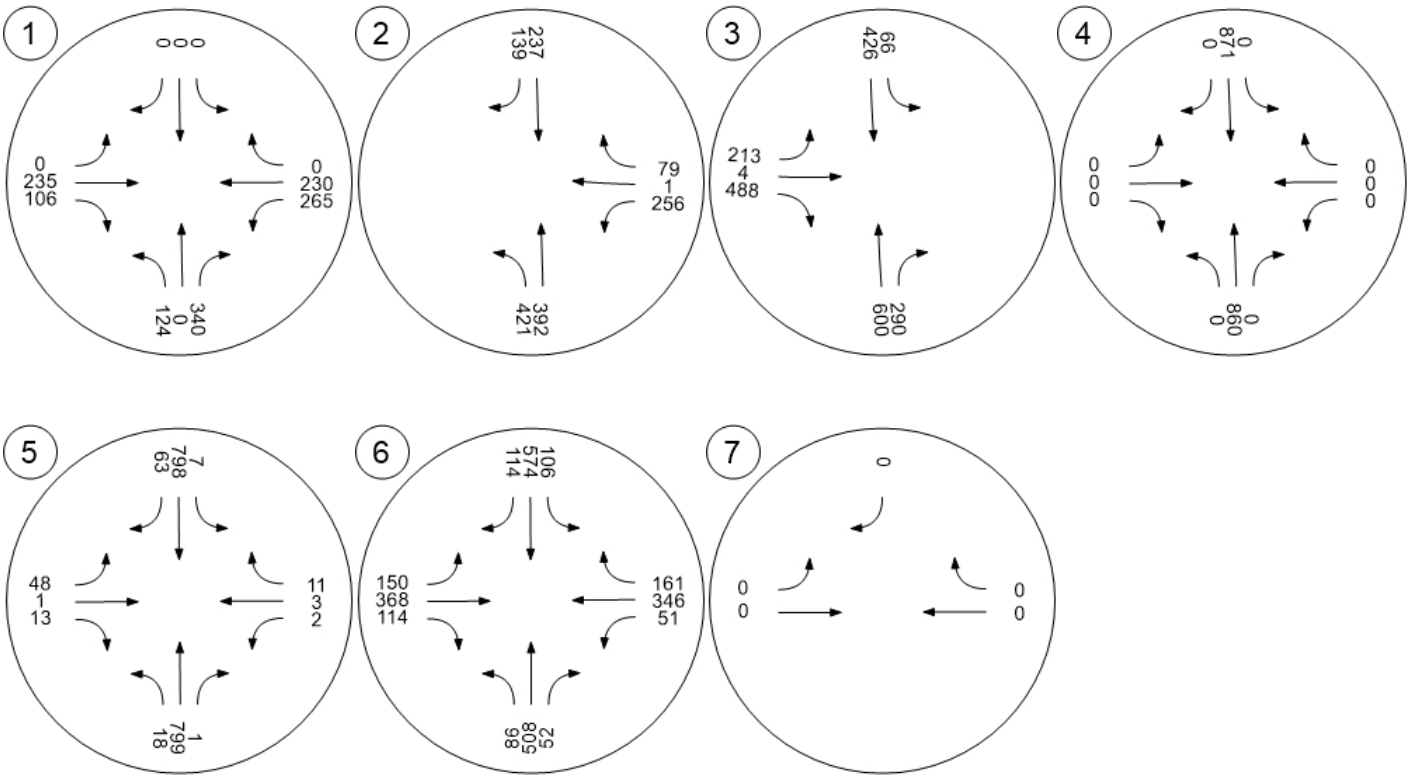
Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.30	7.20	0.00	0.00	0.00
Movement LOS		A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.30		3.60		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Traffic Volume - Future Total Volume



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Report File: C:\...\FY AM.pdf

Scenario 23 Future AM + Proj
10/16/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Pepper Ave/Highland Ave	Signalized	HCM 7th Edition	WB Left	0.492	32.7	C
2	Pepper Ave/I-210 WB	Signalized	HCM 7th Edition	WB Left	0.871	51.1	D
3	Pepper Ave/I-210 EB	Signalized	HCM 7th Edition	SB Left	0.696	21.4	C
4	Pepper Avenue/Project Driveway	Signalized	HCM 7th Edition	WB Right	0.441	15.1	B
5	Pepper Ave/Winchester Dr-Terrace Rd	Signalized	HCM 7th Edition	SB Left	0.617	14.3	B
6	Pepper Ave/Baseline Rd	Signalized	HCM 7th Edition	NB Left	0.641	32.4	C
7	Project Driveway/Retail Driveway	Two-way stop	HCM 7th Edition	SB Right	0.090	8.7	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Pepper Ave/Highland Ave

Control Type:	Signalized	Delay (sec / veh):	32.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.492

Intersection Setup

Name	Pepper Ave						Pepper Ave					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	196.00	100.00	100.00	100.00	100.00	100.00	350.00	100.00	100.00	340.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Pepper Ave						Pepper Ave					
Base Volume Input [veh/h]	136	6	208	2	7	2	0	149	122	340	207	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0400	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0400	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	52	0	11	0	0	0	0	0	55	12	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	193	6	219	2	7	2	0	149	182	352	207	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	2	55	1	2	1	0	37	46	88	52	0
Total Analysis Volume [veh/h]	193	6	219	2	7	2	0	149	182	352	207	1
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	79	0	0	79	0	78	80	0	72	74	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	34	0	0	34	0	34	33	0	33	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	17	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	31	31	31	31	31	30	30	30	29	29
g / C, Green / Cycle	0.31	0.31	0.31	0.31	0.31	0.30	0.30	0.30	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.15	0.00	0.15	0.01	0.00	0.09	0.13	0.22	0.06	0.06
s, saturation flow rate [veh/h]	1286	1710	1454	1539	1629	1710	1454	1629	1710	1707
c, Capacity [veh/h]	439	530	451	520	505	513	436	489	496	495
d1, Uniform Delay [s]	28.10	23.89	28.03	23.96	0.00	26.84	28.01	31.26	26.84	26.84
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.18	0.04	3.72	0.07	0.00	1.43	2.92	8.87	0.96	0.96
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.44	0.01	0.49	0.02	0.00	0.29	0.42	0.72	0.21	0.21
d, Delay for Lane Group [s/veh]	31.28	23.93	31.75	24.04	0.00	28.27	30.93	40.13	27.80	27.80
Lane Group LOS	C	C	C	C	A	C	C	D	C	C
Critical Lane Group	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.09	0.10	4.66	0.19	0.00	2.80	3.66	8.64	2.00	2.00
50th-Percentile Queue Length [ft/ln]	102.32	2.59	116.59	4.78	0.00	69.89	91.45	216.01	49.96	49.90
95th-Percentile Queue Length [veh/ln]	7.37	0.19	8.21	0.34	0.00	5.03	6.58	13.46	3.60	3.59
95th-Percentile Queue Length [ft/ln]	184.17	4.67	205.14	8.60	0.00	125.80	164.61	336.53	89.93	89.81

Movement, Approach, & Intersection Results

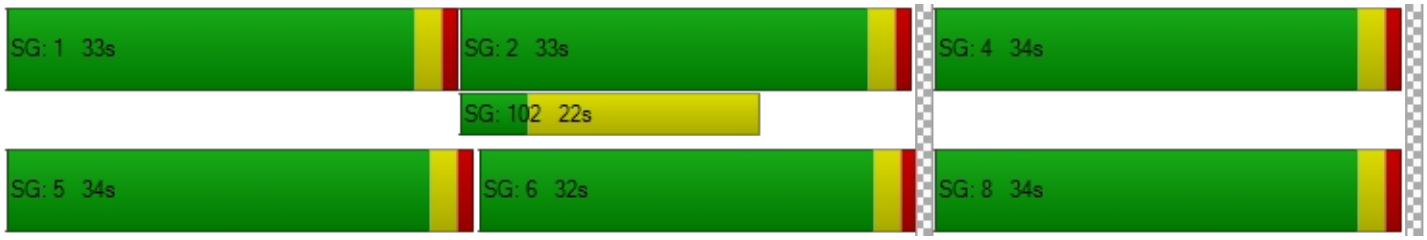
d_M, Delay for Movement [s/veh]	31.28	23.93	31.75	24.04	24.04	24.04	0.00	28.27	30.93	40.13	27.80	27.80
Movement LOS	C	C	C	C	C	C	A	C	C	D	C	C
d_A, Approach Delay [s/veh]	31.42			24.04			29.73			35.55		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	32.69											
Intersection LOS	C											
Intersection V/C	0.492											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.493	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	620	620	600	580
d_b, Bicycle Delay [s]	23.81	23.81	24.50	25.21
l_b,int, Bicycle LOS Score for Intersection	2.249	1.578	1.833	2.022
Bicycle LOS	B	A	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Pepper Ave/I-210 WB

Control Type:	Signalized	Delay (sec / veh):	51.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.871

Intersection Setup

Name	Pepper Ave			Pepper Ave						I-210 WB		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	310.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	750.00	100.00	100.00
No. of Lanes in Exit Pocket	1	0	0	0	0	2	0	0	0	0	0	0
Exit Pocket Length [ft]	100.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes						Yes		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave						I-210 WB		
Base Volume Input [veh/h]	405	270	0	0	285	198	0	0	0	442	4	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	30	6	0	0	0	6	0	0	0	0	0	0
Site-Generated Trips [veh/h]	95	63	0	0	62	5	0	0	34	146	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	52	0	0	9	0	0	19
Total Hourly Volume [veh/h]	530	339	0	0	347	157	0	0	34	588	4	57
Peak Hour Factor	0.9420	0.9420	1.0000	1.0000	0.8180	0.8180	1.0000	1.0000	1.0000	0.8620	0.8620	0.8620
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	141	90	0	0	106	48	0	0	9	171	1	17
Total Analysis Volume [veh/h]	563	360	0	0	424	192	0	0	34	682	5	66
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	33	54	0	0	21	0	0	0	0	0	36	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	3	0	0	0	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	C
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00		3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00		1.00	1.00
g_i, Effective Green Time [s]	29	51	19	19		33	33
g / C, Green / Cycle	0.33	0.57	0.21	0.21		0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.31	0.10	0.16	0.18		0.38	0.04
s, saturation flow rate [veh/h]	1810	3618	1900	1684		1810	1632
c, Capacity [veh/h]	594	2050	390	346		663	598
d1, Uniform Delay [s]	29.49	9.38	33.92	34.79		28.50	18.87
k, delay calibration	0.42	0.50	0.50	0.50		0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	23.47	0.19	14.98	27.37		42.19	0.09
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.95	0.18	0.79	0.89		1.03	0.12
d, Delay for Lane Group [s/veh]	52.96	9.57	48.90	62.16		70.69	18.96
Lane Group LOS	D	A	D	E		F	B
Critical Lane Group	Yes	No	No	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	14.69	1.51	7.61	8.77		20.87	0.94
50th-Percentile Queue Length [ft/ln]	367.35	37.65	190.30	219.24		521.65	23.55
95th-Percentile Queue Length [veh/ln]	20.98	2.71	12.14	13.63		28.91	1.70
95th-Percentile Queue Length [ft/ln]	524.52	67.77	303.42	340.66		722.67	42.39

Movement, Approach, & Intersection Results

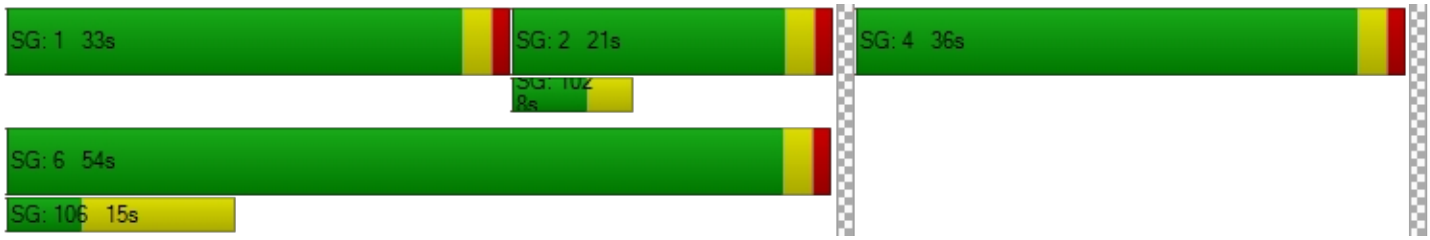
d_M, Delay for Movement [s/veh]	52.96	9.57	0.00	0.00	52.53	62.16	0.00	0.00	0.00	70.69	18.96	18.96
Movement LOS	D	A			D	E				F	B	B
d_A, Approach Delay [s/veh]	36.04			55.53			0.00			65.81		
Approach LOS	D			E			A			E		
d_I, Intersection Delay [s/veh]	51.06											
Intersection LOS	D											
Intersection V/C	0.871											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	2.217	2.303
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1133	400	0	733
d_b, Bicycle Delay [s]	8.45	28.80	45.00	18.05
l_b,int, Bicycle LOS Score for Intersection	2.321	2.111	4.132	2.833
Bicycle LOS	B	B	D	C

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Pepper Ave/I-210 EB

Control Type:	Signalized	Delay (sec / veh):	21.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.696

Intersection Setup

Name	Pepper Ave			Pepper Ave			I-210 EB					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	310.00	100.00	100.00	750.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			I-210 EB					
Base Volume Input [veh/h]	0	575	381	86	640	0	103	1	399	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	30	0	0	0	0	6	0	43	0	0	0
Site-Generated Trips [veh/h]	0	150	94	0	242	0	8	0	111	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	119	0	0	0	0	0	138	0	0	0
Total Hourly Volume [veh/h]	0	755	356	86	882	0	117	1	415	0	0	0
Peak Hour Factor	1.0000	0.9050	0.9050	0.8980	0.8980	1.0000	0.9170	0.9170	0.9170	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	209	98	24	246	0	32	0	113	0	0	0
Total Analysis Volume [veh/h]	0	834	393	96	982	0	128	1	453	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	11	0	34	45	0	0	55	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	3	0	0	10	0	0	10	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	100	100	100	100	100	100	
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	
g_i, Effective Green Time [s]	53	53	7	63	31	31	
g / C, Green / Cycle	0.53	0.53	0.07	0.63	0.31	0.31	
(v / s)_i Volume / Saturation Flow Rate	0.32	0.36	0.05	0.27	0.07	0.28	
s, saturation flow rate [veh/h]	1900	1696	1810	3618	1810	1616	
c, Capacity [veh/h]	1013	904	127	2290	555	496	
d1, Uniform Delay [s]	16.10	17.08	45.66	9.24	25.85	33.41	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.13	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.69	4.09	8.82	0.59	0.21	8.50	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.61	0.68	0.76	0.43	0.23	0.92	
d, Delay for Lane Group [s/veh]	18.79	21.17	54.47	9.83	26.06	41.91	
Lane Group LOS	B	C	D	A	C	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	9.26	10.05	2.57	4.65	2.22	11.22	
50th-Percentile Queue Length [ft/ln]	231.52	251.19	64.25	116.30	55.62	280.52	
95th-Percentile Queue Length [veh/ln]	14.25	15.25	4.63	8.19	4.00	16.71	
95th-Percentile Queue Length [ft/ln]	356.29	381.15	115.65	204.73	100.12	417.86	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	19.42	21.17	54.47	9.83	0.00	26.06	41.91	41.91	0.00	0.00	0.00
Movement LOS		B	C	D	A		C	D	D			
d_A, Approach Delay [s/veh]	19.98			13.80			38.42			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	21.39											
Intersection LOS	C											
Intersection V/C	0.696											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	690.19	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	2.455	2.024
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	160	840	1040	0
d_b, Bicycle Delay [s]	42.32	16.82	11.52	50.00
l_b,int, Bicycle LOS Score for Intersection	2.670	2.449	2.748	4.132
Bicycle LOS	B	B	B	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 4: Pepper Avenue/Project Driveway

Control Type:	Signalized	Delay (sec / veh):	15.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.441

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	955	0	0	1039	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	67	39	42	144	74	135	120	0	59	36	0	85
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	11	0	0	34	0	0	15	0	0	21
Total Hourly Volume [veh/h]	67	994	31	144	1113	101	120	0	44	36	0	64
Peak Hour Factor	0.9000	0.9050	0.9000	0.9000	0.8980	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	275	9	40	310	28	33	0	12	10	0	18
Total Analysis Volume [veh/h]	74	1098	34	160	1239	112	133	0	49	40	0	71
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	10			10			10			10		
v_di, Inbound Pedestrian Volume crossing m	10			10			10			10		
v_co, Outbound Pedestrian Volume crossing	10			10			10			10		
v_ci, Inbound Pedestrian Volume crossing mi	10			10			10			10		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	22	0	0	39	0	0	31	0	0	31	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	25	0	0	25	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	80	80	80	82	80	80	15	15	14	14
g / C, Green / Cycle	0.67	0.67	0.67	0.68	0.67	0.67	0.12	0.12	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.18	0.30	0.02	0.16	0.34	0.07	0.05	0.05	0.02	0.05
s, saturation flow rate [veh/h]	410	3618	1600	981	3618	1591	1810	1697	1810	1530
c, Capacity [veh/h]	251	2405	1064	578	2406	1058	219	206	205	174
d1, Uniform Delay [s]	20.81	9.68	6.89	17.09	10.23	7.23	48.85	48.91	48.22	49.33
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.96	0.63	0.06	1.19	0.79	0.20	1.30	1.44	0.46	1.54
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.29	0.46	0.03	0.28	0.51	0.11	0.42	0.43	0.19	0.41
d, Delay for Lane Group [s/veh]	23.77	10.30	6.94	18.27	11.03	7.43	50.14	50.35	48.68	50.87
Lane Group LOS	C	B	A	B	B	A	D	D	D	D
Critical Lane Group	No	No	No	No	Yes	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	1.49	6.19	0.28	0.73	7.41	0.97	2.66	2.57	1.12	2.06
50th-Percentile Queue Length [ft/ln]	37.20	154.86	7.01	18.28	185.34	24.31	66.58	64.20	27.93	51.38
95th-Percentile Queue Length [veh/ln]	2.68	10.28	0.50	1.32	11.88	1.75	4.79	4.62	2.01	3.70
95th-Percentile Queue Length [ft/ln]	66.97	256.90	12.61	32.91	296.98	43.76	119.85	115.56	50.27	92.48

Movement, Approach, & Intersection Results

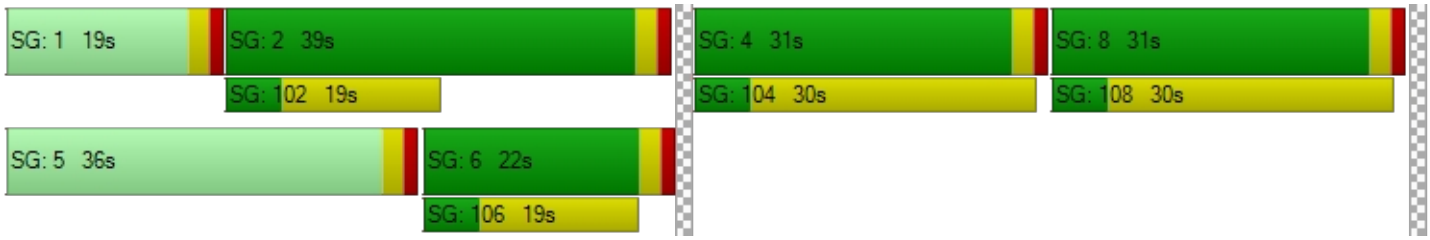
d_M, Delay for Movement [s/veh]	23.77	10.30	6.94	18.27	11.03	7.43	50.20	50.35	50.35	48.68	48.68	50.87
Movement LOS	C	B	A	B	B	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	11.04			11.53			50.24			50.08		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	15.09											
Intersection LOS	B											
Intersection V/C	0.441											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.108	3.257	2.218	2.414
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	317	600	467	467
d_b, Bicycle Delay [s]	42.50	29.40	35.27	35.27
l_b,int, Bicycle LOS Score for Intersection	2.564	2.834	1.885	1.777
Bicycle LOS	B	C	A	A

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Pepper Ave/Winchester Dr-Terrace Rd

Control Type:	Signalized	Delay (sec / veh):	14.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.617

Intersection Setup

Name	Pepper Ave			Pepper Ave			Winchester Dr			Terrace Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			Winchester Dr			Terrace Rd		
Base Volume Input [veh/h]	112	827	2	4	935	94	113	2	93	6	5	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	125	0	0	93	8	5	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	1	0	0	26	0	0	23	0	0	5
Total Hourly Volume [veh/h]	112	952	1	4	1028	76	118	2	70	6	5	13
Peak Hour Factor	0.8470	0.8470	0.8470	0.9050	0.9050	0.9050	0.5650	0.5650	0.5650	0.6330	0.6330	0.6330
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	281	0	1	284	21	52	1	31	2	2	5
Total Analysis Volume [veh/h]	132	1124	1	4	1136	84	209	4	124	9	8	21
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	19	25	0	10	16	0	0	25	0	0	25	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	6	35	35	0	30	30	15	15
g / C, Green / Cycle	0.10	0.59	0.59	0.01	0.50	0.50	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.07	0.30	0.30	0.00	0.32	0.33	0.22	0.02
s, saturation flow rate [veh/h]	1810	1900	1899	1810	1900	1851	1546	1713
c, Capacity [veh/h]	190	1122	1121	15	938	914	486	505
d1, Uniform Delay [s]	25.92	7.15	7.15	29.56	11.38	11.40	21.22	17.20
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.51	1.60	1.60	8.96	3.60	3.73	1.79	0.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.50	0.50	0.26	0.66	0.66	0.69	0.08
d, Delay for Lane Group [s/veh]	30.43	8.75	8.75	38.52	14.98	15.13	23.01	17.26
Lane Group LOS	C	A	A	D	B	B	C	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	1.86	3.09	3.09	0.09	5.37	5.28	4.45	0.39
50th-Percentile Queue Length [ft/ln]	46.39	77.27	77.26	2.24	134.21	132.10	111.27	9.77
95th-Percentile Queue Length [veh/ln]	3.34	5.56	5.56	0.16	9.17	9.05	7.91	0.70
95th-Percentile Queue Length [ft/ln]	83.51	139.09	139.06	4.04	229.21	226.34	197.77	17.59

Movement, Approach, & Intersection Results

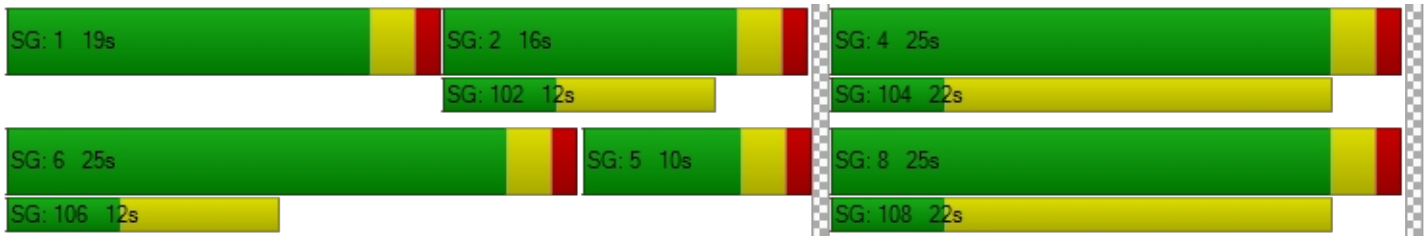
d_M, Delay for Movement [s/veh]	30.43	8.75	8.75	38.52	15.05	15.13	23.01	23.01	23.01	17.26	17.26	17.26
Movement LOS	C	A	A	D	B	B	C	C	C	B	B	B
d_A, Approach Delay [s/veh]	11.03			15.13			23.01			17.26		
Approach LOS	B			B			C			B		
d_I, Intersection Delay [s/veh]	14.28											
Intersection LOS	B											
Intersection V/C	0.617											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	3.041	3.378	1.976	1.724
Crosswalk LOS	C	C	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	733	433	733	733
d_b, Bicycle Delay [s]	12.03	18.41	12.03	12.03
l_b,int, Bicycle LOS Score for Intersection	2.597	2.591	2.154	1.631
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Pepper Ave/Baseline Rd

Control Type:	Signalized	Delay (sec / veh):	32.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.641

Intersection Setup

Name	Pepper Ave			Pepper Ave			Baseline Rd			Baseline Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	40.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	85.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			Baseline Rd			Baseline Rd		
Base Volume Input [veh/h]	181	589	54	204	722	117	144	307	123	69	343	167
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	45	0	28	38	27	46	29	20	0	16	34
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	14	0	0	36	0	0	36	0	0	50
Total Hourly Volume [veh/h]	194	634	40	232	760	108	190	336	107	69	359	151
Peak Hour Factor	0.8700	0.8700	0.8700	0.8580	0.8580	0.8580	0.8820	0.8820	0.8820	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	182	11	68	221	31	54	95	30	19	97	41
Total Analysis Volume [veh/h]	223	729	46	270	886	126	215	381	121	74	387	163
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	46	0	0	46	0	0	25	0	0	48	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
g_i, Effective Green Time [s]	60	60	60	60	60	60	48	48	48	50	48	48
g / C, Green / Cycle	0.50	0.50	0.50	0.50	0.50	0.50	0.40	0.40	0.40	0.41	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.39	0.21	0.21	0.38	0.27	0.27	0.25	0.14	0.14	0.08	0.15	0.15
s, saturation flow rate [veh/h]	566	1900	1859	707	1900	1815	871	1900	1745	911	1900	1712
c, Capacity [veh/h]	230	955	935	313	955	913	295	755	693	348	755	680
d1, Uniform Delay [s]	46.23	18.68	18.69	39.85	20.36	20.41	42.42	25.27	25.29	32.05	25.69	25.75
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	51.82	1.30	1.33	25.51	2.19	2.32	3.47	0.27	0.30	0.30	0.32	0.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.97	0.41	0.41	0.86	0.54	0.54	0.73	0.35	0.35	0.21	0.38	0.39
d, Delay for Lane Group [s/veh]	98.06	19.99	20.02	65.36	22.55	22.73	45.89	25.54	25.59	32.35	26.01	26.11
Lane Group LOS	F	B	C	E	C	C	D	C	C	C	C	C
Critical Lane Group	Yes	No	No	No	No	No	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh/ln]	9.95	6.77	6.64	10.02	9.81	9.48	6.27	5.12	4.74	1.32	5.74	5.25
50th-Percentile Queue Length [ft/ln]	248.79	169.32	166.04	250.49	245.31	237.06	156.73	127.95	118.43	33.00	143.38	131.36
95th-Percentile Queue Length [veh/ln]	15.12	11.04	10.87	15.21	14.95	14.53	10.38	8.83	8.31	2.38	9.66	9.01
95th-Percentile Queue Length [ft/ln]	378.12	276.02	271.70	380.27	373.74	363.31	259.38	220.71	207.67	59.41	241.57	225.34

Movement, Approach, & Intersection Results

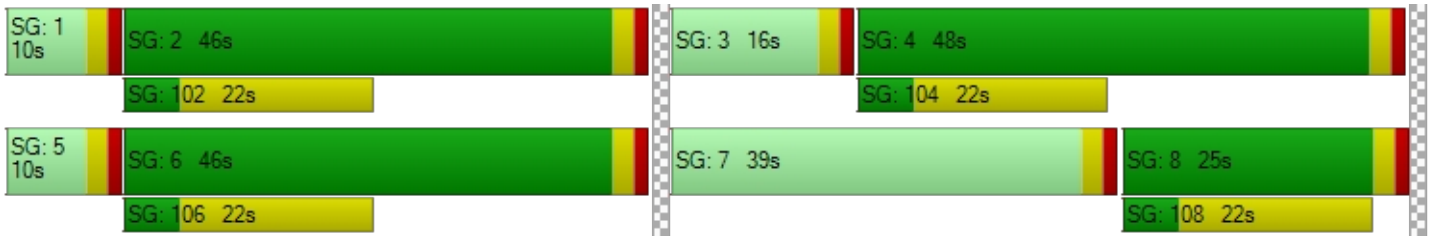
d_M, Delay for Movement [s/veh]	98.06	20.00	20.02	65.36	22.63	22.73	45.89	25.56	25.59	32.35	26.03	26.11
Movement LOS	F	C	C	E	C	C	D	C	C	C	C	C
d_A, Approach Delay [s/veh]	37.44			31.64			31.66			26.80		
Approach LOS	D			C			C			C		
d_I, Intersection Delay [s/veh]	32.41											
Intersection LOS	C											
Intersection V/C	0.641											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.001	3.396	3.080	3.130
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	717	717	367	750
d_b, Bicycle Delay [s]	24.70	24.70	40.02	23.44
l_b,int, Bicycle LOS Score for Intersection	2.395	2.647	2.181	2.116
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Project Driveway/Retail Driveway

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.090

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	97	100	86	24	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	97	100	86	24	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	24	25	22	6	0
Total Analysis Volume [veh/h]	0	97	100	86	24	0
Pedestrian Volume [ped/h]	0		0		0	

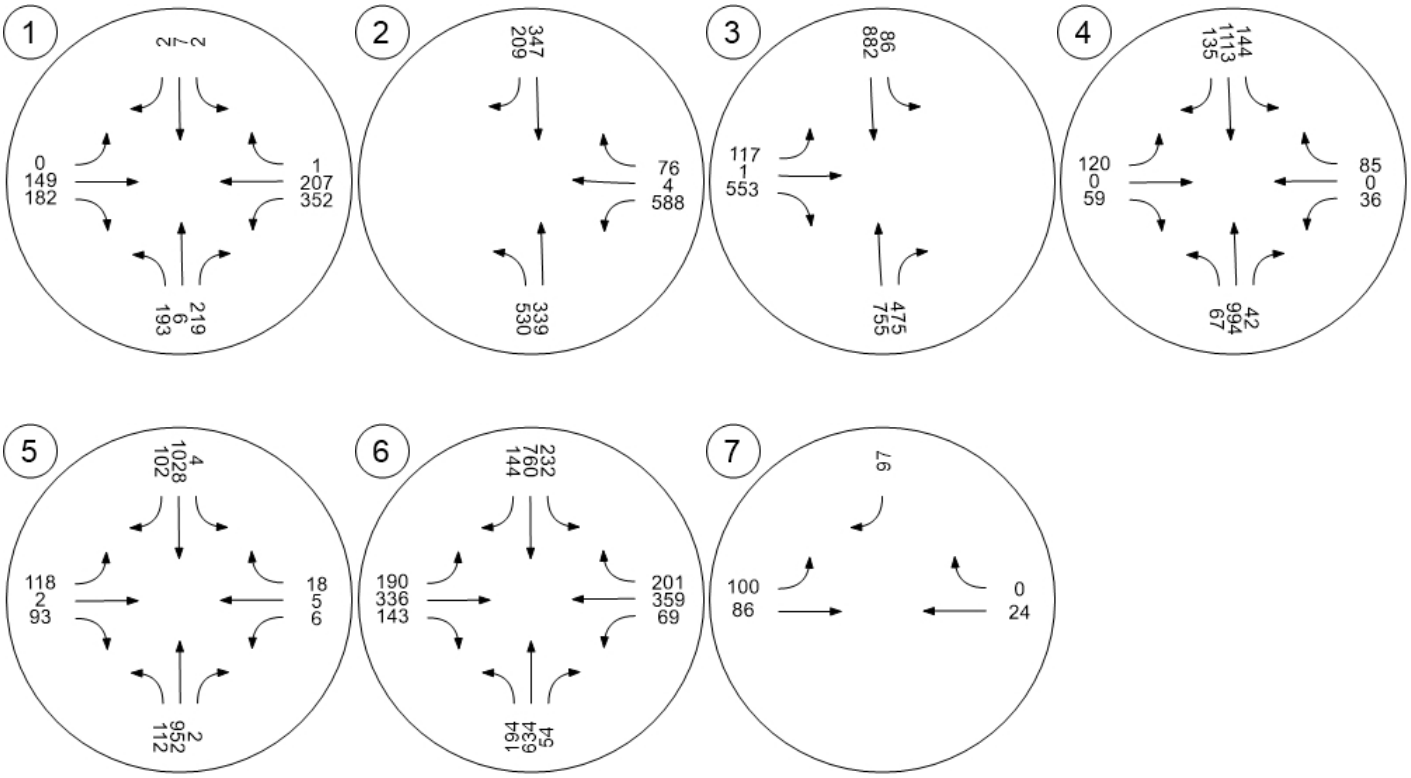
Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.09	0.06	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.69	7.36	0.00	0.00	0.00
Movement LOS		A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.30	0.18	0.09	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	7.44	4.41	2.20	0.00	0.00
d_A, Approach Delay [s/veh]	8.69		3.96		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.14					
Intersection LOS	A					

Traffic Volume - Future Total Volume



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Report File: C:\...\FY PM.pdf

Scenario 24 Future PM + Proj
10/16/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Pepper Ave/Highland Ave	Signalized	HCM 7th Edition	NB Right	0.568	35.5	D
2	Pepper Ave/I-210 WB	Signalized	HCM 7th Edition	NB Left	0.716	30.8	C
3	Pepper Ave/I-210 EB	Signalized	HCM 7th Edition	SB Left	0.719	24.3	C
4	Pepper Avenue/Project Driveway	Signalized	HCM 7th Edition	WB Right	0.423	16.6	B
5	Pepper Ave/Winchester Dr-Terrace Rd	Signalized	HCM 7th Edition	SB Left	0.393	6.0	A
6	Pepper Ave/Baseline Rd	Signalized	HCM 7th Edition	NB Left	0.517	27.1	C
7	Project Driveway/Retail Driveway	Two-way stop	HCM 7th Edition	SB Right	0.081	8.8	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Pepper Ave/Highland Ave

Control Type:	Signalized	Delay (sec / veh):	35.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.568

Intersection Setup

Name	Pepper Ave						Pepper Ave					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	196.00	100.00	100.00	100.00	100.00	100.00	350.00	100.00	100.00	340.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Pepper Ave						Pepper Ave					
Base Volume Input [veh/h]	131	0	360	0	0	0	0	249	112	281	244	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0400	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0400	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	19	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	41	0	10	0	0	0	0	0	36	10	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	196	0	370	0	0	0	0	249	152	291	244	0
Peak Hour Factor	0.9390	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.8780	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	0	93	0	0	0	0	62	43	73	61	0
Total Analysis Volume [veh/h]	209	0	370	0	0	0	0	249	173	291	244	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	79	0	0	79	0	78	80	0	72	74	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	34	0	0	34	0	34	33	0	33	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	17	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	31	31	31	31	31	30	30	30	29	29
g / C, Green / Cycle	0.31	0.31	0.31	0.31	0.31	0.30	0.30	0.30	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.16	0.00	0.25	0.00	0.00	0.13	0.14	0.18	0.07	0.07
s, saturation flow rate [veh/h]	1296	1710	1454	1710	1629	1710	1484	1629	1710	1710
c, Capacity [veh/h]	448	530	451	566	505	513	445	489	496	496
d1, Uniform Delay [s]	28.46	0.00	31.93	0.00	0.00	28.14	28.33	29.83	27.14	27.14
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.47	0.00	15.40	0.00	0.00	2.64	3.27	5.27	1.18	1.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.47	0.00	0.82	0.00	0.00	0.43	0.45	0.60	0.25	0.25
d, Delay for Lane Group [s/veh]	31.92	0.00	47.33	0.00	0.00	30.78	31.60	35.10	28.32	28.32
Lane Group LOS	C	A	D	A	A	C	C	D	C	C
Critical Lane Group	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.50	0.00	10.01	0.00	0.00	4.41	4.09	6.58	2.37	2.37
50th-Percentile Queue Length [ft/ln]	112.38	0.00	250.22	0.00	0.00	110.34	102.22	164.58	59.37	59.37
95th-Percentile Queue Length [veh/ln]	7.97	0.00	15.20	0.00	0.00	7.86	7.36	10.79	4.27	4.27
95th-Percentile Queue Length [ft/ln]	199.31	0.00	379.93	0.00	0.00	196.48	183.99	269.78	106.86	106.86

Movement, Approach, & Intersection Results

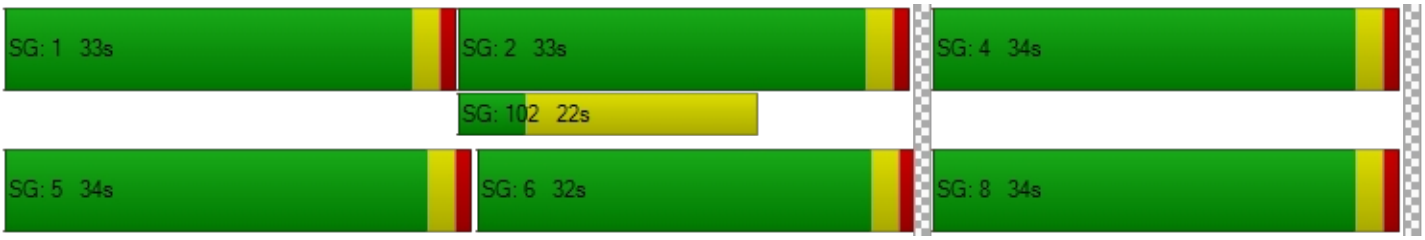
d_M, Delay for Movement [s/veh]	31.92	0.00	47.33	0.00	0.00	0.00	0.00	30.87	31.60	35.10	28.32	28.32
Movement LOS	C	A	D	A	A	A	A	C	C	D	C	C
d_A, Approach Delay [s/veh]	41.77			0.00			31.17			32.01		
Approach LOS	D			A			C			C		
d_I, Intersection Delay [s/veh]	35.46											
Intersection LOS	D											
Intersection V/C	0.568											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.510	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	620	620	600	580
d_b, Bicycle Delay [s]	23.81	23.81	24.50	25.21
l_b,int, Bicycle LOS Score for Intersection	2.515	1.560	1.908	2.001
Bicycle LOS	B	A	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Pepper Ave/I-210 WB

Control Type:	Signalized	Delay (sec / veh):	30.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.716

Intersection Setup

Name	Pepper Ave			Pepper Ave						I-210 WB		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	310.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	750.00	100.00	100.00
No. of Lanes in Exit Pocket	1	0	0	0	0	2	0	0	0	0	0	0
Exit Pocket Length [ft]	100.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes						Yes		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave						I-210 WB		
Base Volume Input [veh/h]	414	409	0	0	251	141	0	0	0	271	1	84
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	30	6	0	0	0	6	0	0	0	0	0	0
Site-Generated Trips [veh/h]	132	51	0	0	39	7	0	0	0	92	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	39	0	0	0	0	0	21
Total Hourly Volume [veh/h]	576	466	0	0	290	115	0	0	0	363	1	63
Peak Hour Factor	0.9420	0.9420	1.0000	1.0000	0.8180	0.8180	1.0000	1.0000	1.0000	0.8620	0.8620	0.8620
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	153	124	0	0	89	35	0	0	0	105	0	18
Total Analysis Volume [veh/h]	611	495	0	0	355	141	0	0	0	421	1	73
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	42	53	0	0	11	0	0	0	0	0	37	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	3	0	0	0	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	C
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00		3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00		1.00	1.00
g_i, Effective Green Time [s]	32	61	25	25		23	23
g / C, Green / Cycle	0.36	0.67	0.28	0.28		0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.34	0.14	0.13	0.15		0.23	0.05
s, saturation flow rate [veh/h]	1810	3618	1900	1708		1810	1618
c, Capacity [veh/h]	653	2439	532	478		469	419
d1, Uniform Delay [s]	27.76	5.53	26.82	27.28		32.19	25.89
k, delay calibration	0.31	0.50	0.50	0.50		0.19	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	16.11	0.19	2.91	3.97		10.24	0.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.94	0.20	0.47	0.52		0.90	0.18
d, Delay for Lane Group [s/veh]	43.87	5.72	29.73	31.25		42.43	26.09
Lane Group LOS	D	A	C	C		D	C
Critical Lane Group	Yes	No	No	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	14.38	1.37	4.54	4.71		9.67	1.20
50th-Percentile Queue Length [ft/ln]	359.42	34.33	113.58	117.78		241.76	30.04
95th-Percentile Queue Length [veh/ln]	20.60	2.47	8.04	8.27		14.77	2.16
95th-Percentile Queue Length [ft/ln]	514.88	61.80	200.97	206.77		369.26	54.07

Movement, Approach, & Intersection Results

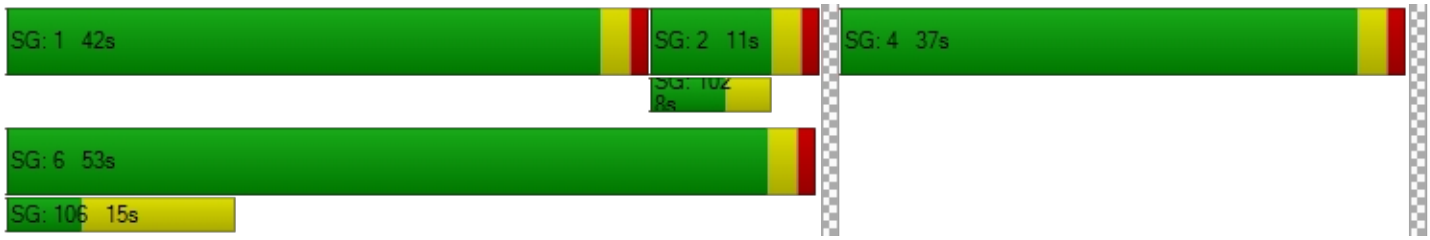
d_M, Delay for Movement [s/veh]	43.87	5.72	0.00	0.00	30.19	31.25	0.00	0.00	0.00	42.43	26.09	26.09
Movement LOS	D	A			C	C				D	C	C
d_A, Approach Delay [s/veh]	26.80			30.49			0.00			39.99		
Approach LOS	C			C			A			D		
d_I, Intersection Delay [s/veh]	30.78											
Intersection LOS	C											
Intersection V/C	0.716											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	2.197	2.195
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1111	178	0	756
d_b, Bicycle Delay [s]	8.89	37.36	45.00	17.42
l_b,int, Bicycle LOS Score for Intersection	2.472	2.001	4.132	2.411
Bicycle LOS	B	B	D	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Pepper Ave/I-210 EB

Control Type:	Signalized	Delay (sec / veh):	24.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.719

Intersection Setup

Name	Pepper Ave			Pepper Ave			I-210 EB					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	310.00	100.00	100.00	750.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			I-210 EB					
Base Volume Input [veh/h]	0	604	307	70	452	0	219	4	472	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	30	0	0	0	0	6	0	43	0	0	0
Site-Generated Trips [veh/h]	0	176	132	0	131	0	7	0	90	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	110	0	0	0	0	0	151	0	0	0
Total Hourly Volume [veh/h]	0	810	329	70	583	0	232	4	454	0	0	0
Peak Hour Factor	1.0000	0.9050	0.9050	0.8980	0.8980	1.0000	0.9170	0.9170	0.9170	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	224	91	19	162	0	63	1	124	0	0	0
Total Analysis Volume [veh/h]	0	895	364	78	649	0	253	4	495	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	11	0	33	44	0	0	56	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	3	0	0	10	0	0	10	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	100	100	100	100	100	100	
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	
g_i, Effective Green Time [s]	51	51	6	60	34	34	
g / C, Green / Cycle	0.51	0.51	0.06	0.60	0.34	0.34	
(v / s)_i Volume / Saturation Flow Rate	0.33	0.37	0.04	0.18	0.14	0.31	
s, saturation flow rate [veh/h]	1900	1714	1810	3618	1810	1617	
c, Capacity [veh/h]	968	873	116	2183	609	544	
d1, Uniform Delay [s]	17.99	19.01	45.79	9.59	25.58	31.82	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.16	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	3.38	5.12	6.69	0.35	0.45	9.52	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.65	0.72	0.68	0.30	0.42	0.92	
d, Delay for Lane Group [s/veh]	21.37	24.13	52.49	9.93	26.03	41.35	
Lane Group LOS	C	C	D	A	C	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	10.36	11.22	2.05	3.05	4.51	12.33	
50th-Percentile Queue Length [ft/ln]	258.88	280.62	51.15	76.32	112.87	308.26	
95th-Percentile Queue Length [veh/ln]	15.63	16.72	3.68	5.49	8.00	18.09	
95th-Percentile Queue Length [ft/ln]	390.82	417.98	92.07	137.37	199.98	452.23	

Movement, Approach, & Intersection Results

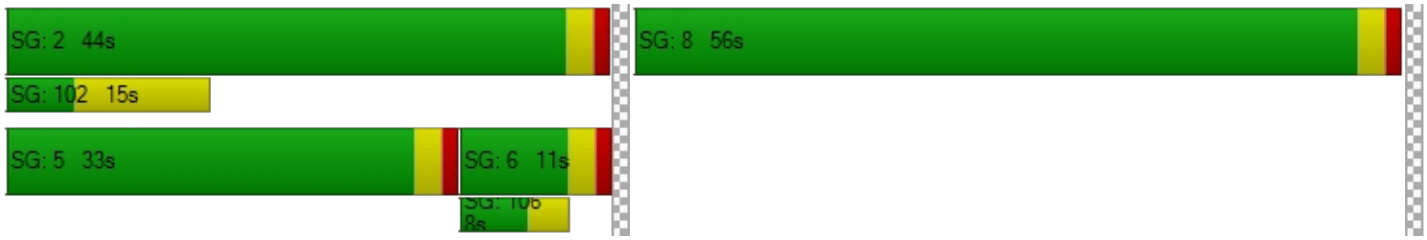
d_M, Delay for Movement [s/veh]	0.00	22.19	24.13	52.49	9.93	0.00	26.03	41.35	41.35	0.00	0.00	0.00
Movement LOS		C	C	D	A		C	D	D			
d_A, Approach Delay [s/veh]	22.75			14.50			36.19			0.00		
Approach LOS	C			B			D			A		
d_I, Intersection Delay [s/veh]	24.25											
Intersection LOS	C											
Intersection V/C	0.719											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	690.19	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	2.553	1.972
Crosswalk LOS	F	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	160	820	1060	0
d_b, Bicycle Delay [s]	42.32	17.41	11.05	50.00
l_b,int, Bicycle LOS Score for Intersection	2.689	2.159	3.050	4.132
Bicycle LOS	B	B	C	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Pepper Avenue/Project Driveway

Control Type:	Signalized	Delay (sec / veh):	16.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.423

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	912	0	0	923	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	83	90	33	91	38	92	101	0	83	42	0	117
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	8	0	0	23	0	0	21	0	0	29
Total Hourly Volume [veh/h]	83	1002	25	91	961	69	101	0	62	42	0	88
Peak Hour Factor	0.9000	0.9050	0.9000	0.9000	0.8980	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	277	7	25	268	19	28	0	17	12	0	24
Total Analysis Volume [veh/h]	92	1107	28	101	1070	77	112	0	69	47	0	98
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	10			10			10			10		
v_di, Inbound Pedestrian Volume crossing m	10			10			10			10		
v_co, Outbound Pedestrian Volume crossing	10			10			10			10		
v_ci, Inbound Pedestrian Volume crossing mi	10			10			10			10		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	32	0	0	18	0	0	31	0	0	31	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	25	0	0	25	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	R
C, Cycle Length [s]	121	121	121	121	121	121	121	121	121	121
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	80	78	78	78	78	78	15	15	15	15
g / C, Green / Cycle	0.66	0.65	0.65	0.65	0.65	0.65	0.12	0.12	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.18	0.31	0.02	0.10	0.30	0.05	0.05	0.05	0.03	0.06
s, saturation flow rate [veh/h]	498	3618	1600	978	3618	1590	1810	1653	1810	1538
c, Capacity [veh/h]	311	2335	1033	515	2334	1026	220	201	227	193
d1, Uniform Delay [s]	19.35	10.96	7.74	19.26	10.81	7.99	49.24	49.34	47.51	49.27
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.41	0.69	0.05	0.85	0.65	0.14	1.30	1.50	0.45	2.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.30	0.47	0.03	0.20	0.46	0.08	0.42	0.44	0.21	0.51
d, Delay for Lane Group [s/veh]	21.75	11.65	7.79	20.11	11.46	8.14	50.54	50.84	47.96	51.33
Lane Group LOS	C	B	A	C	B	A	D	D	D	D
Critical Lane Group	No	Yes	No	No	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	1.02	6.88	0.25	0.87	6.55	0.72	2.69	2.56	1.31	2.88
50th-Percentile Queue Length [ft/ln]	25.41	171.90	6.29	21.76	163.73	17.88	67.35	63.98	32.69	71.92
95th-Percentile Queue Length [veh/ln]	1.83	11.18	0.45	1.57	10.75	1.29	4.85	4.61	2.35	5.18
95th-Percentile Queue Length [ft/ln]	45.74	279.41	11.32	39.17	268.66	32.18	121.23	115.16	58.84	129.46

Movement, Approach, & Intersection Results

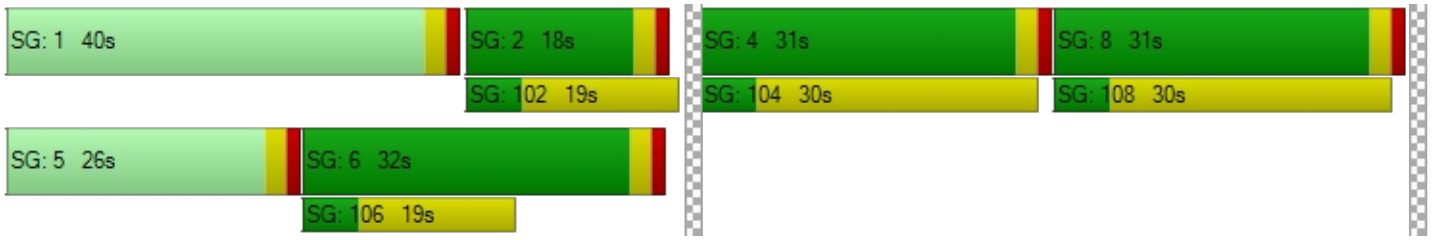
d_M, Delay for Movement [s/veh]	21.75	11.65	7.79	20.11	11.46	8.14	50.60	50.84	50.84	47.96	47.96	51.33
Movement LOS	C	B	A	C	B	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	12.32			11.96			50.69			50.24		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	16.60											
Intersection LOS	B											
Intersection V/C	0.423											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.83	51.83	51.83	51.83
l_p,int, Pedestrian LOS Score for Intersectio	3.075	3.189	2.200	2.407
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	479	248	463	463
d_b, Bicycle Delay [s]	34.98	46.43	35.74	35.74
l_b,int, Bicycle LOS Score for Intersection	2.578	2.608	1.893	1.847
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Pepper Ave/Winchester Dr-Terrace Rd

Control Type:	Signalized	Delay (sec / veh):	6.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.393

Intersection Setup

Name	Pepper Ave			Pepper Ave			Winchester Dr			Terrace Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			Winchester Dr			Terrace Rd		
Base Volume Input [veh/h]	19	847	1	7	846	67	51	1	14	2	3	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	122	0	0	127	10	7	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	19	0	0	4	0	0	3
Total Hourly Volume [veh/h]	19	969	1	7	973	58	58	1	10	2	3	9
Peak Hour Factor	0.8470	0.8470	0.8470	0.9050	0.9050	0.9050	0.5650	0.5650	0.5650	0.6330	0.6330	0.6330
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	286	0	2	269	16	26	0	4	1	1	4
Total Analysis Volume [veh/h]	22	1144	1	8	1075	64	103	2	18	3	5	14
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	25	0	10	25	0	0	25	0	0	25	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	2	44	44	1	43	43	6	6
g / C, Green / Cycle	0.04	0.73	0.73	0.01	0.71	0.71	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.01	0.30	0.30	0.00	0.30	0.30	0.08	0.01
s, saturation flow rate [veh/h]	1810	1900	1899	1810	1900	1861	1587	1778
c, Capacity [veh/h]	66	1389	1388	28	1349	1321	275	253
d1, Uniform Delay [s]	28.20	3.11	3.11	29.21	3.62	3.62	25.93	24.41
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.92	0.91	0.91	5.56	0.99	1.01	1.14	0.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.33	0.41	0.41	0.29	0.43	0.43	0.45	0.09
d, Delay for Lane Group [s/veh]	31.12	4.02	4.02	34.77	4.61	4.64	27.07	24.56
Lane Group LOS	C	A	A	C	A	A	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.33	1.08	1.08	0.15	1.40	1.38	1.72	0.28
50th-Percentile Queue Length [ft/ln]	8.30	27.09	27.09	3.65	34.99	34.54	42.95	7.11
95th-Percentile Queue Length [veh/ln]	0.60	1.95	1.95	0.26	2.52	2.49	3.09	0.51
95th-Percentile Queue Length [ft/ln]	14.94	48.76	48.75	6.58	62.97	62.17	77.30	12.80

Movement, Approach, & Intersection Results

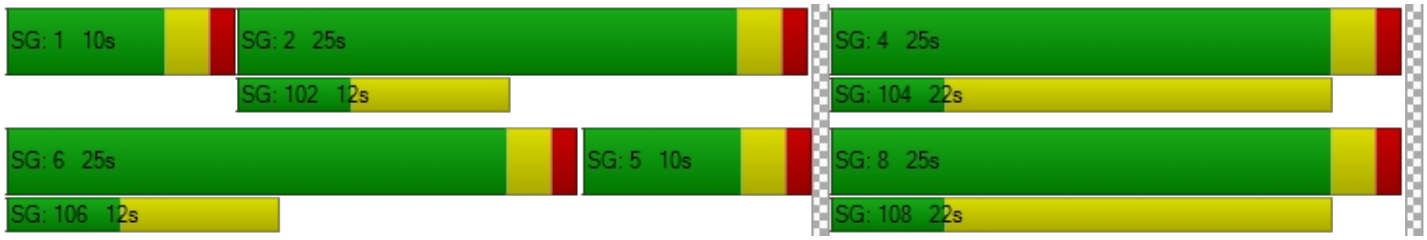
d_M, Delay for Movement [s/veh]	31.12	4.02	4.02	34.77	4.62	4.64	27.07	27.07	27.07	24.56	24.56	24.56
Movement LOS	C	A	A	C	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	4.53			4.83			27.07			24.56		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	5.98											
Intersection LOS	A											
Intersection V/C	0.393											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	2.948	3.165	1.797	1.714
Crosswalk LOS	C	C	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	733	733	733	733
d_b, Bicycle Delay [s]	12.03	12.03	12.03	12.03
l_b,int, Bicycle LOS Score for Intersection	2.522	2.522	1.769	1.601
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Pepper Ave/Baseline Rd

Control Type:	Signalized	Delay (sec / veh):	27.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.517

Intersection Setup

Name	Pepper Ave			Pepper Ave			Baseline Rd			Baseline Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	40.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	85.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			Baseline Rd			Baseline Rd		
Base Volume Input [veh/h]	91	538	55	112	608	121	159	390	121	54	367	171
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	18	49	0	33	52	42	41	24	18	0	27	32
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	14	0	0	41	0	0	35	0	0	51
Total Hourly Volume [veh/h]	109	587	41	145	660	122	200	414	104	54	394	152
Peak Hour Factor	0.8700	0.8700	0.8700	0.8580	0.8580	0.8580	0.8820	0.8820	0.8820	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	169	12	42	192	36	57	117	29	15	106	41
Total Analysis Volume [veh/h]	125	675	47	169	769	142	227	469	118	58	425	164
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	36	0	0	36	0	0	32	0	0	50	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
g_i, Effective Green Time [s]	55	55	55	55	55	55	53	53	53	55	53	53
g / C, Green / Cycle	0.46	0.46	0.46	0.46	0.46	0.46	0.44	0.44	0.44	0.46	0.44	0.44
(v / s)_i Volume / Saturation Flow Rate	0.20	0.19	0.19	0.23	0.25	0.25	0.27	0.16	0.16	0.07	0.16	0.16
s, saturation flow rate [veh/h]	622	1900	1855	742	1900	1794	840	1900	1770	842	1900	1723
c, Capacity [veh/h]	238	866	845	306	866	817	310	844	786	341	844	766
d1, Uniform Delay [s]	38.33	22.01	22.02	34.70	23.60	23.62	40.60	22.05	22.06	30.09	22.10	22.14
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.10	1.51	1.55	7.01	2.42	2.58	3.35	0.26	0.28	0.23	0.26	0.30
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.53	0.42	0.42	0.55	0.54	0.54	0.73	0.36	0.36	0.17	0.36	0.37
d, Delay for Lane Group [s/veh]	46.42	23.52	23.57	41.71	26.01	26.19	43.95	22.31	22.33	30.32	22.36	22.44
Lane Group LOS	D	C	C	D	C	C	D	C	C	C	C	C
Critical Lane Group	No	No	No	No	No	Yes	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh/ln]	3.70	6.95	6.81	4.69	9.63	9.16	6.54	5.55	5.18	0.93	5.63	5.18
50th-Percentile Queue Length [ft/ln]	92.54	173.79	170.18	117.25	240.79	229.12	163.41	138.71	129.60	23.30	140.74	129.39
95th-Percentile Queue Length [veh/ln]	6.66	11.28	11.09	8.24	14.72	14.13	10.73	9.41	8.92	1.68	9.52	8.91
95th-Percentile Queue Length [ft/ln]	166.58	281.88	277.15	206.05	368.03	353.24	268.23	235.29	222.95	41.94	238.01	222.66

Movement, Approach, & Intersection Results

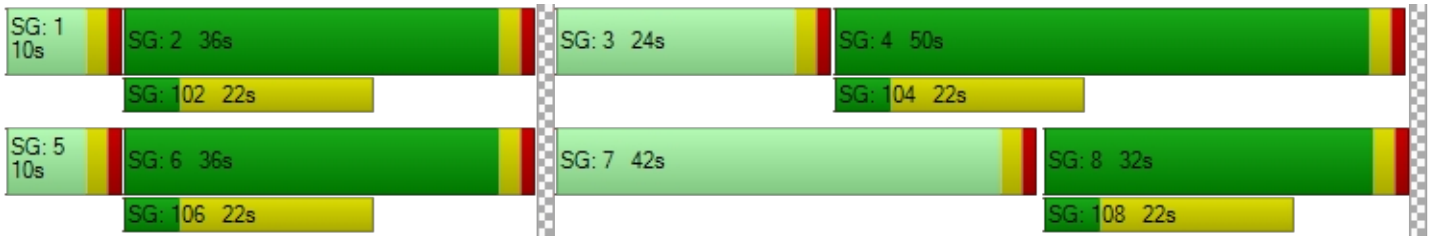
d_M, Delay for Movement [s/veh]	46.42	23.54	23.57	41.71	26.08	26.19	43.95	22.32	22.33	30.32	22.38	22.44
Movement LOS	D	C	C	D	C	C	D	C	C	C	C	C
d_A, Approach Delay [s/veh]	26.92			28.54			28.35			23.11		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	27.05											
Intersection LOS	C											
Intersection V/C	0.517											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.912	3.351	2.954	2.991
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	550	550	483	783
d_b, Bicycle Delay [s]	31.54	31.54	34.50	22.20
l_b,int, Bicycle LOS Score for Intersection	2.270	2.484	2.260	2.135
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Project Driveway/Retail Driveway

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.081

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	84	89	35	75	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	84	89	35	75	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	21	22	9	19	0
Total Analysis Volume [veh/h]	0	84	89	35	75	0
Pedestrian Volume [ped/h]	0		0		0	

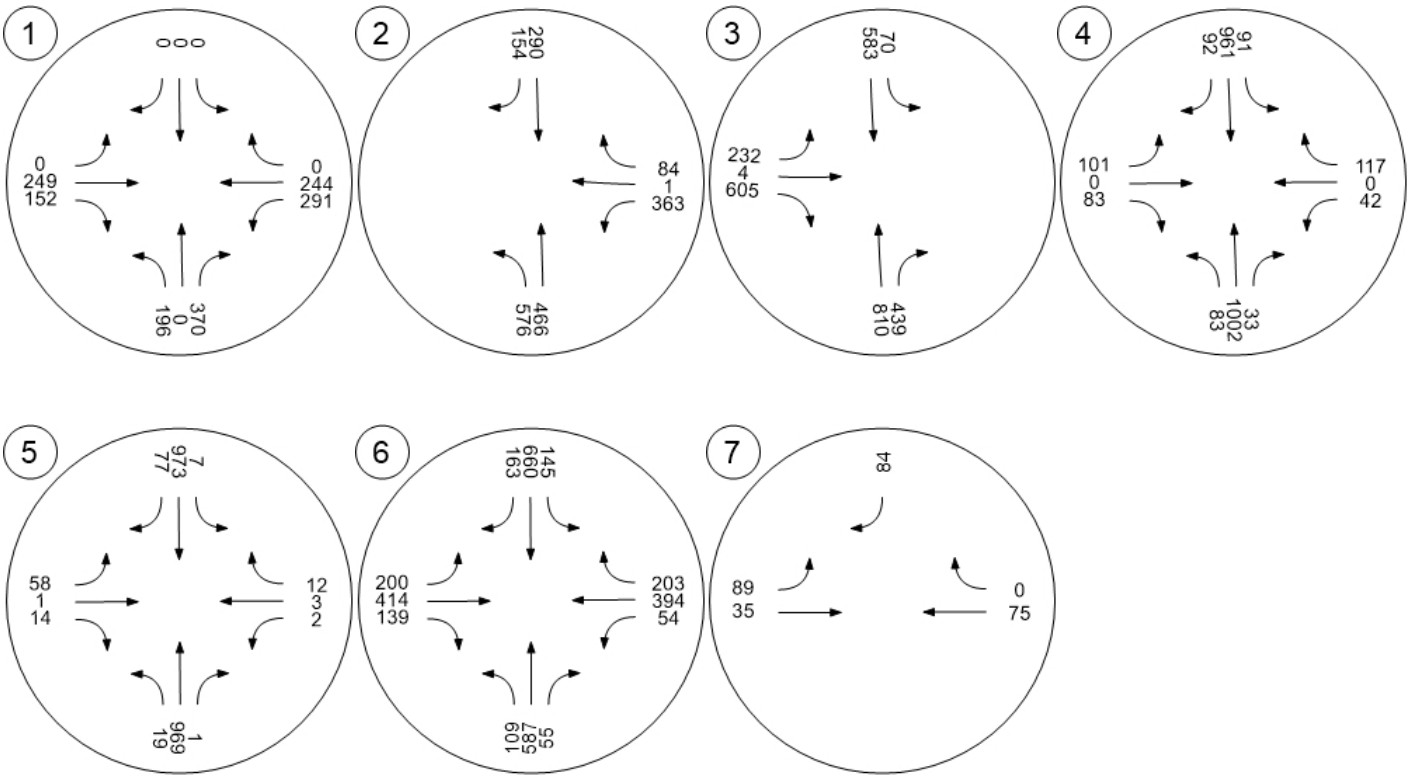
Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.08	0.06	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.79	7.45	0.00	0.00	0.00
Movement LOS		A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.27	0.16	0.08	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	6.63	3.90	1.95	0.00	0.00
d_A, Approach Delay [s/veh]	8.79		5.34		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.95					
Intersection LOS	A					

Traffic Volume - Future Total Volume



Vistro File: C:\...\Pepper Ave Industrial - 1 Driveway.vistro
Report File: C:\...\GP AM.pdf

Scenario 25 GP AM
10/16/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Pepper Ave/Highland Ave	Signalized	HCM 7th Edition	WB Left	0.559	35.1	D
2	Pepper Ave/I-210 WB	Signalized	HCM 7th Edition	SB Right	0.887	53.8	D
3	Pepper Ave/I-210 EB	Signalized	HCM 7th Edition	SB Left	0.719	22.7	C
4	Pepper Avenue/Project Driveway	Signalized	HCM 7th Edition	EB Left	0.443	5.8	A
5	Pepper Ave/Winchester Dr-Terrace Rd	Signalized	HCM 7th Edition	SB Left	0.706	18.6	B
6	Pepper Ave/Baseline Rd	Signalized	HCM 7th Edition	NB Left	0.740	45.7	D
7	Project Driveway/Retail Driveway	Two-way stop	HCM 7th Edition		0.000	0.0	

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Pepper Ave/Highland Ave

Control Type:	Signalized	Delay (sec / veh):	35.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.559

Intersection Setup

Name	Pepper Ave						Pepper Ave					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	196.00	100.00	100.00	100.00	100.00	100.00	350.00	100.00	100.00	340.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Pepper Ave						Pepper Ave					
Base Volume Input [veh/h]	159	7	243	2	9	2	0	175	143	398	242	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2400	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.2400	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	26	0	0	0	0	0	0	0	28	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	223	7	243	2	9	2	0	175	205	398	242	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	2	61	1	2	1	0	44	51	100	61	0
Total Analysis Volume [veh/h]	223	7	243	2	9	2	0	175	205	398	242	1
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	79	0	0	79	0	78	80	0	72	74	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	34	0	0	34	0	34	33	0	33	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	17	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	31	31	31	31	31	30	30	30	29	29
g / C, Green / Cycle	0.31	0.31	0.31	0.31	0.31	0.30	0.30	0.30	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.17	0.00	0.17	0.01	0.00	0.10	0.14	0.24	0.07	0.07
s, saturation flow rate [veh/h]	1283	1710	1454	1565	1629	1710	1454	1629	1710	1708
c, Capacity [veh/h]	437	530	451	527	505	513	436	489	496	495
d1, Uniform Delay [s]	28.90	23.90	28.58	23.99	0.00	27.29	28.52	32.42	27.13	27.13
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.21	0.05	4.58	0.09	0.00	1.81	3.61	13.88	1.17	1.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.51	0.01	0.54	0.02	0.00	0.34	0.47	0.81	0.25	0.25
d, Delay for Lane Group [s/veh]	33.11	23.95	33.16	24.08	0.00	29.10	32.13	46.30	28.31	28.31
Lane Group LOS	C	C	C	C	A	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.91	0.12	5.32	0.23	0.00	3.35	4.23	10.61	2.37	2.36
50th-Percentile Queue Length [ft/ln]	122.87	3.03	133.09	5.65	0.00	83.83	105.67	265.16	59.14	59.07
95th-Percentile Queue Length [veh/ln]	8.55	0.22	9.11	0.41	0.00	6.04	7.60	15.95	4.26	4.25
95th-Percentile Queue Length [ft/ln]	213.76	5.45	227.69	10.17	0.00	150.89	189.96	398.69	106.45	106.33

Movement, Approach, & Intersection Results

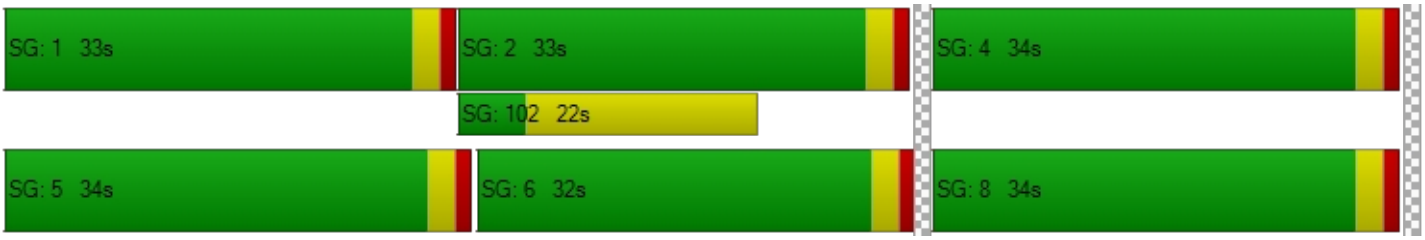
d_M, Delay for Movement [s/veh]	33.11	23.95	33.16	24.08	24.08	24.08	0.00	29.10	32.13	46.30	28.31	28.31
Movement LOS	C	C	C	C	C	C	A	C	C	D	C	C
d_A, Approach Delay [s/veh]	33.00			24.08			30.73			39.48		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	35.11											
Intersection LOS	D											
Intersection V/C	0.559											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.518	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	620	620	600	580
d_b, Bicycle Delay [s]	23.81	23.81	24.50	25.21
l_b,int, Bicycle LOS Score for Intersection	2.340	1.581	1.873	2.088
Bicycle LOS	B	A	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Pepper Ave/I-210 WB

Control Type:	Signalized	Delay (sec / veh):	53.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.887

Intersection Setup

Name	Pepper Ave			Pepper Ave						I-210 WB		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	310.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	750.00	100.00	100.00
No. of Lanes in Exit Pocket	1	0	0	0	0	2	0	0	0	0	0	0
Exit Pocket Length [ft]	100.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes						Yes		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave						I-210 WB		
Base Volume Input [veh/h]	474	316	0	0	334	232	0	0	0	517	5	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	30	6	0	0	0	6	0	0	0	0	0	0
Site-Generated Trips [veh/h]	47	26	0	0	28	0	0	0	0	54	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	60	0	0	0	0	0	22
Total Hourly Volume [veh/h]	551	348	0	0	362	178	0	0	0	571	5	67
Peak Hour Factor	0.9420	0.9420	1.0000	1.0000	0.8180	0.8180	1.0000	1.0000	1.0000	0.8620	0.8620	0.8620
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	146	92	0	0	111	54	0	0	0	166	1	19
Total Analysis Volume [veh/h]	585	369	0	0	443	218	0	0	0	662	6	78
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	34	55	0	0	21	0	0	0	0	0	35	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	3	0	0	0	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	C
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00		3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00		1.00	1.00
g_i, Effective Green Time [s]	31	52	18	18		32	32
g / C, Green / Cycle	0.34	0.58	0.20	0.20		0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.32	0.10	0.17	0.20		0.37	0.05
s, saturation flow rate [veh/h]	1810	3618	1900	1673		1810	1632
c, Capacity [veh/h]	617	2090	387	340		643	580
d1, Uniform Delay [s]	28.89	8.93	34.56	35.58		29.00	19.70
k, delay calibration	0.43	0.50	0.50	0.50		0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	23.05	0.18	20.78	41.95		43.02	0.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.95	0.18	0.85	0.97		1.03	0.14
d, Delay for Lane Group [s/veh]	51.94	9.12	55.33	77.53		72.02	19.82
Lane Group LOS	D	A	E	E		F	B
Critical Lane Group	Yes	No	No	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	15.14	1.49	8.76	10.69		20.44	1.15
50th-Percentile Queue Length [ft/ln]	378.41	37.25	219.02	267.22		511.03	28.74
95th-Percentile Queue Length [veh/ln]	21.52	2.68	13.62	16.05		28.41	2.07
95th-Percentile Queue Length [ft/ln]	537.92	67.04	340.38	401.27		710.20	51.72

Movement, Approach, & Intersection Results

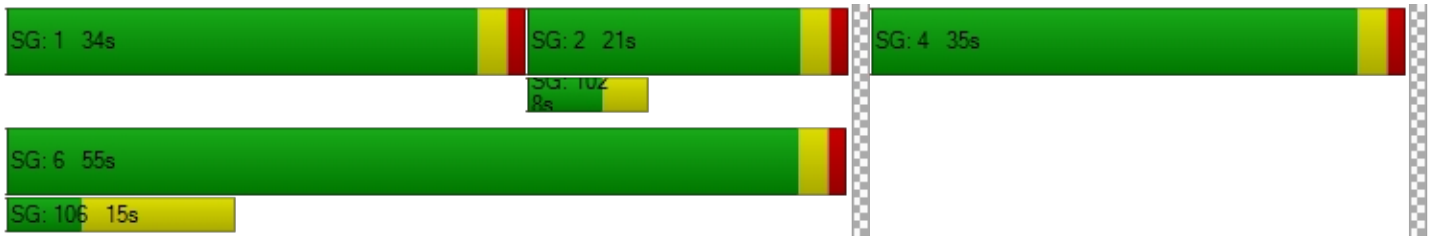
d_M, Delay for Movement [s/veh]	51.94	9.12	0.00	0.00	60.97	77.53	0.00	0.00	0.00	72.02	19.82	19.82
Movement LOS	D	A			E	E				F	B	B
d_A, Approach Delay [s/veh]	35.38			66.43			0.00			66.14		
Approach LOS	D			E			A			E		
d_I, Intersection Delay [s/veh]	53.79											
Intersection LOS	D											
Intersection V/C	0.887											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	2.272	2.306
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1156	400	0	711
d_b, Bicycle Delay [s]	8.02	28.80	45.00	18.69
l_b,int, Bicycle LOS Score for Intersection	2.347	2.154	4.132	2.827
Bicycle LOS	B	B	D	C

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Pepper Ave/I-210 EB

Control Type:	Signalized	Delay (sec / veh):	22.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.719

Intersection Setup

Name	Pepper Ave			Pepper Ave			I-210 EB					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	310.00	100.00	100.00	750.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			I-210 EB					
Base Volume Input [veh/h]	0	672	445	100	749	0	120	1	466	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	30	0	0	0	0	6	0	43	0	0	0
Site-Generated Trips [veh/h]	0	73	47	0	82	0	0	0	53	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	123	0	0	0	0	0	141	0	0	0
Total Hourly Volume [veh/h]	0	775	369	100	831	0	126	1	421	0	0	0
Peak Hour Factor	1.0000	0.9050	0.9050	0.8980	0.8980	1.0000	0.9170	0.9170	0.9170	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	214	102	28	231	0	34	0	115	0	0	0
Total Analysis Volume [veh/h]	0	856	408	111	925	0	137	1	459	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	12	0	34	46	0	0	54	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	3	0	0	10	0	0	10	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	100	100	100	100	100	100	
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	
g_i, Effective Green Time [s]	52	52	8	63	31	31	
g / C, Green / Cycle	0.52	0.52	0.08	0.63	0.31	0.31	
(v / s)_i Volume / Saturation Flow Rate	0.33	0.37	0.06	0.26	0.08	0.28	
s, saturation flow rate [veh/h]	1900	1694	1810	3618	1810	1616	
c, Capacity [veh/h]	987	881	144	2277	562	502	
d1, Uniform Delay [s]	17.28	18.40	45.12	9.23	25.71	33.22	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.15	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	3.18	5.00	8.37	0.54	0.22	9.20	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.64	0.72	0.77	0.41	0.24	0.92	
d, Delay for Lane Group [s/veh]	20.46	23.40	53.49	9.77	25.93	42.41	
Lane Group LOS	C	C	D	A	C	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	10.11	11.06	2.94	4.35	2.38	11.45	
50th-Percentile Queue Length [ft/ln]	252.83	276.47	73.47	108.82	59.46	286.27	
95th-Percentile Queue Length [veh/ln]	15.33	16.51	5.29	7.77	4.28	17.00	
95th-Percentile Queue Length [ft/ln]	383.22	412.82	132.24	194.36	107.03	425.01	

Movement, Approach, & Intersection Results

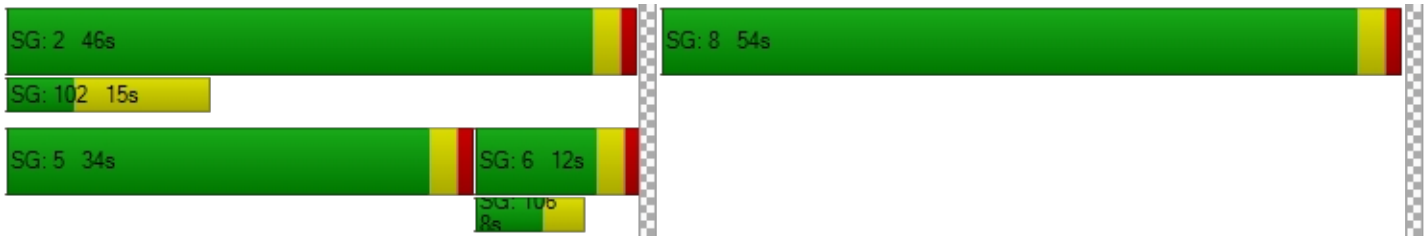
d_M, Delay for Movement [s/veh]	0.00	21.23	23.40	53.49	9.77	0.00	25.93	42.41	42.41	0.00	0.00	0.00
Movement LOS		C	C	D	A		C	D	D			
d_A, Approach Delay [s/veh]	21.93			14.45			38.63			0.00		
Approach LOS	C			B			D			A		
d_I, Intersection Delay [s/veh]	22.70											
Intersection LOS	C											
Intersection V/C	0.719											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	690.19	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	2.467	2.057
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	180	860	1020	0
d_b, Bicycle Delay [s]	41.41	16.25	12.01	50.00
l_b,int, Bicycle LOS Score for Intersection	2.704	2.414	2.777	4.132
Bicycle LOS	B	B	C	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Pepper Avenue/Project Driveway

Control Type:	Signalized	Delay (sec / veh):	5.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.443

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	1117	0	0	1215	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	67	0	0	0	0	135	120	0	59	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	34	0	0	15	0	0	0
Total Hourly Volume [veh/h]	67	1117	0	0	1215	101	120	0	44	0	0	0
Peak Hour Factor	0.9000	0.9050	0.9000	0.9000	0.8980	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	309	0	0	338	28	33	0	12	0	0	0
Total Analysis Volume [veh/h]	74	1234	0	0	1353	112	133	0	49	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	10			10			10			10		
v_di, Inbound Pedestrian Volume crossing m	10			10			10			10		
v_co, Outbound Pedestrian Volume crossing	10			10			10			10		
v_ci, Inbound Pedestrian Volume crossing mi	10			10			10			10		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	75
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	22	0	0	27	0	0	28	0	0	28	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	25	0	0	25	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	R
C, Cycle Length [s]	75	75	75	75	75	75	75	75	75	75
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	57	57	57	57	57	57	12	12	12	12
g / C, Green / Cycle	0.75	0.75	0.75	0.75	0.75	0.75	0.17	0.17	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.20	0.34	0.00	0.00	0.37	0.07	0.06	0.07	0.00	0.00
s, saturation flow rate [veh/h]	367	3618	1615	890	3618	1594	1360	1462	1900	1615
c, Capacity [veh/h]	309	2731	1219	629	2731	1203	282	313	361	266
d1, Uniform Delay [s]	8.33	3.42	0.00	0.00	3.60	2.42	29.70	28.00	0.00	0.00
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.83	0.54	0.00	0.00	0.65	0.15	0.55	0.59	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.24	0.45	0.00	0.00	0.50	0.09	0.29	0.32	0.00	0.00
d, Delay for Lane Group [s/veh]	10.15	3.96	0.00	0.00	4.25	2.58	30.26	28.59	0.00	0.00
Lane Group LOS	B	A	A	A	A	A	C	C	A	A
Critical Lane Group	No	No	No	No	Yes	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.64	1.67	0.00	0.00	1.93	0.24	1.34	1.62	0.00	0.00
50th-Percentile Queue Length [ft/ln]	16.02	41.67	0.00	0.00	48.28	5.98	33.58	40.50	0.00	0.00
95th-Percentile Queue Length [veh/ln]	1.15	3.00	0.00	0.00	3.48	0.43	2.42	2.92	0.00	0.00
95th-Percentile Queue Length [ft/ln]	28.84	75.01	0.00	0.00	86.90	10.76	60.45	72.90	0.00	0.00

Movement, Approach, & Intersection Results

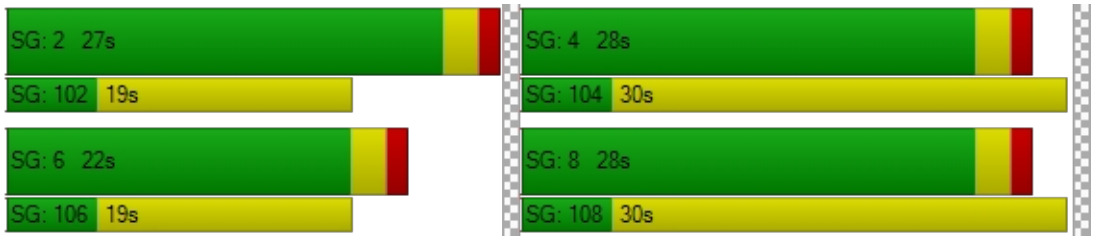
d_M, Delay for Movement [s/veh]	10.15	3.96	0.00	0.00	4.25	2.58	29.65	28.59	28.59	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A	C	C	C	A	A	A
d_A, Approach Delay [s/veh]	4.31			4.12			29.33			0.00		
Approach LOS	A			A			C			A		
d_I, Intersection Delay [s/veh]	5.76											
Intersection LOS	A											
Intersection V/C	0.443											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	29.04	29.04	29.04	29.04
l_p,int, Pedestrian LOS Score for Intersectio	3.109	3.437	2.195	2.123
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	507	640	667	667
d_b, Bicycle Delay [s]	20.91	17.34	16.67	16.67
l_b,int, Bicycle LOS Score for Intersection	2.639	2.796	1.885	1.560
Bicycle LOS	B	C	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Pepper Ave/Winchester Dr-Terrace Rd

Control Type:	Signalized	Delay (sec / veh):	18.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.706

Intersection Setup

Name	Pepper Ave			Pepper Ave			Winchester Dr			Terrace Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			Winchester Dr			Terrace Rd		
Base Volume Input [veh/h]	131	967	2	5	1094	110	133	2	109	7	6	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	62	0	0	51	8	5	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	1	0	0	30	0	0	27	0	0	5
Total Hourly Volume [veh/h]	131	1029	1	5	1145	88	138	2	82	7	6	16
Peak Hour Factor	0.8470	0.8470	0.8470	0.9050	0.9050	0.9050	0.5650	0.5650	0.5650	0.6330	0.6330	0.6330
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	304	0	1	316	24	61	1	36	3	2	6
Total Analysis Volume [veh/h]	155	1215	1	6	1265	97	244	4	145	11	9	25
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	20	25	0	10	15	0	0	25	0	0	25	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	7	33	33	1	27	27	17	17
g / C, Green / Cycle	0.11	0.55	0.55	0.01	0.45	0.45	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.09	0.32	0.32	0.00	0.36	0.36	0.26	0.03
s, saturation flow rate [veh/h]	1810	1900	1899	1810	1900	1849	1536	1692
c, Capacity [veh/h]	204	1042	1042	23	852	829	541	564
d1, Uniform Delay [s]	25.83	9.00	9.00	29.34	14.32	14.37	20.07	15.57
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.71	2.39	2.39	5.82	8.13	8.56	1.88	0.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.58	0.58	0.26	0.81	0.81	0.73	0.08
d, Delay for Lane Group [s/veh]	31.53	11.39	11.39	35.16	22.44	22.92	21.94	15.63
Lane Group LOS	C	B	B	D	C	C	C	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	2.23	4.21	4.21	0.11	7.97	7.91	5.11	0.43
50th-Percentile Queue Length [ft/ln]	55.72	105.33	105.32	2.87	199.19	197.75	127.65	10.87
95th-Percentile Queue Length [veh/ln]	4.01	7.58	7.58	0.21	12.60	12.52	8.81	0.78
95th-Percentile Queue Length [ft/ln]	100.29	189.49	189.47	5.17	314.92	313.06	220.29	19.56

Movement, Approach, & Intersection Results

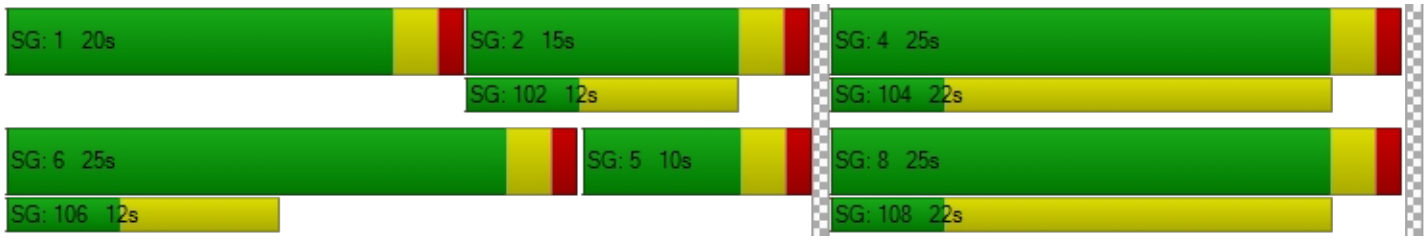
d_M, Delay for Movement [s/veh]	31.53	11.39	11.39	35.16	22.66	22.92	21.94	21.94	21.94	15.63	15.63	15.63
Movement LOS	C	B	B	D	C	C	C	C	C	B	B	B
d_A, Approach Delay [s/veh]	13.67			22.74			21.94			15.63		
Approach LOS	B			C			C			B		
d_I, Intersection Delay [s/veh]	18.62											
Intersection LOS	B											
Intersection V/C	0.706											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	3.122	3.515	2.023	1.728
Crosswalk LOS	C	D	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	733	400	733	733
d_b, Bicycle Delay [s]	12.03	19.20	12.03	12.03
l_b,int, Bicycle LOS Score for Intersection	2.692	2.713	2.253	1.642
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Pepper Ave/Baseline Rd

Control Type:	Signalized	Delay (sec / veh):	45.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.740

Intersection Setup

Name	Pepper Ave			Pepper Ave			Baseline Rd			Baseline Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	40.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	85.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			Baseline Rd			Baseline Rd		
Base Volume Input [veh/h]	212	689	63	238	844	136	169	360	144	81	402	196
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	29	0	16	26	9	15	0	0	0	0	18
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	16	0	0	36	0	0	36	0	0	54
Total Hourly Volume [veh/h]	212	718	47	254	870	109	184	360	108	81	402	160
Peak Hour Factor	0.8700	0.8700	0.8700	0.8580	0.8580	0.8580	0.8820	0.8820	0.8820	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	206	14	74	253	32	52	102	31	22	108	43
Total Analysis Volume [veh/h]	244	825	54	296	1014	127	209	408	122	87	434	173
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	41	0	0	42	0	0	25	0	0	53	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
g_i, Effective Green Time [s]	56	56	56	58	56	56	52	52	52	54	52	52
g / C, Green / Cycle	0.47	0.47	0.47	0.49	0.47	0.47	0.43	0.43	0.43	0.45	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.49	0.23	0.23	0.46	0.30	0.31	0.25	0.14	0.15	0.10	0.17	0.17
s, saturation flow rate [veh/h]	501	1900	1858	641	1900	1824	826	1900	1752	887	1900	1719
c, Capacity [veh/h]	183	893	873	283	893	858	289	817	753	353	817	739
d1, Uniform Delay [s]	50.12	21.98	21.99	47.57	24.23	24.34	41.97	22.81	22.83	31.38	23.42	23.46
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	182.94	1.97	2.03	65.58	3.63	3.89	3.42	0.24	0.26	0.36	0.30	0.34
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.33	0.50	0.50	1.04	0.65	0.66	0.72	0.34	0.34	0.25	0.39	0.39
d, Delay for Lane Group [s/veh]	233.05	23.95	24.01	113.16	27.86	28.23	45.39	23.05	23.09	31.74	23.72	23.80
Lane Group LOS	F	C	C	F	C	C	D	C	C	C	C	C
Critical Lane Group	Yes	No	No	No	No	No	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh/ln]	14.73	8.67	8.50	9.90	12.66	12.39	6.08	5.09	4.72	1.47	6.03	5.52
50th-Percentile Queue Length [ft/ln]	368.30	216.77	212.61	247.60	316.47	309.63	151.92	127.26	118.07	36.64	150.87	137.95
95th-Percentile Queue Length [veh/ln]	24.81	13.50	13.29	15.52	18.49	18.16	10.12	8.79	8.29	2.64	10.06	9.37
95th-Percentile Queue Length [ft/ln]	620.29	337.50	332.17	387.88	462.34	453.92	252.99	219.76	207.18	65.96	251.60	234.26

Movement, Approach, & Intersection Results

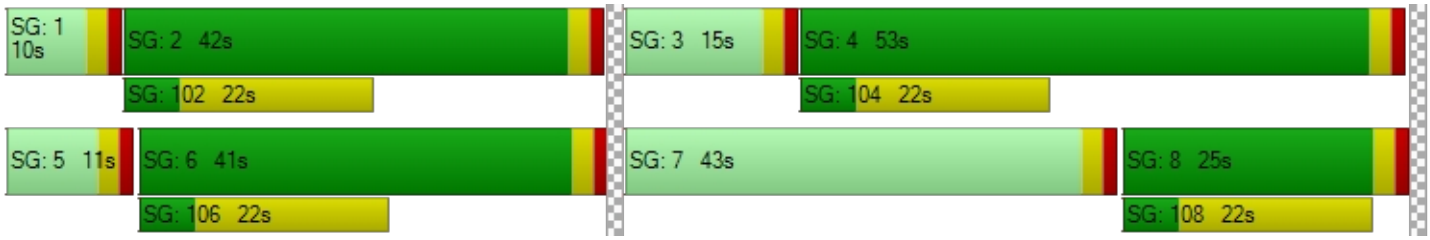
d_M, Delay for Movement [s/veh]	233.05	23.98	24.01	113.16	28.01	28.23	45.39	23.07	23.09	31.74	23.74	23.80
Movement LOS	F	C	C	F	C	C	D	C	C	C	C	C
d_A, Approach Delay [s/veh]	69.41			45.57			29.38			24.76		
Approach LOS	E			D			C			C		
d_I, Intersection Delay [s/veh]	45.66											
Intersection LOS	D											
Intersection V/C	0.740											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.095	3.463	3.134	2.992
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	633	650	367	833
d_b, Bicycle Delay [s]	28.02	27.34	40.02	20.42
l_b,int, Bicycle LOS Score for Intersection	2.499	2.775	2.199	2.177
Bicycle LOS	B	C	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Project Driveway/Retail Driveway

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

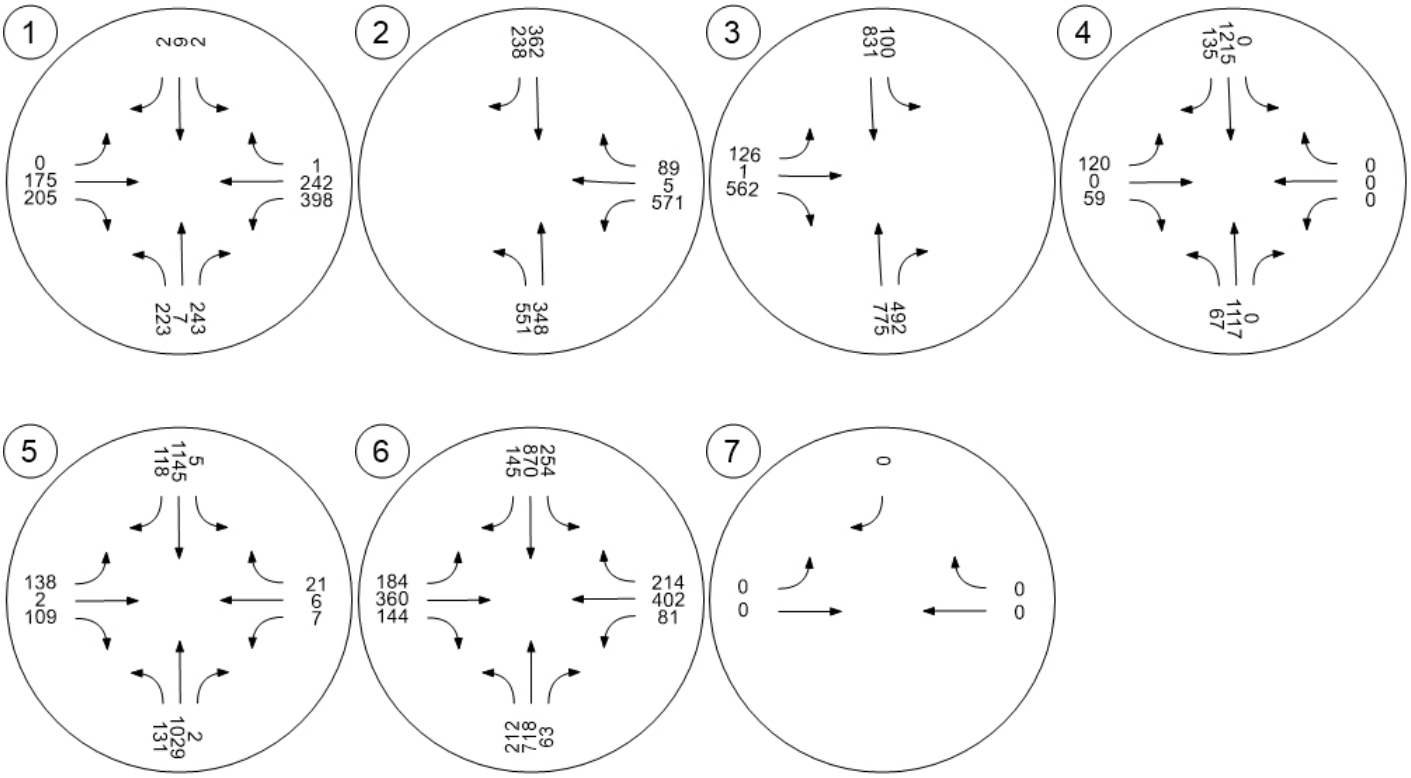
Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.30	7.20	0.00	0.00	0.00
Movement LOS		A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.30		3.60		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Traffic Volume - Future Total Volume



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Report File: C:\...\GP PM.pdf

Scenario 26 GP PM
10/16/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Pepper Ave/Highland Ave	Signalized	HCM 7th Edition	NB Right	0.640	40.2	D
2	Pepper Ave/I-210 WB	Signalized	HCM 7th Edition	NB Left	0.712	29.9	C
3	Pepper Ave/I-210 EB	Signalized	HCM 7th Edition	SB Left	0.726	27.0	C
4	Pepper Avenue/Project Driveway	Signalized	HCM 7th Edition	EB Left	0.402	5.5	A
5	Pepper Ave/Winchester Dr-Terrace Rd	Signalized	HCM 7th Edition	SB Left	0.436	6.7	A
6	Pepper Ave/Baseline Rd	Signalized	HCM 7th Edition	NB Left	0.566	29.1	C
7	Project Driveway/Retail Driveway	Two-way stop	HCM 7th Edition		0.000	0.0	

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Pepper Ave/Highland Ave

Control Type:	Signalized	Delay (sec / veh):	40.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.640

Intersection Setup

Name	Pepper Ave						Pepper Ave					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	196.00	100.00	100.00	100.00	100.00	100.00	350.00	100.00	100.00	340.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Pepper Ave						Pepper Ave					
Base Volume Input [veh/h]	154	0	422	0	0	0	0	291	131	329	285	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2400	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.2400	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	0	0	0	0	0	0	0	12	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	204	0	422	0	0	0	0	291	174	329	285	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	0	106	0	0	0	0	73	44	82	71	0
Total Analysis Volume [veh/h]	204	0	422	0	0	0	0	291	174	329	285	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	79	0	0	79	0	78	80	0	72	74	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	34	0	0	34	0	34	33	0	33	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	17	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	31	31	31	31	31	30	30	30	29	29
g / C, Green / Cycle	0.31	0.31	0.31	0.31	0.31	0.30	0.30	0.30	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.16	0.00	0.29	0.00	0.00	0.14	0.15	0.20	0.08	0.08
s, saturation flow rate [veh/h]	1296	1710	1454	1710	1629	1710	1502	1629	1710	1710
c, Capacity [veh/h]	448	530	451	566	505	513	451	489	496	496
d1, Uniform Delay [s]	28.32	0.00	33.54	0.00	0.00	28.57	28.74	30.70	27.50	27.50
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.32	0.00	29.17	0.00	0.00	3.13	3.80	7.24	1.46	1.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.46	0.00	0.94	0.00	0.00	0.47	0.49	0.67	0.29	0.29
d, Delay for Lane Group [s/veh]	31.64	0.00	62.71	0.00	0.00	31.70	32.53	37.94	28.95	28.95
Lane Group LOS	C	A	E	A	A	C	C	D	C	C
Critical Lane Group	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.36	0.00	13.33	0.00	0.00	4.96	4.60	7.81	2.82	2.82
50th-Percentile Queue Length [ft/ln]	109.03	0.00	333.33	0.00	0.00	123.97	114.93	195.25	70.46	70.46
95th-Percentile Queue Length [veh/ln]	7.79	0.00	19.32	0.00	0.00	8.61	8.11	12.39	5.07	5.07
95th-Percentile Queue Length [ft/ln]	194.66	0.00	483.04	0.00	0.00	215.27	202.84	309.83	126.82	126.82

Movement, Approach, & Intersection Results

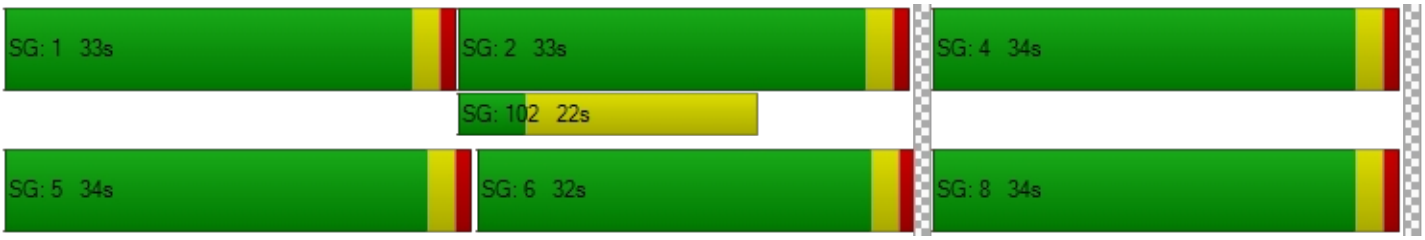
d_M, Delay for Movement [s/veh]	31.64	0.00	62.71	0.00	0.00	0.00	0.00	31.84	32.53	37.94	28.95	28.95
Movement LOS	C	A	E	A	A	A	A	C	C	D	C	C
d_A, Approach Delay [s/veh]	52.59			0.00			32.10			33.77		
Approach LOS	D			A			C			C		
d_I, Intersection Delay [s/veh]	40.22											
Intersection LOS	D											
Intersection V/C	0.640											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.527	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	620	620	600	580
d_b, Bicycle Delay [s]	23.81	23.81	24.50	25.21
l_b,int, Bicycle LOS Score for Intersection	2.593	1.560	1.943	2.066
Bicycle LOS	B	A	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Pepper Ave/I-210 WB

Control Type:	Signalized	Delay (sec / veh):	29.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.712

Intersection Setup

Name	Pepper Ave			Pepper Ave						I-210 WB		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	310.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	750.00	100.00	100.00
No. of Lanes in Exit Pocket	1	0	0	0	0	2	0	0	0	0	0	0
Exit Pocket Length [ft]	100.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes						Yes		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave						I-210 WB		
Base Volume Input [veh/h]	485	479	0	0	294	165	0	0	0	317	1	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	30	6	0	0	0	6	0	0	0	0	0	0
Site-Generated Trips [veh/h]	43	13	0	0	12	0	0	0	0	41	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	43	0	0	0	0	0	25
Total Hourly Volume [veh/h]	558	498	0	0	306	128	0	0	0	358	1	73
Peak Hour Factor	0.9420	0.9420	1.0000	1.0000	0.8180	0.8180	1.0000	1.0000	1.0000	0.8620	0.8620	0.8620
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	148	132	0	0	94	39	0	0	0	104	0	21
Total Analysis Volume [veh/h]	592	529	0	0	374	156	0	0	0	415	1	85
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	42	53	0	0	11	0	0	0	0	0	37	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	3	0	0	0	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	C
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00		3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00		1.00	1.00
g_i, Effective Green Time [s]	32	61	26	26		23	23
g / C, Green / Cycle	0.35	0.68	0.29	0.29		0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.33	0.15	0.14	0.16		0.23	0.05
s, saturation flow rate [veh/h]	1810	3618	1900	1703		1810	1618
c, Capacity [veh/h]	635	2450	557	499		463	414
d1, Uniform Delay [s]	28.19	5.49	26.13	26.63		32.31	26.30
k, delay calibration	0.29	0.50	0.50	0.50		0.18	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	15.30	0.20	2.90	4.01		9.82	0.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.93	0.22	0.48	0.53		0.90	0.21
d, Delay for Lane Group [s/veh]	43.49	5.69	29.03	30.64		42.14	26.55
Lane Group LOS	D	A	C	C		D	C
Critical Lane Group	Yes	No	No	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	13.84	1.46	4.79	4.98		9.49	1.42
50th-Percentile Queue Length [ft/ln]	346.09	36.52	119.71	124.46		237.20	35.38
95th-Percentile Queue Length [veh/ln]	19.95	2.63	8.38	8.64		14.54	2.55
95th-Percentile Queue Length [ft/ln]	498.64	65.73	209.42	215.94		363.49	63.69

Movement, Approach, & Intersection Results

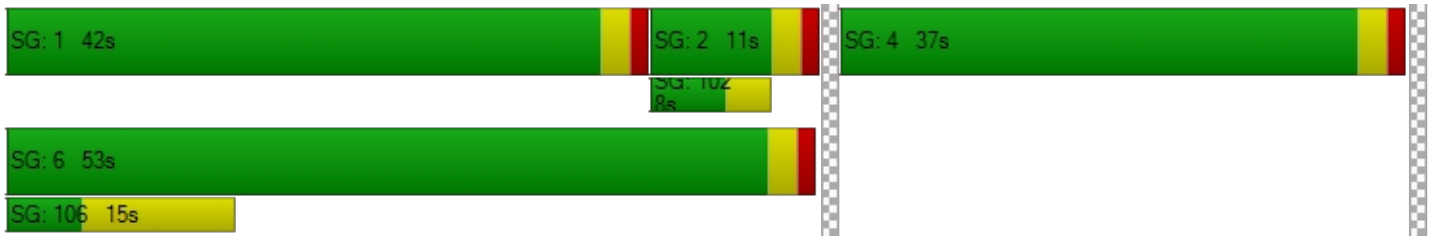
d_M, Delay for Movement [s/veh]	43.49	5.69	0.00	0.00	29.50	30.64	0.00	0.00	0.00	42.14	26.55	26.55
Movement LOS	D	A			C	C				D	C	C
d_A, Approach Delay [s/veh]	25.65			29.83			0.00			39.46		
Approach LOS	C			C			A			D		
d_I, Intersection Delay [s/veh]	29.90											
Intersection LOS	C											
Intersection V/C	0.712											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	2.197	2.205
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1111	178	0	756
d_b, Bicycle Delay [s]	8.89	37.36	45.00	17.42
l_b,int, Bicycle LOS Score for Intersection	2.484	2.032	4.132	2.428
Bicycle LOS	B	B	D	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Pepper Ave/I-210 EB

Control Type:	Signalized	Delay (sec / veh):	27.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.726

Intersection Setup

Name	Pepper Ave			Pepper Ave			I-210 EB					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	310.00	100.00	100.00	750.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			I-210 EB					
Base Volume Input [veh/h]	0	707	360	82	528	0	257	5	552	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	30	0	0	0	0	6	0	43	0	0	0
Site-Generated Trips [veh/h]	0	56	45	0	53	0	0	0	39	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	101	0	0	0	0	0	159	0	0	0
Total Hourly Volume [veh/h]	0	793	304	82	581	0	263	5	475	0	0	0
Peak Hour Factor	1.0000	0.9050	0.9050	0.8980	0.8980	1.0000	0.9170	0.9170	0.9170	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	219	84	23	162	0	72	1	129	0	0	0
Total Analysis Volume [veh/h]	0	876	336	91	647	0	287	5	518	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	26	0	33	59	0	0	41	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	3	0	0	10	0	0	10	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	100	100	100	100	100	100	
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	
g_i, Effective Green Time [s]	50	50	7	60	34	34	
g / C, Green / Cycle	0.50	0.50	0.07	0.60	0.34	0.34	
(v / s)_i Volume / Saturation Flow Rate	0.32	0.35	0.05	0.18	0.16	0.32	
s, saturation flow rate [veh/h]	1900	1720	1810	3618	1810	1617	
c, Capacity [veh/h]	947	857	121	2153	624	558	
d1, Uniform Delay [s]	18.49	19.44	45.84	9.99	25.50	31.71	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.37	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	3.32	4.89	9.02	0.36	0.53	20.49	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.64	0.71	0.75	0.30	0.46	0.94	
d, Delay for Lane Group [s/veh]	21.80	24.33	54.87	10.34	26.03	52.20	
Lane Group LOS	C	C	D	B	C	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	10.08	10.85	2.45	3.13	5.16	14.66	
50th-Percentile Queue Length [ft/ln]	252.09	271.24	61.18	78.36	129.00	366.49	
95th-Percentile Queue Length [veh/ln]	15.29	16.25	4.41	5.64	8.89	20.94	
95th-Percentile Queue Length [ft/ln]	382.29	406.28	110.13	141.04	222.13	523.47	

Movement, Approach, & Intersection Results

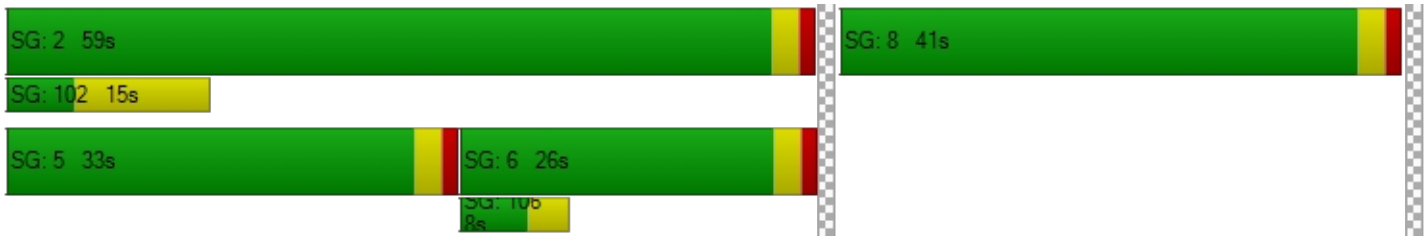
d_M, Delay for Movement [s/veh]	0.00	22.58	24.33	54.87	10.34	0.00	26.03	52.20	52.20	0.00	0.00	0.00
Movement LOS		C	C	D	B		C	D	D			
d_A, Approach Delay [s/veh]	23.07			15.83			42.92			0.00		
Approach LOS	C			B			D			A		
d_I, Intersection Delay [s/veh]	26.96											
Intersection LOS	C											
Intersection V/C	0.726											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	690.19	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	2.593	1.950
Crosswalk LOS	F	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	460	1120	760	0
d_b, Bicycle Delay [s]	29.65	9.68	19.22	50.00
l_b,int, Bicycle LOS Score for Intersection	2.643	2.168	3.158	4.132
Bicycle LOS	B	B	C	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Pepper Avenue/Project Driveway

Control Type:	Signalized	Delay (sec / veh):	5.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.402

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	1066	0	0	1080	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	83	0	0	0	0	92	101	0	83	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	23	0	0	21	0	0	0
Total Hourly Volume [veh/h]	83	1066	0	0	1080	69	101	0	62	0	0	0
Peak Hour Factor	0.9000	0.9050	0.9000	0.9000	0.8980	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	294	0	0	301	19	28	0	17	0	0	0
Total Analysis Volume [veh/h]	92	1178	0	0	1203	77	112	0	69	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	10			10			10			10		
v_di, Inbound Pedestrian Volume crossing m	10			10			10			10		
v_co, Outbound Pedestrian Volume crossing	10			10			10			10		
v_ci, Inbound Pedestrian Volume crossing mi	10			10			10			10		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	22	0	0	22	0	0	28	0	0	28	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	25	0	0	25	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	R
C, Cycle Length [s]	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	52	52	52	52	52	52	12	12	12	12
g / C, Green / Cycle	0.75	0.75	0.75	0.75	0.75	0.75	0.17	0.17	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.21	0.33	0.00	0.00	0.33	0.05	0.06	0.07	0.00	0.00
s, saturation flow rate [veh/h]	438	3618	1615	939	3618	1593	1361	1524	1900	1615
c, Capacity [veh/h]	363	2707	1209	664	2707	1192	288	322	366	268
d1, Uniform Delay [s]	7.31	3.29	0.00	0.00	3.32	2.33	27.65	26.04	0.00	0.00
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.67	0.51	0.00	0.00	0.53	0.10	0.48	0.59	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.25	0.44	0.00	0.00	0.44	0.06	0.26	0.33	0.00	0.00
d, Delay for Lane Group [s/veh]	8.99	3.80	0.00	0.00	3.85	2.43	28.13	26.63	0.00	0.00
Lane Group LOS	A	A	A	A	A	A	C	C	A	A
Critical Lane Group	No	No	No	No	Yes	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.68	1.37	0.00	0.00	1.41	0.14	1.14	1.56	0.00	0.00
50th-Percentile Queue Length [ft/ln]	16.89	34.19	0.00	0.00	35.31	3.58	28.59	38.95	0.00	0.00
95th-Percentile Queue Length [veh/ln]	1.22	2.46	0.00	0.00	2.54	0.26	2.06	2.80	0.00	0.00
95th-Percentile Queue Length [ft/ln]	30.40	61.54	0.00	0.00	63.56	6.45	51.47	70.12	0.00	0.00

Movement, Approach, & Intersection Results

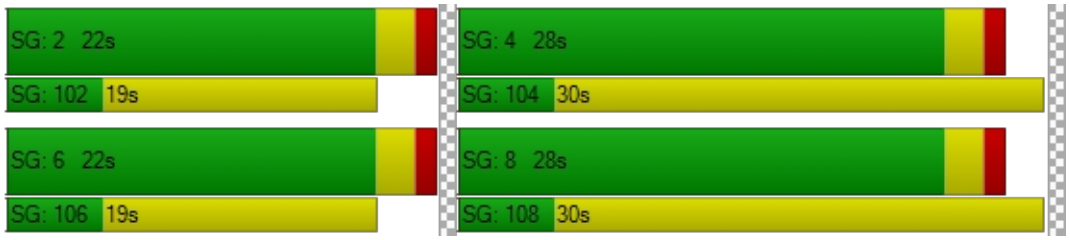
d_M, Delay for Movement [s/veh]	8.99	3.80	0.00	0.00	3.85	2.43	27.75	26.63	26.63	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A	C	C	C	A	A	A
d_A, Approach Delay [s/veh]	4.17			3.77			27.25			0.00		
Approach LOS	A			A			C			A		
d_I, Intersection Delay [s/veh]	5.51											
Intersection LOS	A											
Intersection V/C	0.402											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	26.58	26.58	26.58
l_p,int, Pedestrian LOS Score for Intersectio	3.066	3.338	2.218	2.120
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	543	543	714	714
d_b, Bicycle Delay [s]	18.58	18.58	14.46	14.46
l_b,int, Bicycle LOS Score for Intersection	2.607	2.635	1.893	1.560
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Pepper Ave/Winchester Dr-Terrace Rd

Control Type:	Signalized	Delay (sec / veh):	6.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.436

Intersection Setup

Name	Pepper Ave			Pepper Ave			Winchester Dr			Terrace Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			Winchester Dr			Terrace Rd		
Base Volume Input [veh/h]	22	991	1	9	990	78	60	1	16	2	4	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	77	0	0	73	10	7	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	22	0	0	4	0	0	4
Total Hourly Volume [veh/h]	22	1068	1	9	1063	66	67	1	12	2	4	10
Peak Hour Factor	0.8470	0.8470	0.8470	0.9050	0.9050	0.9050	0.5650	0.5650	0.5650	0.6330	0.6330	0.6330
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	315	0	2	294	18	30	0	5	1	2	4
Total Analysis Volume [veh/h]	26	1261	1	10	1175	73	119	2	21	3	6	16
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	25	0	10	25	0	0	25	0	0	25	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	2	43	43	1	42	42	7	7
g / C, Green / Cycle	0.04	0.72	0.72	0.02	0.70	0.70	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.01	0.33	0.33	0.01	0.33	0.33	0.09	0.01
s, saturation flow rate [veh/h]	1810	1900	1899	1810	1900	1859	1586	1779
c, Capacity [veh/h]	75	1366	1366	33	1322	1294	289	268
d1, Uniform Delay [s]	27.97	3.55	3.55	29.07	4.15	4.15	25.72	23.97
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.75	1.13	1.13	5.00	1.23	1.27	1.29	0.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.35	0.46	0.46	0.30	0.48	0.48	0.49	0.09
d, Delay for Lane Group [s/veh]	30.72	4.67	4.67	34.08	5.38	5.42	27.02	24.12
Lane Group LOS	C	A	A	C	A	A	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.38	1.46	1.46	0.17	1.85	1.82	1.99	0.32
50th-Percentile Queue Length [ft/ln]	9.61	36.56	36.55	4.37	46.17	45.62	49.70	7.98
95th-Percentile Queue Length [veh/ln]	0.69	2.63	2.63	0.31	3.32	3.28	3.58	0.57
95th-Percentile Queue Length [ft/ln]	17.31	65.80	65.79	7.86	83.11	82.12	89.47	14.37

Movement, Approach, & Intersection Results

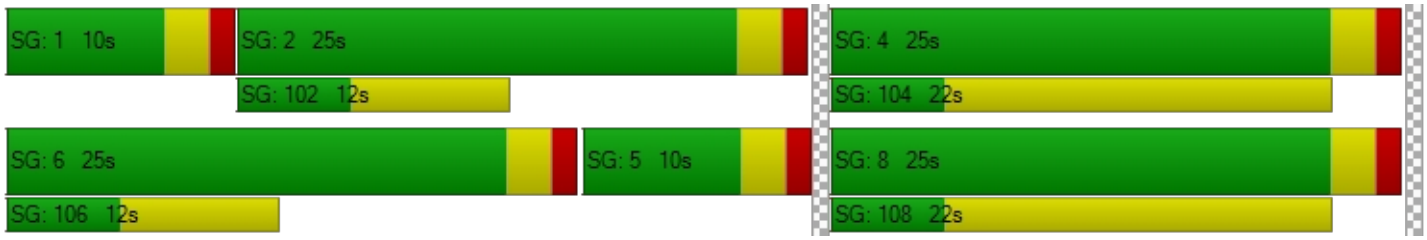
d_M, Delay for Movement [s/veh]	30.72	4.67	4.67	34.08	5.40	5.42	27.02	27.02	27.02	24.12	24.12	24.12
Movement LOS	C	A	A	C	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	5.20			5.63			27.02			24.12		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	6.71											
Intersection LOS	A											
Intersection V/C	0.436											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	3.013	3.265	1.812	1.718
Crosswalk LOS	C	C	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	733	733	733	733
d_b, Bicycle Delay [s]	12.03	12.03	12.03	12.03
l_b,int, Bicycle LOS Score for Intersection	2.622	2.616	1.801	1.607
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Pepper Ave/Baseline Rd

Control Type:	Signalized	Delay (sec / veh):	29.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.566

Intersection Setup

Name	Pepper Ave			Pepper Ave			Baseline Rd			Baseline Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	40.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	85.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			Baseline Rd			Baseline Rd		
Base Volume Input [veh/h]	107	630	64	131	712	141	186	456	141	63	429	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	37	0	19	38	16	20	0	0	0	0	20
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	16	0	0	39	0	0	35	0	0	55
Total Hourly Volume [veh/h]	107	667	48	150	750	118	206	456	106	63	429	165
Peak Hour Factor	0.8700	0.8700	0.8700	0.8580	0.8580	0.8580	0.8820	0.8820	0.8820	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	192	14	44	219	34	58	129	30	17	116	44
Total Analysis Volume [veh/h]	123	767	55	175	874	138	234	517	120	68	463	178
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	35	0	0	35	0	0	30	0	0	39	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
g_i, Effective Green Time [s]	54	54	54	54	54	54	54	54	54	56	54	54
g / C, Green / Cycle	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.47	0.45	0.45
(v / s)_i Volume / Saturation Flow Rate	0.22	0.22	0.22	0.26	0.27	0.27	0.29	0.17	0.17	0.08	0.18	0.18
s, saturation flow rate [veh/h]	566	1900	1854	676	1900	1807	801	1900	1778	804	1900	1723
c, Capacity [veh/h]	184	856	835	244	856	814	317	854	799	347	854	774
d1, Uniform Delay [s]	46.81	23.18	23.19	42.86	24.89	24.93	39.12	22.00	22.01	28.49	22.09	22.12
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	17.74	1.97	2.02	16.51	3.16	3.35	3.40	0.29	0.31	0.27	0.29	0.33
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.67	0.49	0.49	0.72	0.60	0.61	0.74	0.39	0.39	0.20	0.39	0.40
d, Delay for Lane Group [s/veh]	64.55	25.15	25.21	59.37	28.04	28.28	42.52	22.29	22.31	28.76	22.38	22.45
Lane Group LOS	E	C	C	E	C	C	D	C	C	C	C	C
Critical Lane Group	No	No	No	No	No	Yes	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh/ln]	4.44	8.31	8.13	6.00	11.23	10.79	6.69	6.05	5.67	1.09	6.18	5.66
50th-Percentile Queue Length [ft/ln]	110.91	207.79	203.30	150.03	280.79	269.66	167.16	151.19	141.70	27.21	154.60	141.55
95th-Percentile Queue Length [veh/ln]	7.89	13.04	12.81	10.02	16.73	16.17	10.93	10.08	9.57	1.96	10.26	9.56
95th-Percentile Queue Length [ft/ln]	197.27	325.99	320.21	250.47	418.20	404.31	273.18	252.02	239.31	48.97	256.55	239.11

Movement, Approach, & Intersection Results

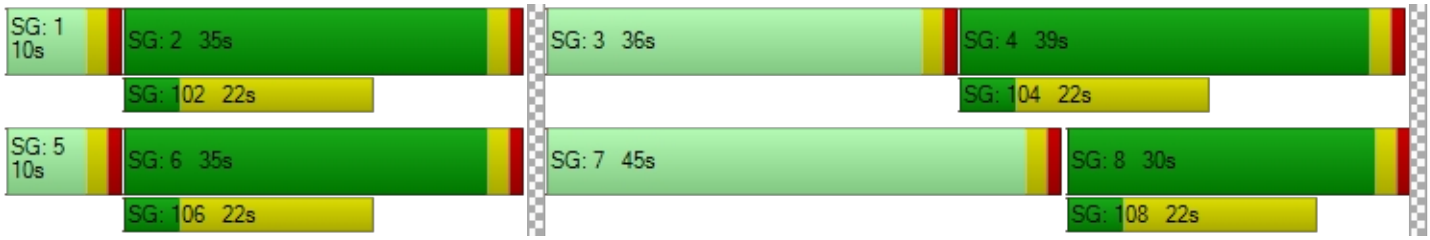
d_M, Delay for Movement [s/veh]	64.55	25.18	25.21	59.37	28.14	28.28	42.52	22.30	22.31	28.76	22.40	22.45
Movement LOS	E	C	C	E	C	C	D	C	C	C	C	C
d_A, Approach Delay [s/veh]	30.30			32.76			27.73			23.02		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	29.09											
Intersection LOS	C											
Intersection V/C	0.566											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.985	3.423	2.974	3.039
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	533	533	450	600
d_b, Bicycle Delay [s]	32.27	32.27	36.04	29.40
l_b,int, Bicycle LOS Score for Intersection	2.352	2.571	2.307	2.190
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Project Driveway/Retail Driveway

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

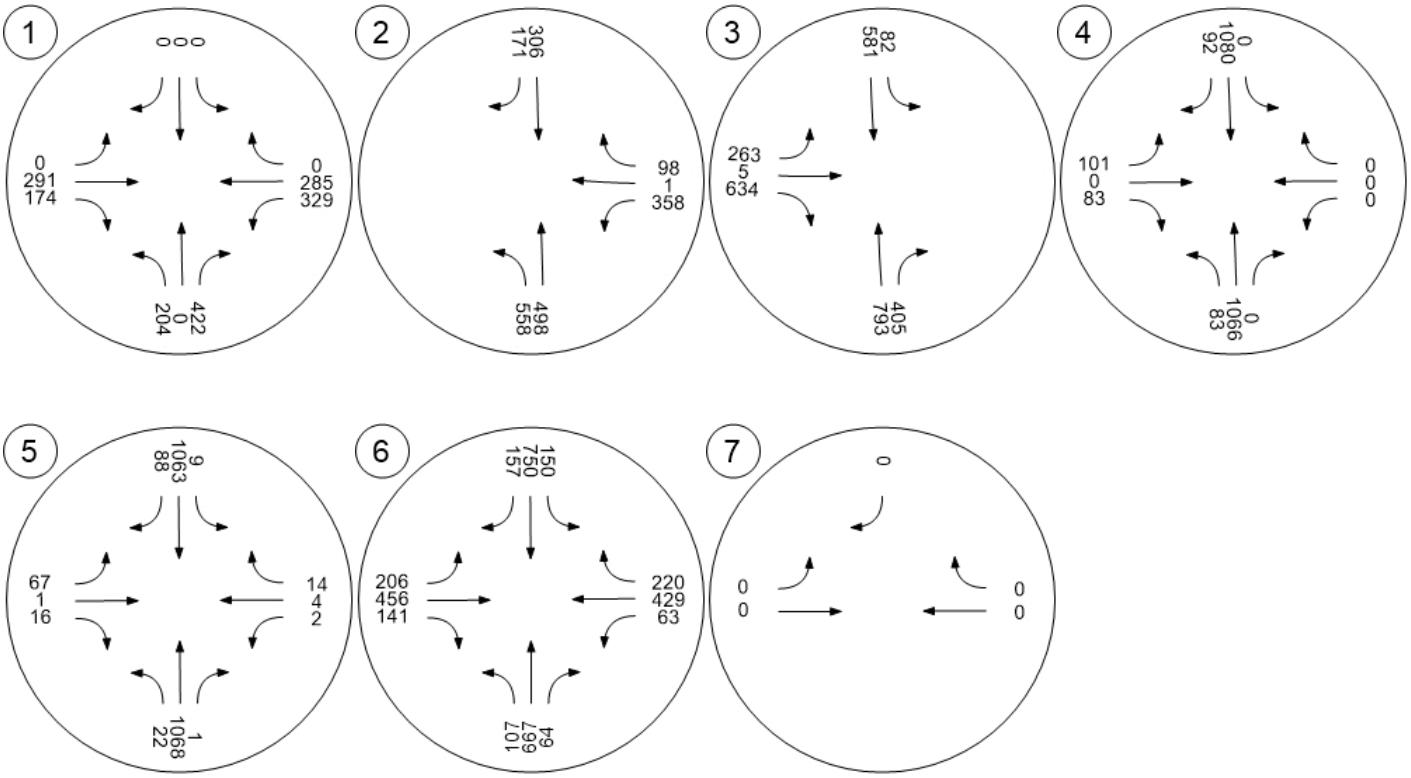
Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.30	7.20	0.00	0.00	0.00
Movement LOS		A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.30		3.60		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Traffic Volume - Future Total Volume



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Report File: C:\...\GPPP AM.pdf

Scenario 27 GP AM + Proj
10/16/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Pepper Ave/Highland Ave	Signalized	HCM 7th Edition	WB Left	0.590	36.1	D
2	Pepper Ave/I-210 WB	Signalized	HCM 7th Edition	SB Right	0.981	82.5	F
3	Pepper Ave/I-210 EB	Signalized	HCM 7th Edition	SB Left	0.779	25.7	C
4	Pepper Avenue/Project Driveway	Signalized	HCM 7th Edition	WB Right	0.494	15.9	B
5	Pepper Ave/Winchester Dr-Terrace Rd	Signalized	HCM 7th Edition	SB Left	0.717	19.4	B
6	Pepper Ave/Baseline Rd	Signalized	HCM 7th Edition	NB Left	0.777	59.3	E
7	Project Driveway/Retail Driveway	Two-way stop	HCM 7th Edition	SB Right	0.090	8.7	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Pepper Ave/Highland Ave

Control Type:	Signalized	Delay (sec / veh):	36.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.590

Intersection Setup

Name	Pepper Ave						Pepper Ave					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	196.00	100.00	100.00	100.00	100.00	100.00	350.00	100.00	100.00	340.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Pepper Ave						Pepper Ave					
Base Volume Input [veh/h]	159	7	243	2	9	2	0	175	143	398	242	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2400	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.2400	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	39	0	11	0	0	0	0	0	48	12	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	236	7	254	2	9	2	0	175	225	410	242	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	2	64	1	2	1	0	44	56	103	61	0
Total Analysis Volume [veh/h]	236	7	254	2	9	2	0	175	225	410	242	1
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	79	0	0	79	0	78	80	0	72	74	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	34	0	0	34	0	34	33	0	33	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	17	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	31	31	31	31	31	30	30	30	29	29
g / C, Green / Cycle	0.31	0.31	0.31	0.31	0.31	0.30	0.30	0.30	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.18	0.00	0.17	0.01	0.00	0.10	0.15	0.25	0.07	0.07
s, saturation flow rate [veh/h]	1283	1710	1454	1562	1629	1710	1454	1629	1710	1708
c, Capacity [veh/h]	437	530	451	526	505	513	436	489	496	495
d1, Uniform Delay [s]	29.26	23.90	28.85	23.99	0.00	27.29	28.99	32.74	27.13	27.13
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.72	0.05	5.03	0.09	0.00	1.81	4.32	15.78	1.17	1.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.54	0.01	0.56	0.02	0.00	0.34	0.52	0.84	0.25	0.25
d, Delay for Lane Group [s/veh]	33.99	23.95	33.88	24.08	0.00	29.10	33.30	48.53	28.31	28.31
Lane Group LOS	C	C	C	C	A	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	5.29	0.12	5.64	0.23	0.00	3.35	4.75	11.22	2.37	2.36
50th-Percentile Queue Length [ft/ln]	132.30	3.03	141.03	5.65	0.00	83.83	118.75	280.40	59.14	59.07
95th-Percentile Queue Length [veh/ln]	9.06	0.22	9.54	0.41	0.00	6.04	8.32	16.71	4.26	4.25
95th-Percentile Queue Length [ft/ln]	226.62	5.45	238.42	10.17	0.00	150.89	208.10	417.71	106.46	106.33

Movement, Approach, & Intersection Results

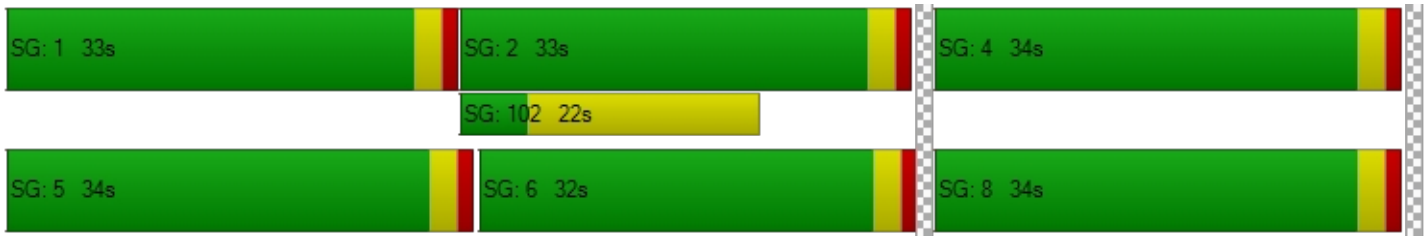
d_M, Delay for Movement [s/veh]	33.99	23.95	33.88	24.08	24.08	24.08	0.00	29.10	33.30	48.53	28.31	28.31
Movement LOS	C	C	C	C	C	C	A	C	C	D	C	C
d_A, Approach Delay [s/veh]	33.79			24.08			31.46			41.00		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	36.13											
Intersection LOS	D											
Intersection V/C	0.590											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.529	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	620	620	600	580
d_b, Bicycle Delay [s]	23.81	23.81	24.50	25.21
l_b,int, Bicycle LOS Score for Intersection	2.380	1.581	1.890	2.098
Bicycle LOS	B	A	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Pepper Ave/I-210 WB

Control Type:	Signalized	Delay (sec / veh):	82.5
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.981

Intersection Setup

Name	Pepper Ave			Pepper Ave						I-210 WB		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	310.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	750.00	100.00	100.00
No. of Lanes in Exit Pocket	1	0	0	0	0	2	0	0	0	0	0	0
Exit Pocket Length [ft]	100.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes						Yes		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave						I-210 WB		
Base Volume Input [veh/h]	474	316	0	0	334	232	0	0	0	517	5	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	30	6	0	0	0	6	0	0	0	0	0	0
Site-Generated Trips [veh/h]	90	50	0	0	60	0	0	0	34	144	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	60	0	0	9	0	0	22
Total Hourly Volume [veh/h]	594	372	0	0	394	178	0	0	34	661	5	67
Peak Hour Factor	0.9420	0.9420	1.0000	1.0000	0.8180	0.8180	1.0000	1.0000	1.0000	0.8620	0.8620	0.8620
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	158	99	0	0	120	54	0	0	9	192	1	19
Total Analysis Volume [veh/h]	631	395	0	0	482	218	0	0	34	767	6	78
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	46	71	0	0	25	0	0	0	0	0	49	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	3	0	0	0	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	C
C, Cycle Length [s]	120	120	120	120		120	120
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00		3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00		1.00	1.00
g_i, Effective Green Time [s]	43	68	22	22		46	46
g / C, Green / Cycle	0.36	0.57	0.18	0.18		0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.35	0.11	0.18	0.21		0.42	0.05
s, saturation flow rate [veh/h]	1810	3618	1900	1681		1810	1632
c, Capacity [veh/h]	648	2050	348	308		694	626
d1, Uniform Delay [s]	37.93	12.65	49.00	49.00		37.00	24.05
k, delay calibration	0.46	0.50	0.50	0.50		0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	28.00	0.21	49.43	93.18		66.89	0.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.97	0.19	1.00	1.14		1.11	0.13
d, Delay for Lane Group [s/veh]	65.93	12.86	98.43	142.18		103.89	24.15
Lane Group LOS	E	B	F	F		F	C
Critical Lane Group	Yes	No	No	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	22.31	2.47	14.87	16.90		32.26	1.54
50th-Percentile Queue Length [ft/ln]	557.79	61.79	371.82	422.55		806.39	38.54
95th-Percentile Queue Length [veh/ln]	30.06	4.45	21.25	25.20		44.60	2.77
95th-Percentile Queue Length [ft/ln]	751.45	111.23	531.31	629.92		1114.93	69.37

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.93	12.86	0.00	0.00	110.41	142.18	0.00	0.00	0.00	103.89	24.15	24.15
Movement LOS	E	B			F	F				F	C	C
d_A, Approach Delay [s/veh]	45.50			120.31			0.00			96.02		
Approach LOS	D			F			A			F		
d_I, Intersection Delay [s/veh]	82.50											
Intersection LOS	F											
Intersection V/C	0.981											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	2.331	2.365
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1133	367	0	767
d_b, Bicycle Delay [s]	11.27	40.02	60.00	22.82
l_b,int, Bicycle LOS Score for Intersection	2.406	2.187	4.132	3.000
Bicycle LOS	B	B	D	C

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: Pepper Ave/I-210 EB

Control Type:	Signalized	Delay (sec / veh):	25.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.779

Intersection Setup

Name	Pepper Ave			Pepper Ave			I-210 EB					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	310.00	100.00	100.00	750.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			I-210 EB					
Base Volume Input [veh/h]	0	672	445	100	749	0	120	1	466	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	30	0	0	0	0	6	0	43	0	0	0
Site-Generated Trips [veh/h]	0	140	89	0	238	0	0	0	109	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	134	0	0	0	0	0	155	0	0	0
Total Hourly Volume [veh/h]	0	842	400	100	987	0	126	1	463	0	0	0
Peak Hour Factor	1.0000	0.9050	0.9050	0.8980	0.8980	1.0000	0.9170	0.9170	0.9170	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	233	110	28	275	0	34	0	126	0	0	0
Total Analysis Volume [veh/h]	0	930	442	111	1099	0	137	1	505	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	11	0	34	45	0	0	55	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	3	0	0	10	0	0	10	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	100	100	100	100	100	100	
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	
g_i, Effective Green Time [s]	49	49	8	60	34	34	
g / C, Green / Cycle	0.49	0.49	0.08	0.60	0.34	0.34	
(v / s)_i Volume / Saturation Flow Rate	0.36	0.40	0.06	0.30	0.08	0.31	
s, saturation flow rate [veh/h]	1900	1694	1810	3618	1810	1615	
c, Capacity [veh/h]	933	832	144	2174	614	548	
d1, Uniform Delay [s]	20.25	21.74	45.12	11.44	23.63	31.80	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.18	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	5.13	9.09	8.37	0.84	0.18	10.85	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.73	0.82	0.77	0.51	0.22	0.92	
d, Delay for Lane Group [s/veh]	25.38	30.84	53.49	12.28	23.81	42.65	
Lane Group LOS	C	C	D	B	C	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	12.65	14.26	2.94	6.19	2.26	12.72	
50th-Percentile Queue Length [ft/ln]	316.36	356.57	73.47	154.75	56.44	317.95	
95th-Percentile Queue Length [veh/ln]	18.49	20.46	5.29	10.27	4.06	18.57	
95th-Percentile Queue Length [ft/ln]	462.21	511.41	132.24	256.76	101.59	464.16	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	26.81	30.84	53.49	12.28	0.00	23.81	42.65	42.65	0.00	0.00	0.00
Movement LOS		C	C	D	B		C	D	D			
d_A, Approach Delay [s/veh]	28.11			16.06			38.64			0.00		
Approach LOS	C			B			D			A		
d_I, Intersection Delay [s/veh]	25.69											
Intersection LOS	C											
Intersection V/C	0.779											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	690.19	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	2.513	2.101
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	160	840	1040	0
d_b, Bicycle Delay [s]	42.32	16.82	11.52	50.00
l_b,int, Bicycle LOS Score for Intersection	2.802	2.558	2.876	4.132
Bicycle LOS	C	B	C	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 4: Pepper Avenue/Project Driveway

Control Type:	Signalized	Delay (sec / veh):	15.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.494

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	1117	0	0	1215	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	67	24	42	144	68	135	120	0	59	36	0	85
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	11	0	0	34	0	0	15	0	0	21
Total Hourly Volume [veh/h]	67	1141	31	144	1283	101	120	0	44	36	0	64
Peak Hour Factor	0.9000	0.9050	0.9000	0.9000	0.8980	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	315	9	40	357	28	33	0	12	10	0	18
Total Analysis Volume [veh/h]	74	1261	34	160	1429	112	133	0	49	40	0	71
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	10			10			10			10		
v_di, Inbound Pedestrian Volume crossing m	10			10			10			10		
v_co, Outbound Pedestrian Volume crossing	10			10			10			10		
v_ci, Inbound Pedestrian Volume crossing mi	10			10			10			10		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	22	0	0	22	0	0	31	0	0	31	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	25	0	0	25	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	80	80	80	80	80	80	15	15	14	14
g / C, Green / Cycle	0.67	0.67	0.67	0.67	0.67	0.67	0.12	0.12	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.22	0.35	0.02	0.19	0.40	0.07	0.05	0.05	0.02	0.05
s, saturation flow rate [veh/h]	342	3618	1600	840	3618	1591	1810	1697	1810	1530
c, Capacity [veh/h]	204	2405	1064	447	2405	1058	219	206	205	174
d1, Uniform Delay [s]	25.67	10.35	6.89	21.52	11.14	7.24	48.85	48.91	48.22	49.33
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.95	0.82	0.06	2.22	1.09	0.20	1.30	1.44	0.46	1.54
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.36	0.52	0.03	0.36	0.59	0.11	0.42	0.43	0.19	0.41
d, Delay for Lane Group [s/veh]	30.62	11.17	6.94	23.75	12.23	7.44	50.14	50.35	48.68	50.87
Lane Group LOS	C	B	A	C	B	A	D	D	D	D
Critical Lane Group	No	No	No	No	Yes	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	1.76	7.62	0.28	1.56	9.33	0.97	2.66	2.57	1.12	2.06
50th-Percentile Queue Length [ft/ln]	44.12	190.58	7.01	38.99	233.27	24.32	66.58	64.20	27.93	51.38
95th-Percentile Queue Length [veh/ln]	3.18	12.15	0.50	2.81	14.34	1.75	4.79	4.62	2.01	3.70
95th-Percentile Queue Length [ft/ln]	79.42	303.78	12.61	70.18	358.51	43.78	119.85	115.56	50.27	92.48

Movement, Approach, & Intersection Results

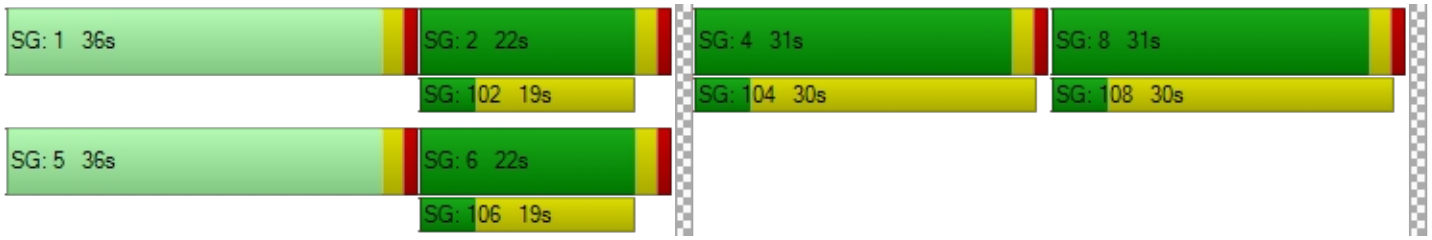
d_M, Delay for Movement [s/veh]	30.62	11.17	6.94	23.75	12.23	7.44	50.20	50.35	50.35	48.68	48.68	50.87
Movement LOS	C	B	A	C	B	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	12.12			13.00			50.24			50.08		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	15.88											
Intersection LOS	B											
Intersection V/C	0.494											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.194	3.330	2.218	2.486
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	317	317	467	467
d_b, Bicycle Delay [s]	42.50	42.50	35.27	35.27
l_b,int, Bicycle LOS Score for Intersection	2.698	2.991	1.885	1.777
Bicycle LOS	B	C	A	A

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Pepper Ave/Winchester Dr-Terrace Rd

Control Type:	Signalized	Delay (sec / veh):	19.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.717

Intersection Setup

Name	Pepper Ave			Pepper Ave			Winchester Dr			Terrace Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			Winchester Dr			Terrace Rd		
Base Volume Input [veh/h]	131	967	2	5	1094	110	133	2	109	7	6	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	110	0	0	87	8	5	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	1	0	0	30	0	0	27	0	0	5
Total Hourly Volume [veh/h]	131	1077	1	5	1181	88	138	2	82	7	6	16
Peak Hour Factor	0.8470	0.8470	0.8470	0.9050	0.9050	0.9050	0.5650	0.5650	0.5650	0.6330	0.6330	0.6330
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	318	0	1	326	24	61	1	36	3	2	6
Total Analysis Volume [veh/h]	155	1272	1	6	1305	97	244	4	145	11	9	25
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	20	25	0	10	15	0	0	25	0	0	25	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	7	33	33	1	27	27	17	17
g / C, Green / Cycle	0.11	0.55	0.55	0.01	0.45	0.45	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.09	0.34	0.34	0.00	0.37	0.38	0.26	0.03
s, saturation flow rate [veh/h]	1810	1900	1899	1810	1900	1851	1536	1692
c, Capacity [veh/h]	204	1042	1042	23	852	830	541	564
d1, Uniform Delay [s]	25.83	9.20	9.20	29.34	14.55	14.61	20.07	15.57
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.71	2.67	2.67	5.82	9.27	9.80	1.88	0.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.61	0.61	0.26	0.83	0.84	0.73	0.08
d, Delay for Lane Group [s/veh]	31.53	11.88	11.88	35.16	23.82	24.41	21.94	15.63
Lane Group LOS	C	B	B	D	C	C	C	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	2.23	4.54	4.54	0.11	8.51	8.48	5.11	0.43
50th-Percentile Queue Length [ft/ln]	55.72	113.57	113.56	2.87	212.83	212.05	127.65	10.87
95th-Percentile Queue Length [veh/ln]	4.01	8.04	8.04	0.21	13.30	13.26	8.81	0.78
95th-Percentile Queue Length [ft/ln]	100.29	200.96	200.94	5.17	332.46	331.46	220.29	19.56

Movement, Approach, & Intersection Results

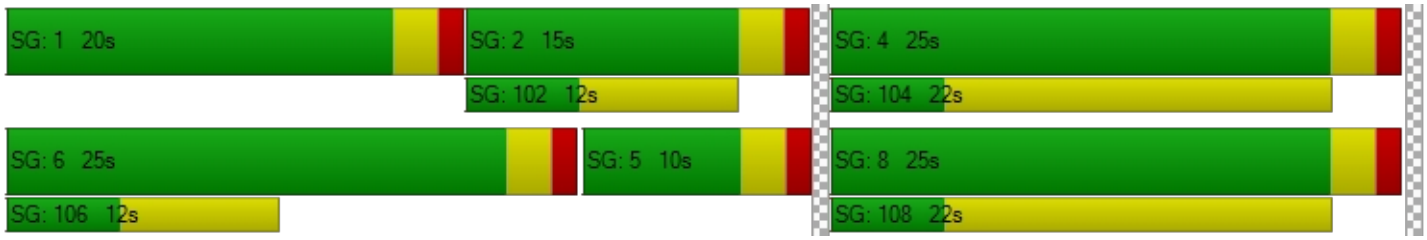
d_M, Delay for Movement [s/veh]	31.53	11.88	11.88	35.16	24.09	24.41	21.94	21.94	21.94	15.63	15.63	15.63
Movement LOS	C	B	B	D	C	C	C	C	C	B	B	B
d_A, Approach Delay [s/veh]	14.01			24.16			21.94			15.63		
Approach LOS	B			C			C			B		
d_I, Intersection Delay [s/veh]	19.35											
Intersection LOS	B											
Intersection V/C	0.717											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	3.151	3.543	2.023	1.728
Crosswalk LOS	C	D	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	733	400	733	733
d_b, Bicycle Delay [s]	12.03	19.20	12.03	12.03
l_b,int, Bicycle LOS Score for Intersection	2.739	2.746	2.253	1.642
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Pepper Ave/Baseline Rd

Control Type:	Signalized	Delay (sec / veh):	59.3
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.777

Intersection Setup

Name	Pepper Ave			Pepper Ave			Baseline Rd			Baseline Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	40.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	85.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			Baseline Rd			Baseline Rd		
Base Volume Input [veh/h]	212	689	63	238	844	136	169	360	144	81	402	196
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	45	0	28	38	21	31	0	0	0	0	34
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	16	0	0	39	0	0	36	0	0	58
Total Hourly Volume [veh/h]	212	734	47	266	882	118	200	360	108	81	402	172
Peak Hour Factor	0.8700	0.8700	0.8700	0.8580	0.8580	0.8580	0.8820	0.8820	0.8820	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	211	14	78	257	34	57	102	31	22	108	46
Total Analysis Volume [veh/h]	244	844	54	310	1028	138	227	408	122	87	434	186
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	42	0	0	42	0	0	25	0	0	53	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
g_i, Effective Green Time [s]	56	56	56	56	56	56	52	52	52	54	52	52
g / C, Green / Cycle	0.47	0.47	0.47	0.47	0.47	0.47	0.43	0.43	0.43	0.45	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.50	0.24	0.24	0.49	0.31	0.32	0.28	0.14	0.15	0.10	0.17	0.17
s, saturation flow rate [veh/h]	489	1900	1858	630	1900	1819	816	1900	1752	887	1900	1710
c, Capacity [veh/h]	158	889	869	236	889	851	306	821	757	376	821	739
d1, Uniform Delay [s]	52.57	22.33	22.34	47.53	24.69	24.84	40.53	22.61	22.63	29.00	23.33	23.37
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.13	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	275.06	2.09	2.15	168.89	3.94	4.26	4.26	0.24	0.26	0.31	0.31	0.35
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.55	0.51	0.51	1.32	0.67	0.67	0.74	0.34	0.34	0.23	0.40	0.40
d, Delay for Lane Group [s/veh]	327.63	24.42	24.49	216.42	28.63	29.10	44.79	22.85	22.89	29.31	23.64	23.72
Lane Group LOS	F	C	C	F	C	C	D	C	C	C	C	C
Critical Lane Group	Yes	No	No	No	No	No	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh/ln]	16.75	8.98	8.81	18.07	13.18	12.92	6.62	5.06	4.69	1.45	6.18	5.62
50th-Percentile Queue Length [ft/ln]	418.64	224.49	220.32	451.65	329.58	322.98	165.60	126.57	117.34	36.37	154.40	140.38
95th-Percentile Queue Length [veh/ln]	29.31	13.89	13.68	29.48	19.14	18.81	10.85	8.75	8.25	2.62	10.25	9.50
95th-Percentile Queue Length [ft/ln]	732.75	347.35	342.03	737.06	478.44	470.34	271.13	218.83	206.17	65.46	256.29	237.53

Movement, Approach, & Intersection Results

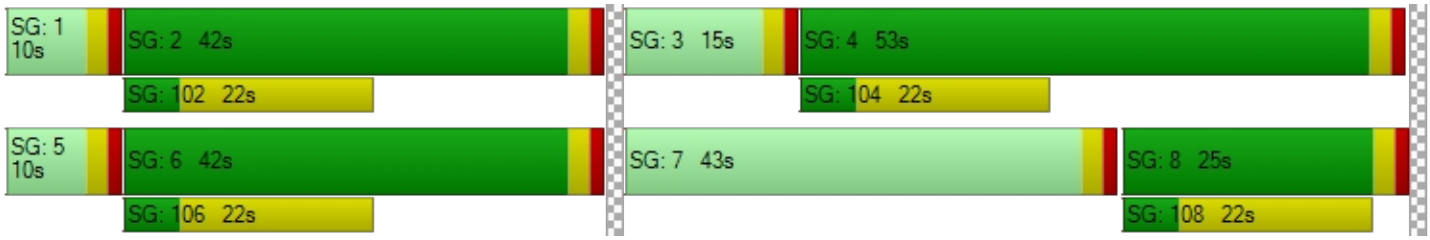
d_M, Delay for Movement [s/veh]	327.63	24.45	24.49	216.42	28.83	29.10	44.79	22.86	22.89	29.31	23.66	23.72
Movement LOS	F	C	C	F	C	C	D	C	C	C	C	C
d_A, Approach Delay [s/veh]	89.23			68.25			29.44			24.37		
Approach LOS	F			E			C			C		
d_I, Intersection Delay [s/veh]	59.32											
Intersection LOS	E											
Intersection V/C	0.777											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.105	3.521	3.142	3.242
Crosswalk LOS	C	D	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	650	367	833
d_b, Bicycle Delay [s]	27.34	27.34	40.02	20.42
l_b,int, Bicycle LOS Score for Intersection	2.515	2.809	2.214	2.191
Bicycle LOS	B	C	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Project Driveway/Retail Driveway

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.090

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	97	100	86	24	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	97	100	86	24	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	24	25	22	6	0
Total Analysis Volume [veh/h]	0	97	100	86	24	0
Pedestrian Volume [ped/h]	0		0		0	

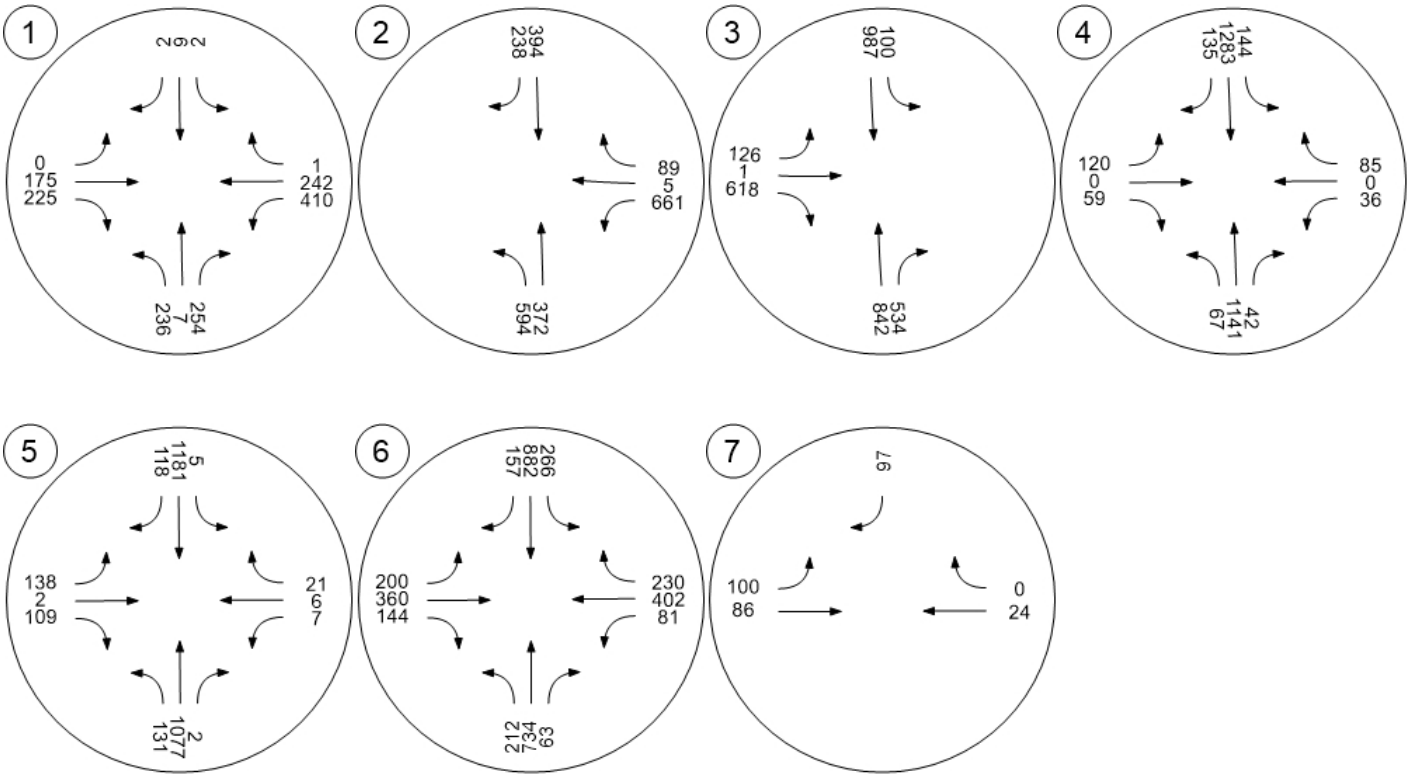
Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.09	0.06	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.69	7.36	0.00	0.00	0.00
Movement LOS		A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.30	0.18	0.09	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	7.44	4.41	2.20	0.00	0.00
d_A, Approach Delay [s/veh]	8.69		3.96		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.14					
Intersection LOS	A					

Traffic Volume - Future Total Volume



Vistro File: C:\...\Pepper Ave Industrial - 1 Driveway.vistro
Report File: C:\...\GPPP PM.pdf

Scenario 28 GP PM + Proj
10/16/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Pepper Ave/Highland Ave	Signalized	HCM 7th Edition	NB Right	0.657	41.7	D
2	Pepper Ave/I-210 WB	Signalized	HCM 7th Edition	SB Right	0.801	34.9	C
3	Pepper Ave/I-210 EB	Signalized	HCM 7th Edition	SB Left	0.809	30.7	C
4	Pepper Avenue/Project Driveway	Signalized	HCM 7th Edition	EB Left	0.413	7.6	A
5	Pepper Ave/Winchester Dr-Terrace Rd	Signalized	HCM 7th Edition	SB Left	0.449	6.8	A
6	Pepper Ave/Baseline Rd	Signalized	HCM 7th Edition	NB Left	0.462	29.7	C
7	Project Driveway/Retail Driveway	Two-way stop	HCM 7th Edition	SB Right	0.081	8.8	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Pepper Ave/Highland Ave

Control Type:	Signalized	Delay (sec / veh):	41.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.657

Intersection Setup

Name	Pepper Ave						Pepper Ave					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	196.00	100.00	100.00	100.00	100.00	100.00	350.00	100.00	100.00	340.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Pepper Ave						Pepper Ave					
Base Volume Input [veh/h]	154	0	422	0	0	0	0	291	131	329	285	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.2400	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.2400	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	31	0	10	0	0	0	0	0	25	10	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	222	0	432	0	0	0	0	291	187	339	285	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	0	108	0	0	0	0	73	47	85	71	0
Total Analysis Volume [veh/h]	222	0	432	0	0	0	0	291	187	339	285	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	79	0	0	79	0	78	80	0	72	74	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	34	0	0	34	0	34	33	0	33	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	17	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	31	31	31	31	31	30	30	30	29	29
g / C, Green / Cycle	0.31	0.31	0.31	0.31	0.31	0.30	0.30	0.30	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.17	0.00	0.30	0.00	0.00	0.15	0.15	0.21	0.08	0.08
s, saturation flow rate [veh/h]	1296	1710	1454	1710	1629	1710	1493	1629	1710	1710
c, Capacity [veh/h]	448	530	451	566	505	513	448	489	496	496
d1, Uniform Delay [s]	28.80	0.00	33.87	0.00	0.00	28.72	28.89	30.94	27.50	27.50
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.89	0.00	33.26	0.00	0.00	3.32	4.05	7.90	1.46	1.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.50	0.00	0.96	0.00	0.00	0.49	0.51	0.69	0.29	0.29
d, Delay for Lane Group [s/veh]	32.69	0.00	67.13	0.00	0.00	32.04	32.94	38.84	28.95	28.95
Lane Group LOS	C	A	E	A	A	C	C	D	C	C
Critical Lane Group	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.85	0.00	14.17	0.00	0.00	5.15	4.75	8.16	2.82	2.82
50th-Percentile Queue Length [ft/ln]	121.31	0.00	354.29	0.00	0.00	128.74	118.74	204.04	70.46	70.46
95th-Percentile Queue Length [veh/ln]	8.46	0.00	20.35	0.00	0.00	8.87	8.32	12.85	5.07	5.07
95th-Percentile Queue Length [ft/ln]	211.62	0.00	508.64	0.00	0.00	221.77	208.10	321.17	126.82	126.82

Movement, Approach, & Intersection Results

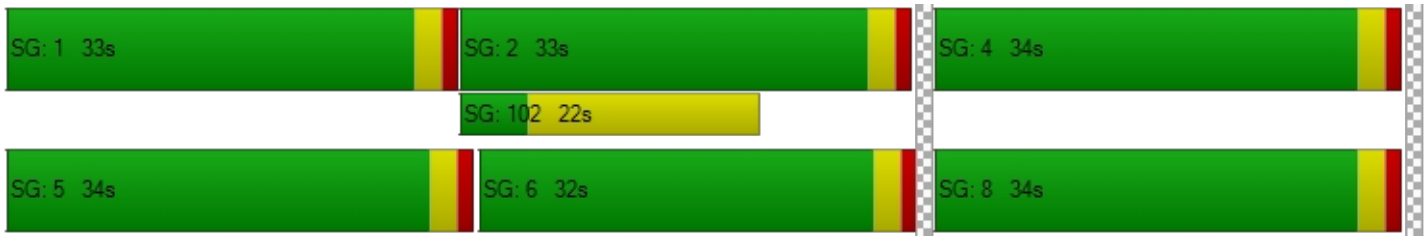
d_M, Delay for Movement [s/veh]	32.69	0.00	67.13	0.00	0.00	0.00	0.00	32.16	32.94	38.84	28.95	28.95
Movement LOS	C	A	E	A	A	A	A	C	C	D	C	C
d_A, Approach Delay [s/veh]	55.44			0.00			32.47			34.32		
Approach LOS	E			A			C			C		
d_I, Intersection Delay [s/veh]	41.68											
Intersection LOS	D											
Intersection V/C	0.657											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.537	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	620	620	600	580
d_b, Bicycle Delay [s]	23.81	23.81	24.50	25.21
l_b,int, Bicycle LOS Score for Intersection	2.639	1.560	1.954	2.074
Bicycle LOS	B	A	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Pepper Ave/I-210 WB

Control Type:	Signalized	Delay (sec / veh):	34.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.801

Intersection Setup

Name	Pepper Ave			Pepper Ave						I-210 WB		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	310.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	750.00	100.00	100.00
No. of Lanes in Exit Pocket	1	0	0	0	0	2	0	0	0	0	0	0
Exit Pocket Length [ft]	100.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes						Yes		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave						I-210 WB		
Base Volume Input [veh/h]	485	479	0	0	294	165	0	0	0	317	1	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	30	6	0	0	0	6	0	0	0	0	0	0
Site-Generated Trips [veh/h]	129	41	0	0	35	0	0	0	0	88	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	43	0	0	0	0	0	25
Total Hourly Volume [veh/h]	644	526	0	0	329	128	0	0	0	405	1	73
Peak Hour Factor	0.9420	0.9420	1.0000	1.0000	0.8180	0.8180	1.0000	1.0000	1.0000	0.8620	0.8620	0.8620
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	171	140	0	0	101	39	0	0	0	117	0	21
Total Analysis Volume [veh/h]	684	558	0	0	402	156	0	0	0	470	1	85
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	42	53	0	0	11	0	0	0	0	0	37	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	3	0	0	0	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	C
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00		3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00		1.00	1.00
g_i, Effective Green Time [s]	36	58	19	19		26	26
g / C, Green / Cycle	0.40	0.65	0.22	0.22		0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.38	0.15	0.15	0.16		0.26	0.05
s, saturation flow rate [veh/h]	1810	3618	1900	1705		1810	1618
c, Capacity [veh/h]	721	2341	410	368		518	463
d1, Uniform Delay [s]	26.20	6.62	32.45	33.10		30.97	24.22
k, delay calibration	0.38	0.50	0.50	0.50		0.24	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	19.37	0.24	8.84	13.68		12.56	0.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.95	0.24	0.68	0.76		0.91	0.19
d, Delay for Lane Group [s/veh]	45.57	6.87	41.29	46.79		43.54	24.41
Lane Group LOS	D	A	D	D		D	C
Critical Lane Group	Yes	No	No	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	16.51	1.81	6.24	6.74		11.03	1.34
50th-Percentile Queue Length [ft/ln]	412.68	45.15	156.11	168.53		275.75	33.60
95th-Percentile Queue Length [veh/ln]	23.17	3.25	10.34	11.00		16.48	2.42
95th-Percentile Queue Length [ft/ln]	579.26	81.27	258.56	274.98		411.92	60.48

Movement, Approach, & Intersection Results

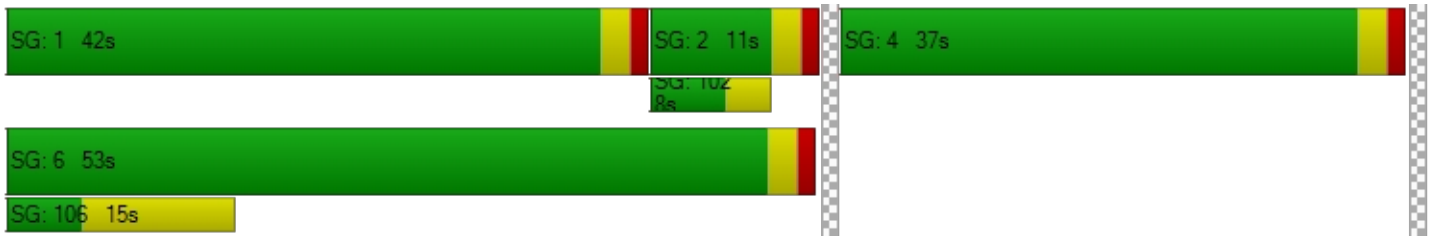
d_M, Delay for Movement [s/veh]	45.57	6.87	0.00	0.00	42.97	46.79	0.00	0.00	0.00	43.54	24.41	24.41
Movement LOS	D	A			D	D				D	C	C
d_A, Approach Delay [s/veh]	28.18			44.04			0.00			40.58		
Approach LOS	C			D			A			D		
d_I, Intersection Delay [s/veh]	34.86											
Intersection LOS	C											
Intersection V/C	0.801											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	2.287	2.229
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1111	178	0	756
d_b, Bicycle Delay [s]	8.89	37.36	45.00	17.42
l_b,int, Bicycle LOS Score for Intersection	2.584	2.055	4.132	2.518
Bicycle LOS	B	B	D	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Pepper Ave/I-210 EB

Control Type:	Signalized	Delay (sec / veh):	30.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.809

Intersection Setup

Name	Pepper Ave			Pepper Ave			I-210 EB					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	310.00	100.00	100.00	750.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			I-210 EB					
Base Volume Input [veh/h]	0	707	360	82	528	0	257	5	552	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	30	0	0	0	0	6	0	43	0	0	0
Site-Generated Trips [veh/h]	0	170	129	0	123	0	0	0	86	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	122	0	0	0	0	0	170	0	0	0
Total Hourly Volume [veh/h]	0	907	367	82	651	0	263	5	511	0	0	0
Peak Hour Factor	1.0000	0.9050	0.9050	0.8980	0.8980	1.0000	0.9170	0.9170	0.9170	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	251	101	23	181	0	72	1	139	0	0	0
Total Analysis Volume [veh/h]	0	1002	406	91	725	0	287	5	557	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	23	0	33	56	0	0	44	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	3	0	0	10	0	0	10	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	100	100	100	100	100	100	
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	
g_i, Effective Green Time [s]	47	47	7	57	37	37	
g / C, Green / Cycle	0.47	0.47	0.07	0.57	0.37	0.37	
(v / s)_i Volume / Saturation Flow Rate	0.37	0.41	0.05	0.20	0.16	0.35	
s, saturation flow rate [veh/h]	1900	1713	1810	3618	1810	1617	
c, Capacity [veh/h]	900	811	121	2063	669	598	
d1, Uniform Delay [s]	22.02	23.53	45.84	11.54	23.61	30.45	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.36	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	6.74	12.11	9.02	0.47	0.44	19.86	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.78	0.87	0.75	0.35	0.43	0.94	
d, Delay for Lane Group [s/veh]	28.76	35.64	54.87	12.02	24.05	50.31	
Lane Group LOS	C	D	D	B	C	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	14.03	15.92	2.45	3.93	4.92	15.50	
50th-Percentile Queue Length [ft/ln]	350.73	398.01	61.18	98.24	122.88	387.60	
95th-Percentile Queue Length [veh/ln]	20.17	22.46	4.41	7.07	8.55	21.96	
95th-Percentile Queue Length [ft/ln]	504.30	561.60	110.13	176.83	213.78	549.04	

Movement, Approach, & Intersection Results

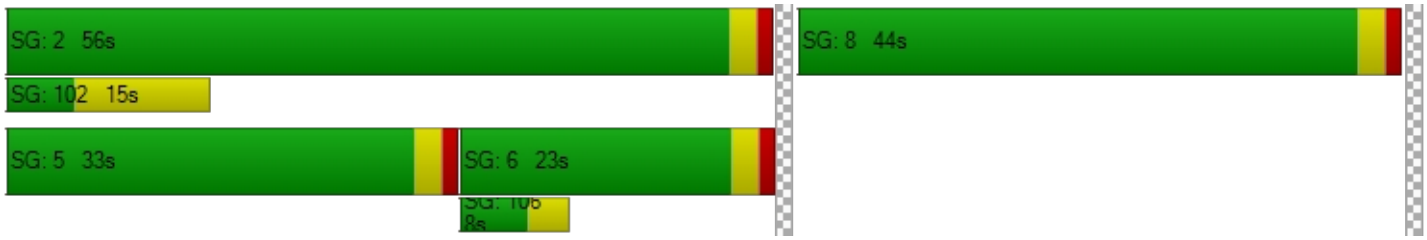
d_M, Delay for Movement [s/veh]	0.00	30.80	35.64	54.87	12.02	0.00	24.05	50.31	50.31	0.00	0.00	0.00
Movement LOS		C	D	D	B		C	D	D			
d_A, Approach Delay [s/veh]	32.20			16.79			41.43			0.00		
Approach LOS	C			B			D			A		
d_I, Intersection Delay [s/veh]	30.66											
Intersection LOS	C											
Intersection V/C	0.809											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	1035.71	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	2.630	2.038
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	1060	820	0
d_b, Bicycle Delay [s]	32.00	11.05	17.41	50.00
l_b,int, Bicycle LOS Score for Intersection	2.822	2.233	3.241	4.132
Bicycle LOS	C	B	C	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Pepper Avenue/Project Driveway

Control Type:	Signalized	Delay (sec / veh):	7.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.413

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	1066	0	0	1080	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	83	81	33	91	26	92	101	0	83	42	0	117
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	8	0	0	23	0	0	21	0	0	29
Total Hourly Volume [veh/h]	83	1147	25	91	1106	69	101	0	62	42	0	88
Peak Hour Factor	0.9000	0.9050	0.9000	0.9000	0.8980	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	317	7	25	308	19	28	0	17	12	0	24
Total Analysis Volume [veh/h]	92	1267	28	101	1232	77	112	0	69	47	0	98
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	10			10			10			10		
v_di, Inbound Pedestrian Volume crossing m	10			10			10			10		
v_co, Outbound Pedestrian Volume crossing	10			10			10			10		
v_ci, Inbound Pedestrian Volume crossing mi	10			10			10			10		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	85
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	23	0	0	22	0	0	33	0	0	31	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	25	0	0	25	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	R
C, Cycle Length [s]	85	85	85	85	85	85	85	85	85	85
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	65	65	65	65	65	65	14	14	14	14
g / C, Green / Cycle	0.76	0.76	0.76	0.76	0.76	0.76	0.17	0.17	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.22	0.35	0.02	0.12	0.34	0.05	0.06	0.08	0.04	0.06
s, saturation flow rate [veh/h]	427	3618	1602	840	3618	1594	1260	1383	1310	1558
c, Capacity [veh/h]	339	2747	1217	581	2747	1210	230	273	306	263
d1, Uniform Delay [s]	8.80	3.79	2.50	8.07	3.73	2.58	35.29	31.73	30.47	31.27
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.96	0.56	0.03	0.65	0.53	0.10	0.78	0.92	0.23	0.88
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.27	0.46	0.02	0.17	0.45	0.06	0.32	0.39	0.15	0.37
d, Delay for Lane Group [s/veh]	10.76	4.35	2.54	8.72	4.26	2.68	36.07	32.65	30.70	32.15
Lane Group LOS	B	A	A	A	A	A	D	C	C	C
Critical Lane Group	No	Yes	No	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.88	2.25	0.07	0.40	2.16	0.20	1.45	2.04	0.84	1.81
50th-Percentile Queue Length [ft/ln]	22.00	56.35	1.79	10.01	53.95	5.08	36.21	51.00	20.91	45.29
95th-Percentile Queue Length [veh/ln]	1.58	4.06	0.13	0.72	3.88	0.37	2.61	3.67	1.51	3.26
95th-Percentile Queue Length [ft/ln]	39.61	101.43	3.21	18.02	97.11	9.14	65.18	91.80	37.64	81.53

Movement, Approach, & Intersection Results

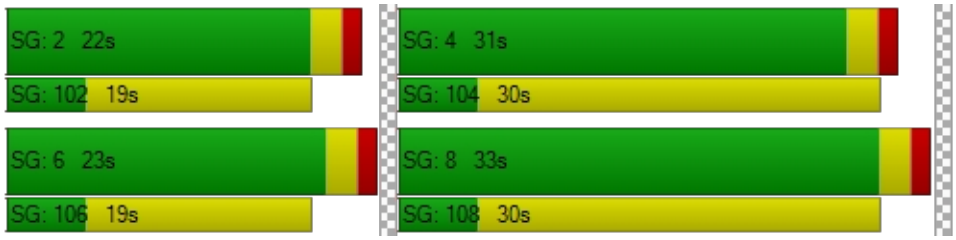
d_M, Delay for Movement [s/veh]	10.76	4.35	2.54	8.72	4.26	2.68	35.18	32.65	32.65	30.70	30.70	32.15
Movement LOS	B	A	A	A	A	A	D	C	C	C	C	C
d_A, Approach Delay [s/veh]	4.73			4.50			34.03			31.68		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	7.58											
Intersection LOS	A											
Intersection V/C	0.413											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	33.98	33.98	33.98	33.98
l_p,int, Pedestrian LOS Score for Intersectio	3.204	3.423	2.228	2.391
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	471	447	706	659
d_b, Bicycle Delay [s]	24.85	25.62	17.79	19.11
l_b,int, Bicycle LOS Score for Intersection	2.710	2.742	1.893	1.847
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Pepper Ave/Winchester Dr-Terrace Rd

Control Type:	Signalized	Delay (sec / veh):	6.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.449

Intersection Setup

Name	Pepper Ave			Pepper Ave			Winchester Dr			Terrace Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			Winchester Dr			Terrace Rd		
Base Volume Input [veh/h]	22	991	1	9	990	78	60	1	16	2	4	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	113	0	0	115	10	7	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	22	0	0	4	0	0	4
Total Hourly Volume [veh/h]	22	1104	1	9	1105	66	67	1	12	2	4	10
Peak Hour Factor	0.8470	0.8470	0.8470	0.9050	0.9050	0.9050	0.5650	0.5650	0.5650	0.6330	0.6330	0.6330
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	326	0	2	305	18	30	0	5	1	2	4
Total Analysis Volume [veh/h]	26	1303	1	10	1221	73	119	2	21	3	6	16
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	25	0	10	25	0	0	25	0	0	25	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	2	43	43	1	42	42	7	7
g / C, Green / Cycle	0.04	0.72	0.72	0.02	0.70	0.70	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.01	0.34	0.34	0.01	0.34	0.34	0.09	0.01
s, saturation flow rate [veh/h]	1810	1900	1899	1810	1900	1861	1586	1779
c, Capacity [veh/h]	75	1366	1366	33	1322	1295	289	268
d1, Uniform Delay [s]	27.97	3.61	3.61	29.07	4.22	4.23	25.72	23.97
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.75	1.20	1.20	5.00	1.32	1.36	1.29	0.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.35	0.48	0.48	0.30	0.49	0.50	0.49	0.09
d, Delay for Lane Group [s/veh]	30.72	4.80	4.80	34.08	5.54	5.59	27.02	24.12
Lane Group LOS	C	A	A	C	A	A	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.38	1.54	1.54	0.17	1.96	1.94	1.99	0.32
50th-Percentile Queue Length [ft/ln]	9.61	38.54	38.54	4.37	48.89	48.39	49.70	7.98
95th-Percentile Queue Length [veh/ln]	0.69	2.78	2.77	0.31	3.52	3.48	3.58	0.57
95th-Percentile Queue Length [ft/ln]	17.31	69.38	69.37	7.86	88.01	87.10	89.47	14.37

Movement, Approach, & Intersection Results

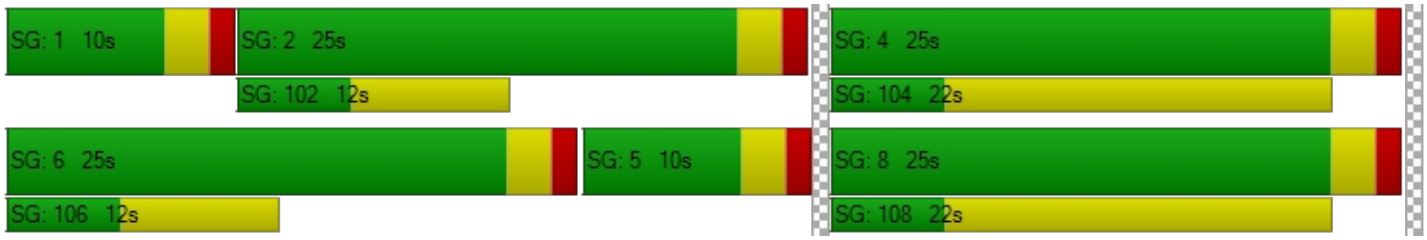
d_M, Delay for Movement [s/veh]	30.72	4.80	4.80	34.08	5.56	5.59	27.02	27.02	27.02	24.12	24.12	24.12
Movement LOS	C	A	A	C	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	5.31			5.78			27.02			24.12		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	6.80											
Intersection LOS	A											
Intersection V/C	0.449											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	3.039	3.291	1.812	1.718
Crosswalk LOS	C	C	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	733	733	733	733
d_b, Bicycle Delay [s]	12.03	12.03	12.03	12.03
l_b,int, Bicycle LOS Score for Intersection	2.657	2.654	1.801	1.607
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Pepper Ave/Baseline Rd

Control Type:	Signalized	Delay (sec / veh):	29.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.462

Intersection Setup

Name	Pepper Ave			Pepper Ave			Baseline Rd			Baseline Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	40.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	85.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			Baseline Rd			Baseline Rd		
Base Volume Input [veh/h]	107	630	64	131	712	141	186	456	141	63	429	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	49	0	33	52	30	32	0	0	0	0	32
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	16	0	0	43	0	0	35	0	0	58
Total Hourly Volume [veh/h]	107	679	48	164	764	128	218	456	106	63	429	174
Peak Hour Factor	0.8700	0.8700	0.8700	0.8580	0.8580	0.8580	0.8820	0.8820	0.8820	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	195	14	48	223	37	62	129	30	17	116	47
Total Analysis Volume [veh/h]	123	780	55	191	890	149	247	517	120	68	463	188
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	34	0	0	36	0	0	50	0	0	44	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	53	53	53	55	53	53	57	55	55	55	55	55
g / C, Green / Cycle	0.45	0.45	0.45	0.46	0.45	0.45	0.47	0.45	0.45	0.45	0.45	0.45
(v / s)_i Volume / Saturation Flow Rate	0.22	0.22	0.22	0.29	0.28	0.28	0.31	0.17	0.17	0.08	0.18	0.18
s, saturation flow rate [veh/h]	552	1900	1854	668	1900	1802	793	1900	1778	804	1900	1716
c, Capacity [veh/h]	178	846	826	264	846	803	337	864	808	318	864	780
d1, Uniform Delay [s]	47.68	23.72	23.73	42.49	25.62	25.68	38.85	21.59	21.59	30.17	21.76	21.79
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.18	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	19.78	2.10	2.15	15.79	3.52	3.76	5.11	0.28	0.30	0.33	0.29	0.33
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.50	0.50	0.72	0.63	0.63	0.73	0.38	0.38	0.21	0.39	0.40
d, Delay for Lane Group [s/veh]	67.45	25.82	25.89	58.27	29.14	29.44	43.96	21.87	21.89	30.50	22.05	22.12
Lane Group LOS	E	C	C	E	C	C	D	C	C	C	C	C
Critical Lane Group	No	No	No	No	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.56	8.60	8.41	4.34	11.85	11.37	4.72	5.97	5.60	1.46	6.24	5.69
50th-Percentile Queue Length [ft/ln]	114.04	214.92	210.35	108.62	296.13	284.33	118.08	149.30	139.90	36.53	155.94	142.19
95th-Percentile Queue Length [veh/ln]	8.06	13.41	13.17	7.76	17.49	16.90	8.29	9.98	9.48	2.63	10.33	9.60
95th-Percentile Queue Length [ft/ln]	201.60	335.14	329.28	194.08	437.24	422.60	207.19	249.50	236.89	65.75	258.34	239.96

Movement, Approach, & Intersection Results

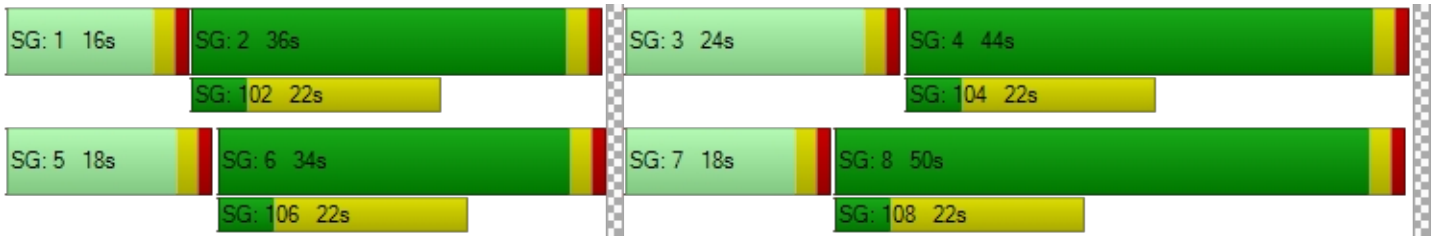
d_M, Delay for Movement [s/veh]	67.45	25.85	25.89	58.27	29.26	29.44	43.96	21.88	21.89	30.50	22.07	22.12
Movement LOS	E	C	C	E	C	C	D	C	C	C	C	C
d_A, Approach Delay [s/veh]	31.20			33.79			28.05			22.88		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	29.73											
Intersection LOS	C											
Intersection V/C	0.462											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.045	3.287	2.981	2.928
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	517	550	783	683
d_b, Bicycle Delay [s]	33.00	31.54	22.20	26.00
l_b,int, Bicycle LOS Score for Intersection	2.363	2.610	2.318	2.201
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Project Driveway/Retail Driveway

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.081

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	84	89	35	75	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	84	89	35	75	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	21	22	9	19	0
Total Analysis Volume [veh/h]	0	84	89	35	75	0
Pedestrian Volume [ped/h]	0		0		0	

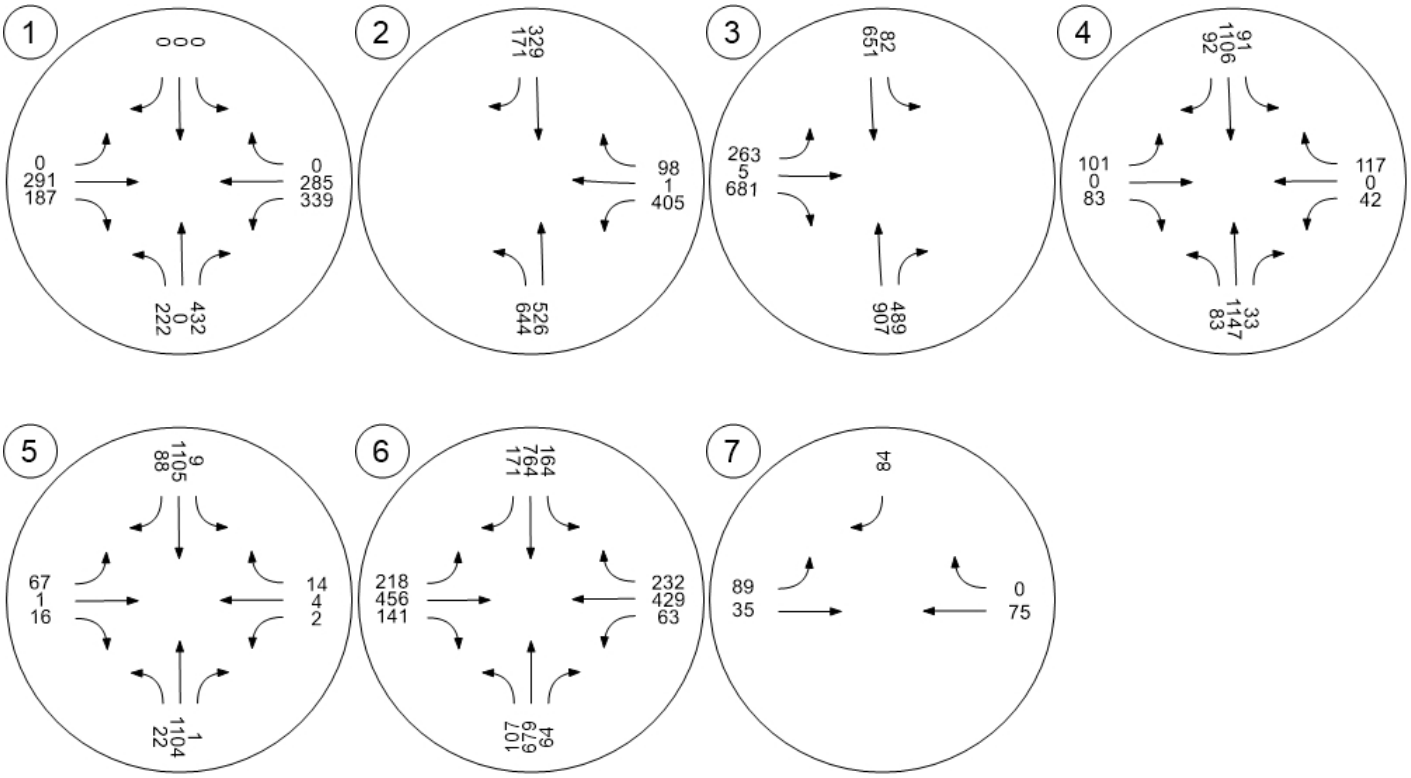
Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.08	0.06	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.79	7.45	0.00	0.00	0.00
Movement LOS		A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.27	0.16	0.08	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	6.63	3.90	1.95	0.00	0.00
d_A, Approach Delay [s/veh]	8.79		5.34		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.95					
Intersection LOS	A					

Traffic Volume - Future Total Volume



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Report File: C:\...\OY AM.pdf

Scenario 19 OY AM
10/16/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Pepper Ave/Highland Ave	Signalized	HCM 7th Edition	WB Left	0.458	32.3	C
2	Pepper Ave/I-210 WB	Signalized	HCM 7th Edition	NB Left	0.699	32.3	C
3	Pepper Ave/I-210 EB	Signalized	HCM 7th Edition	SB Left	0.567	19.4	B
4	Pepper Avenue/Project Driveway	Signalized	HCM 7th Edition	SB Thru	0.320	1.6	A
5	Pepper Ave/Winchester Dr-Terrace Rd	Signalized	HCM 7th Edition	SB Left	0.581	13.5	B
6	Pepper Ave/Baseline Rd	Signalized	HCM 7th Edition	EB Left	0.500	25.1	C
7	Project Driveway/Retail Driveway	Two-way stop	HCM 7th Edition		0.000	0.0	

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Pepper Ave/Highland Ave

Control Type:	Signalized	Delay (sec / veh):	32.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.458

Intersection Setup

Name	Pepper Ave						Pepper Ave					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	196.00	100.00	100.00	100.00	100.00	100.00	350.00	100.00	100.00	340.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Pepper Ave						Pepper Ave					
Base Volume Input [veh/h]	136	6	208	2	7	2	0	149	122	340	207	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	141	6	216	2	7	2	0	155	127	354	215	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	2	54	1	2	1	0	39	32	89	54	0
Total Analysis Volume [veh/h]	141	6	216	2	7	2	0	155	127	354	215	1
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	79	0	0	79	0	78	80	0	72	74	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	34	0	0	34	0	34	33	0	33	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	17	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	31	31	31	31	31	30	30	30	29	29
g / C, Green / Cycle	0.31	0.31	0.31	0.31	0.31	0.30	0.30	0.30	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.11	0.00	0.15	0.01	0.00	0.09	0.09	0.22	0.06	0.06
s, saturation flow rate [veh/h]	1286	1710	1454	1540	1629	1710	1467	1629	1710	1707
c, Capacity [veh/h]	439	530	451	520	505	513	440	489	496	495
d1, Uniform Delay [s]	26.82	23.89	27.96	23.96	0.00	26.80	26.99	31.30	26.91	26.91
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.93	0.04	3.62	0.07	0.00	1.40	1.81	9.03	1.01	1.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.32	0.01	0.48	0.02	0.00	0.29	0.31	0.72	0.22	0.22
d, Delay for Lane Group [s/veh]	28.75	23.93	31.58	24.04	0.00	28.19	28.80	40.34	27.91	27.92
Lane Group LOS	C	C	C	C	A	C	C	D	C	C
Critical Lane Group	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.82	0.10	4.58	0.19	0.00	2.74	2.59	8.72	2.08	2.08
50th-Percentile Queue Length [ft/ln]	70.48	2.59	114.61	4.78	0.00	68.61	64.76	217.91	52.04	51.97
95th-Percentile Queue Length [veh/ln]	5.07	0.19	8.10	0.34	0.00	4.94	4.66	13.56	3.75	3.74
95th-Percentile Queue Length [ft/ln]	126.86	4.67	202.39	8.60	0.00	123.50	116.57	338.96	93.66	93.55

Movement, Approach, & Intersection Results

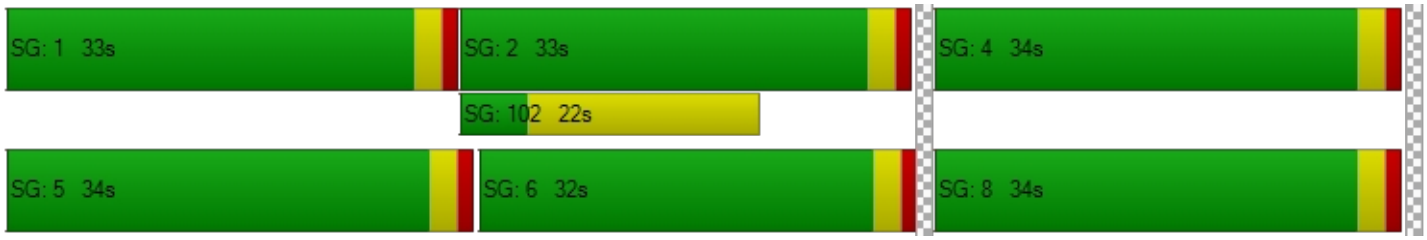
d_M, Delay for Movement [s/veh]	28.75	23.93	31.58	24.04	24.04	24.04	0.00	28.23	28.80	40.34	27.92	27.92
Movement LOS	C	C	C	C	C	C	A	C	C	D	C	C
d_A, Approach Delay [s/veh]	30.35			24.04			28.48			35.63		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	32.32											
Intersection LOS	C											
Intersection V/C	0.458											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.472	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	620	620	600	580
d_b, Bicycle Delay [s]	23.81	23.81	24.50	25.21
l_b,int, Bicycle LOS Score for Intersection	2.159	1.578	1.792	2.030
Bicycle LOS	B	A	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Pepper Ave/I-210 WB

Control Type:	Signalized	Delay (sec / veh):	32.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.699

Intersection Setup

Name	Pepper Ave			Pepper Ave						I-210 WB		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	310.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	750.00	100.00	100.00
No. of Lanes in Exit Pocket	1	0	0	0	0	2	0	0	0	0	0	0
Exit Pocket Length [ft]	100.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes						Yes		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave						I-210 WB		
Base Volume Input [veh/h]	405	270	0	0	285	198	0	0	0	442	4	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	30	6	0	0	0	6	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	51	0	0	0	0	0	19
Total Hourly Volume [veh/h]	435	276	0	0	285	153	0	0	0	442	4	57
Peak Hour Factor	0.9420	0.9420	1.0000	1.0000	0.8180	0.8180	1.0000	1.0000	1.0000	0.8620	0.8620	0.8620
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	115	73	0	0	87	47	0	0	0	128	1	17
Total Analysis Volume [veh/h]	462	293	0	0	348	187	0	0	0	513	5	66
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	39	50	0	0	11	0	0	0	0	0	40	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	3	0	0	0	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	C
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00		3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00		1.00	1.00
g_i, Effective Green Time [s]	25	56	28	28		28	28
g / C, Green / Cycle	0.28	0.62	0.31	0.31		0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.26	0.08	0.14	0.16		0.28	0.04
s, saturation flow rate [veh/h]	1810	3618	1900	1671		1810	1632
c, Capacity [veh/h]	507	2258	590	519		560	505
d1, Uniform Delay [s]	31.31	6.92	24.90	25.47		29.97	22.45
k, delay calibration	0.20	0.50	0.50	0.50		0.24	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	11.47	0.12	2.51	3.63		12.80	0.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.13	0.45	0.52		0.92	0.14
d, Delay for Lane Group [s/veh]	42.78	7.04	27.40	29.10		42.76	22.57
Lane Group LOS	D	A	C	C		D	C
Critical Lane Group	Yes	No	No	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	10.57	0.97	4.66	4.87		11.97	1.05
50th-Percentile Queue Length [ft/ln]	264.34	24.16	116.56	121.82		299.18	26.30
95th-Percentile Queue Length [veh/ln]	15.91	1.74	8.20	8.49		17.64	1.89
95th-Percentile Queue Length [ft/ln]	397.66	43.48	205.09	212.32		441.01	47.35

Movement, Approach, & Intersection Results

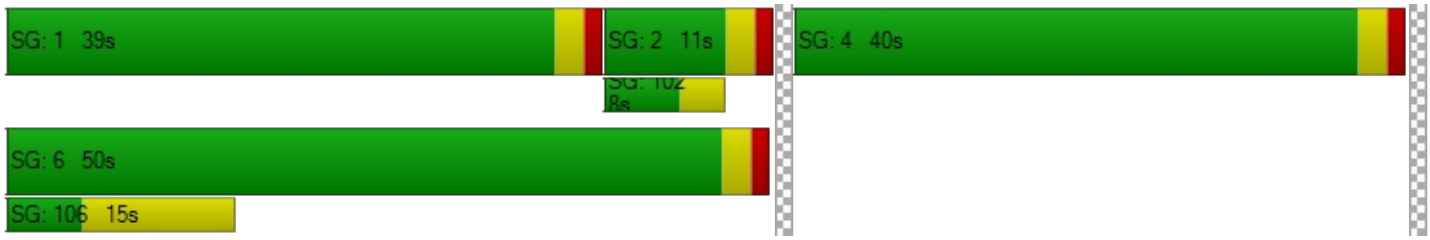
d_M, Delay for Movement [s/veh]	42.78	7.04	0.00	0.00	27.80	29.10	0.00	0.00	0.00	42.76	22.57	22.57
Movement LOS	D	A			C	C				D	C	C
d_A, Approach Delay [s/veh]	28.91			28.25			0.00			40.31		
Approach LOS	C			C			A			D		
d_I, Intersection Delay [s/veh]	32.27											
Intersection LOS	C											
Intersection V/C	0.699											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	2.112	2.230
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1044	178	0	822
d_b, Bicycle Delay [s]	10.27	37.36	45.00	15.61
l_b,int, Bicycle LOS Score for Intersection	2.182	2.043	4.132	2.555
Bicycle LOS	B	B	D	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Pepper Ave/I-210 EB

Control Type:	Signalized	Delay (sec / veh):	19.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.567

Intersection Setup

Name	Pepper Ave			Pepper Ave			I-210 EB					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	310.00	100.00	100.00	750.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			I-210 EB					
Base Volume Input [veh/h]	0	575	381	86	640	0	103	1	399	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	30	0	0	0	0	6	0	43	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	95	0	0	0	0	0	111	0	0	0
Total Hourly Volume [veh/h]	0	605	286	86	640	0	109	1	331	0	0	0
Peak Hour Factor	1.0000	0.9050	0.9050	0.8980	0.8980	1.0000	0.9170	0.9170	0.9170	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	167	79	24	178	0	30	0	90	0	0	0
Total Analysis Volume [veh/h]	0	669	316	96	713	0	119	1	361	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	29	0	33	62	0	0	38	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	3	0	0	10	0	0	10	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	100	100	100	100	100	100	
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	
g_i, Effective Green Time [s]	59	59	7	69	25	25	
g / C, Green / Cycle	0.59	0.59	0.07	0.69	0.25	0.25	
(v / s)_i Volume / Saturation Flow Rate	0.26	0.29	0.05	0.20	0.07	0.22	
s, saturation flow rate [veh/h]	1900	1697	1810	3618	1810	1616	
c, Capacity [veh/h]	1125	1005	127	2504	448	400	
d1, Uniform Delay [s]	11.23	11.72	45.66	5.90	30.28	36.46	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.20	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.24	1.71	8.87	0.29	0.31	13.25	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.44	0.49	0.76	0.28	0.27	0.90	
d, Delay for Lane Group [s/veh]	12.46	13.42	54.53	6.19	30.60	49.71	
Lane Group LOS	B	B	D	A	C	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	5.53	5.85	2.57	2.31	2.28	9.66	
50th-Percentile Queue Length [ft/ln]	138.37	146.23	64.29	57.80	56.89	241.62	
95th-Percentile Queue Length [veh/ln]	9.39	9.82	4.63	4.16	4.10	14.76	
95th-Percentile Queue Length [ft/ln]	234.82	245.39	115.72	104.04	102.40	369.08	

Movement, Approach, & Intersection Results

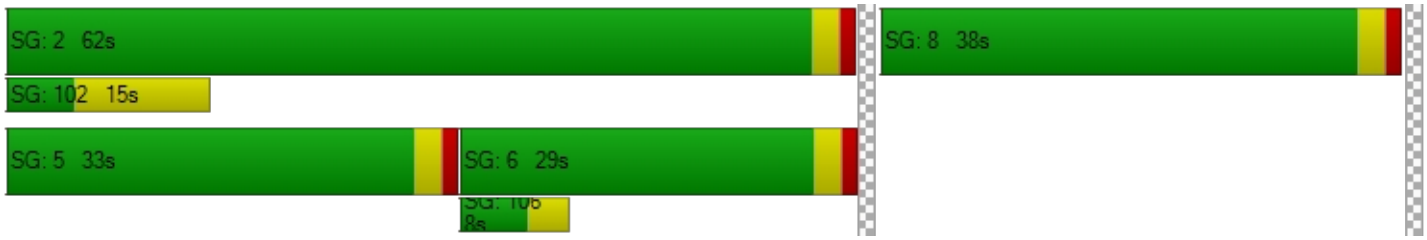
d_M, Delay for Movement [s/veh]	0.00	12.72	13.42	54.53	6.19	0.00	30.60	49.71	49.71	0.00	0.00	0.00
Movement LOS		B	B	D	A		C	D	D			
d_A, Approach Delay [s/veh]	12.94			11.92			44.98			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	19.35											
Intersection LOS	B											
Intersection V/C	0.567											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	690.19	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	2.361	1.925
Crosswalk LOS	F	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	520	1180	700	0
d_b, Bicycle Delay [s]	27.38	8.41	21.13	50.00
l_b,int, Bicycle LOS Score for Intersection	2.451	2.227	2.536	4.132
Bicycle LOS	B	B	B	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Pepper Avenue/Project Driveway

Control Type:	Signalized	Delay (sec / veh):	1.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.320

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	955	0	0	1039	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	955	0	0	1039	0	0	0	0	0	0	0
Peak Hour Factor	0.9000	0.9050	0.9000	0.9000	0.8980	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	264	0	0	289	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	1055	0	0	1157	0	0	0	0	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	10			10			10			10		
v_di, Inbound Pedestrian Volume crossing m	10			10			10			10		
v_co, Outbound Pedestrian Volume crossing	10			10			10			10		
v_ci, Inbound Pedestrian Volume crossing mi	10			10			10			10		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	69	0	0	82	0	0	28	0	0	28	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	25	0	0	25	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	115	115	115	115	115	115	9	9	9	9
g / C, Green / Cycle	0.88	0.88	0.88	0.88	0.88	0.88	0.07	0.07	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.00	0.29	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.00
s, saturation flow rate [veh/h]	493	3618	1615	1055	3618	1615	1440	1900	1900	1615
c, Capacity [veh/h]	451	3190	1424	908	3190	1424	139	164	164	116
d1, Uniform Delay [s]	0.00	1.28	0.00	0.00	1.34	0.00	0.00	0.00	0.00	0.00
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.28	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.33	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.00
d, Delay for Lane Group [s/veh]	0.00	1.56	0.00	0.00	1.66	0.00	0.00	0.00	0.00	0.00
Lane Group LOS	A	A	A	A	A	A	A	A	A	A
Critical Lane Group	No	No	No	No	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh/ln]	0.00	0.64	0.00	0.00	0.73	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft/ln]	0.00	15.91	0.00	0.00	18.20	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.00	1.15	0.00	0.00	1.31	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	28.63	0.00	0.00	32.75	0.00	0.00	0.00	0.00	0.00

Movement, Approach, & Intersection Results

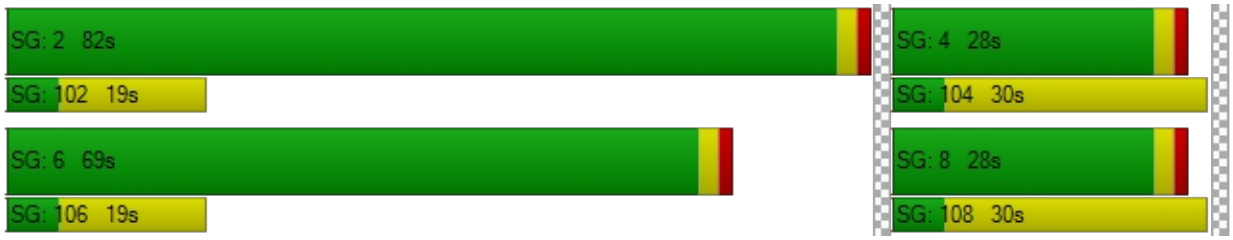
d_M, Delay for Movement [s/veh]	0.00	1.56	0.00	0.00	1.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	1.56			1.66			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.61											
Intersection LOS	A											
Intersection V/C	0.320											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.31	56.31	56.31	56.31
l_p,int, Pedestrian LOS Score for Intersectio	3.011	3.075	1.959	2.150
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1015	1215	385	385
d_b, Bicycle Delay [s]	15.75	10.00	42.40	42.40
l_b,int, Bicycle LOS Score for Intersection	2.430	2.514	1.560	1.560
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Pepper Ave/Winchester Dr-Terrace Rd

Control Type:	Signalized	Delay (sec / veh):	13.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.581

Intersection Setup

Name	Pepper Ave			Pepper Ave			Winchester Dr			Terrace Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			Winchester Dr			Terrace Rd		
Base Volume Input [veh/h]	112	827	2	4	935	94	113	2	93	6	5	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	1	0	0	24	0	0	23	0	0	5
Total Hourly Volume [veh/h]	112	827	1	4	935	70	113	2	70	6	5	13
Peak Hour Factor	0.8470	0.8470	0.8470	0.9050	0.9050	0.9050	0.5650	0.5650	0.5650	0.6330	0.6330	0.6330
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	244	0	1	258	19	50	1	31	2	2	5
Total Analysis Volume [veh/h]	132	976	1	4	1033	77	200	4	124	9	8	21
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	19	25	0	10	16	0	0	25	0	0	25	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	6	36	36	0	30	30	15	15
g / C, Green / Cycle	0.10	0.60	0.60	0.01	0.50	0.50	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.07	0.26	0.26	0.00	0.30	0.30	0.21	0.02
s, saturation flow rate [veh/h]	1810	1900	1899	1810	1900	1851	1549	1713
c, Capacity [veh/h]	190	1134	1133	15	950	926	476	494
d1, Uniform Delay [s]	25.92	6.57	6.57	29.56	10.65	10.66	21.41	17.49
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.51	1.20	1.20	8.96	2.70	2.78	1.79	0.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.43	0.43	0.26	0.59	0.59	0.69	0.08
d, Delay for Lane Group [s/veh]	30.43	7.77	7.77	38.52	13.35	13.44	23.19	17.55
Lane Group LOS	C	A	A	D	B	B	C	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	1.86	2.44	2.44	0.09	4.50	4.41	4.34	0.40
50th-Percentile Queue Length [ft/ln]	46.39	61.02	61.00	2.24	112.40	110.33	108.60	9.88
95th-Percentile Queue Length [veh/ln]	3.34	4.39	4.39	0.16	7.97	7.86	7.76	0.71
95th-Percentile Queue Length [ft/ln]	83.51	109.83	109.80	4.04	199.33	196.46	194.05	17.78

Movement, Approach, & Intersection Results

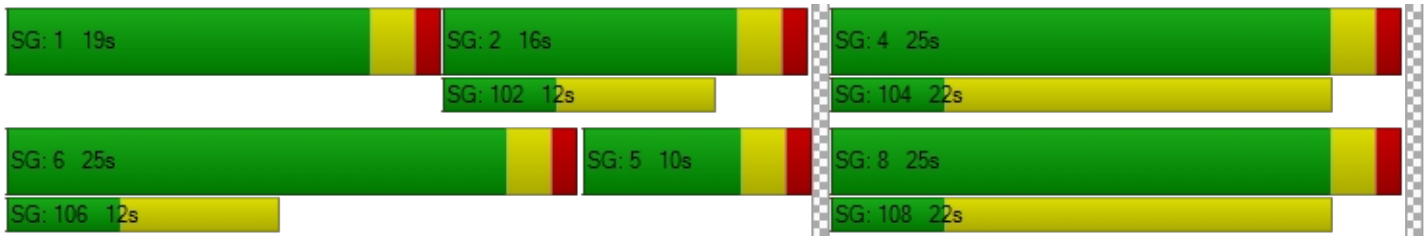
d_M, Delay for Movement [s/veh]	30.43	7.77	7.77	38.52	13.39	13.44	23.19	23.19	23.19	17.55	17.55	17.55
Movement LOS	C	A	A	D	B	B	C	C	C	B	B	B
d_A, Approach Delay [s/veh]	10.46			13.48			23.19			17.55		
Approach LOS	B			B			C			B		
d_I, Intersection Delay [s/veh]	13.48											
Intersection LOS	B											
Intersection V/C	0.581											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	2.967	3.284	1.969	1.724
Crosswalk LOS	C	C	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	733	433	733	733
d_b, Bicycle Delay [s]	12.03	18.41	12.03	12.03
l_b,int, Bicycle LOS Score for Intersection	2.475	2.498	2.139	1.631
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Pepper Ave/Baseline Rd

Control Type:	Signalized	Delay (sec / veh):	25.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.500

Intersection Setup

Name	Pepper Ave			Pepper Ave			Baseline Rd			Baseline Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	40.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	85.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			Baseline Rd			Baseline Rd		
Base Volume Input [veh/h]	181	589	54	204	722	117	144	307	123	69	343	167
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	14	0	0	29	0	0	31	0	0	42
Total Hourly Volume [veh/h]	181	589	40	204	722	88	144	307	92	69	343	125
Peak Hour Factor	0.8700	0.8700	0.8700	0.8580	0.8580	0.8580	0.8820	0.8820	0.8820	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	169	11	59	210	26	41	87	26	19	93	34
Total Analysis Volume [veh/h]	208	677	46	238	841	103	163	348	104	74	370	135
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	44	0	0	25	0	0	52	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
g_i, Effective Green Time [s]	71	69	69	69	69	69	39	39	39	41	39	39
g / C, Green / Cycle	0.59	0.57	0.57	0.57	0.57	0.57	0.33	0.33	0.33	0.34	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.34	0.19	0.19	0.32	0.25	0.25	0.18	0.12	0.12	0.08	0.14	0.14
s, saturation flow rate [veh/h]	603	1900	1856	742	1900	1826	908	1900	1753	954	1900	1730
c, Capacity [veh/h]	325	1088	1063	394	1088	1045	246	622	574	300	622	567
d1, Uniform Delay [s]	30.48	13.58	13.58	26.70	14.68	14.70	46.30	30.94	30.99	38.07	31.48	31.56
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.28	0.84	0.86	6.72	1.30	1.36	3.07	0.38	0.41	0.42	0.45	0.51
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.64	0.34	0.34	0.60	0.44	0.44	0.66	0.38	0.38	0.25	0.42	0.43
d, Delay for Lane Group [s/veh]	39.76	14.42	14.44	33.42	15.99	16.06	49.36	31.32	31.40	38.49	31.94	32.07
Lane Group LOS	D	B	B	C	B	B	D	C	C	D	C	C
Critical Lane Group	No	No	No	Yes	No	No	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh/ln]	3.35	5.10	4.99	5.91	7.28	7.04	4.81	5.15	4.81	1.51	5.88	5.46
50th-Percentile Queue Length [ft/ln]	83.84	127.40	124.74	147.82	181.98	176.00	120.30	128.77	120.35	37.65	147.10	136.45
95th-Percentile Queue Length [veh/ln]	6.04	8.80	8.65	9.90	11.70	11.39	8.41	8.87	8.41	2.71	9.86	9.29
95th-Percentile Queue Length [ft/ln]	150.91	219.95	216.33	247.51	292.60	284.78	210.24	221.82	210.30	67.78	246.55	232.24

Movement, Approach, & Intersection Results

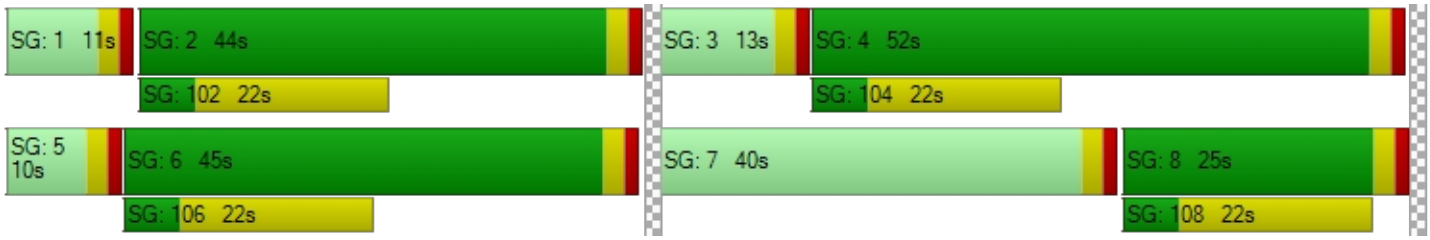
d_M, Delay for Movement [s/veh]	39.76	14.43	14.44	33.42	16.02	16.06	49.36	31.35	31.40	38.49	31.97	32.07
Movement LOS	D	B	B	C	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	20.09			19.52			36.13			32.83		
Approach LOS	C			B			D			C		
d_I, Intersection Delay [s/veh]	25.10											
Intersection LOS	C											
Intersection V/C	0.500											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.955	3.240	2.886	3.043
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	700	683	367	817
d_b, Bicycle Delay [s]	25.35	26.00	40.02	21.00
l_b,int, Bicycle LOS Score for Intersection	2.339	2.559	2.093	2.072
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Project Driveway/Retail Driveway

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

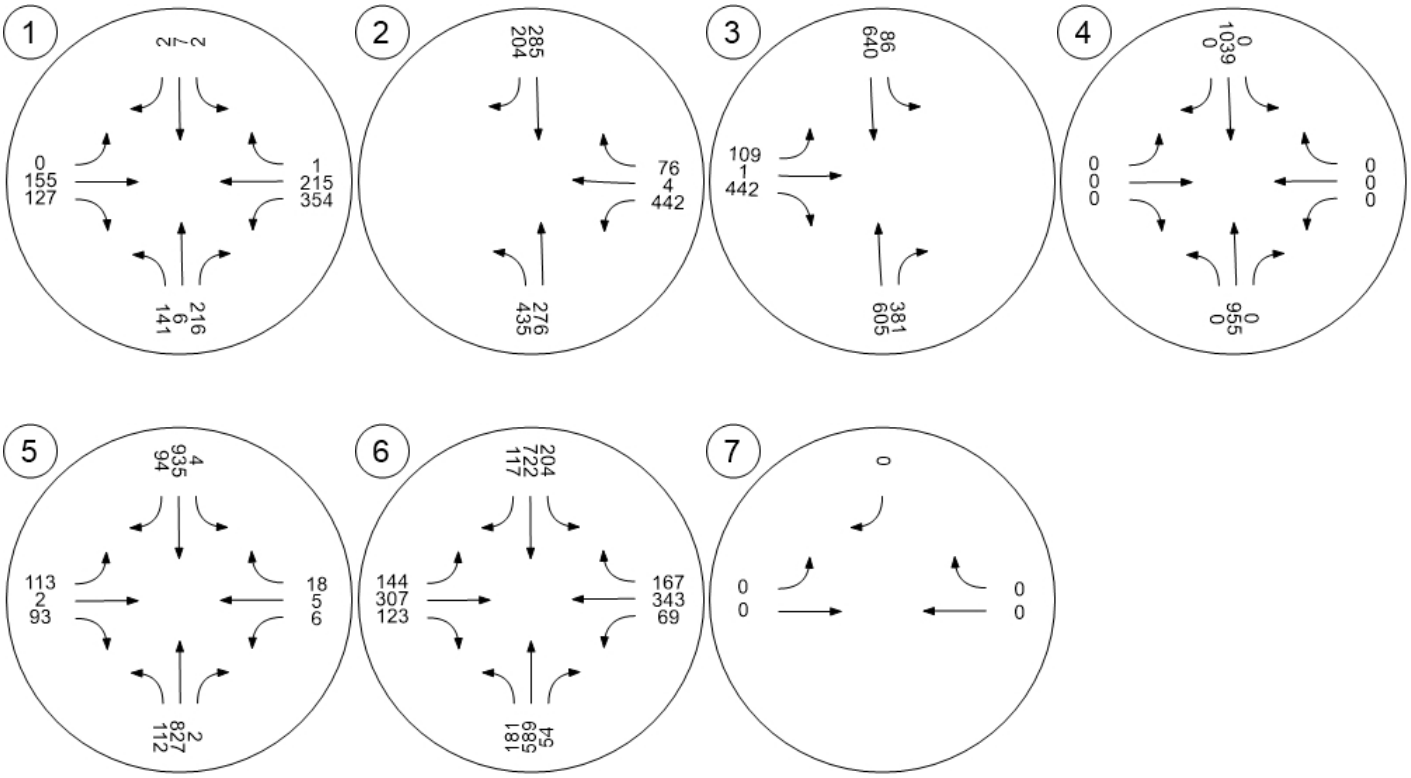
Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.30	7.20	0.00	0.00	0.00
Movement LOS		A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.30		3.60		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Traffic Volume - Future Total Volume



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Report File: C:\...\OY PM.pdf

Scenario 20 OY PM
10/16/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Pepper Ave/Highland Ave	Signalized	HCM 7th Edition	NB Right	0.541	34.5	C
2	Pepper Ave/I-210 WB	Signalized	HCM 7th Edition	NB Left	0.563	25.7	C
3	Pepper Ave/I-210 EB	Signalized	HCM 7th Edition	EB Right	0.582	24.7	C
4	Pepper Avenue/Project Driveway	Signalized	HCM 7th Edition	SB Thru	0.563	36.1	D
5	Pepper Ave/Winchester Dr-Terrace Rd	Signalized	HCM 7th Edition	SB Left	0.344	5.6	A
6	Pepper Ave/Baseline Rd	Signalized	HCM 7th Edition	EB Left	0.423	24.3	C
7	Project Driveway/Retail Driveway	Two-way stop	HCM 7th Edition		0.000	0.0	

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Pepper Ave/Highland Ave

Control Type:	Signalized	Delay (sec / veh):	34.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.541

Intersection Setup

Name	Pepper Ave						Pepper Ave					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	196.00	100.00	100.00	100.00	100.00	100.00	350.00	100.00	100.00	340.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Pepper Ave						Pepper Ave					
Base Volume Input [veh/h]	131	0	360	0	0	0	0	249	112	281	244	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0400	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0400	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	136	0	360	0	0	0	0	249	116	281	244	0
Peak Hour Factor	0.9390	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.8780	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	0	90	0	0	0	0	62	33	70	61	0
Total Analysis Volume [veh/h]	145	0	360	0	0	0	0	249	132	281	244	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	79	0	0	79	0	78	80	0	72	74	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	34	0	0	34	0	34	33	0	33	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	17	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	31	31	31	31	31	30	30	30	29	29
g / C, Green / Cycle	0.31	0.31	0.31	0.31	0.31	0.30	0.30	0.30	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.11	0.00	0.25	0.00	0.00	0.12	0.12	0.17	0.07	0.07
s, saturation flow rate [veh/h]	1296	1710	1454	1710	1629	1710	1517	1629	1710	1710
c, Capacity [veh/h]	448	530	451	566	505	513	455	489	496	496
d1, Uniform Delay [s]	26.87	0.00	31.64	0.00	0.00	27.71	27.86	29.61	27.14	27.14
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.91	0.00	13.78	0.00	0.00	2.19	2.64	4.86	1.18	1.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.32	0.00	0.80	0.00	0.00	0.39	0.40	0.58	0.25	0.25
d, Delay for Lane Group [s/veh]	28.78	0.00	45.42	0.00	0.00	29.89	30.50	34.47	28.32	28.32
Lane Group LOS	C	A	D	A	A	C	C	C	C	C
Critical Lane Group	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.90	0.00	9.52	0.00	0.00	3.86	3.64	6.28	2.37	2.37
50th-Percentile Queue Length [ft/ln]	72.52	0.00	237.90	0.00	0.00	96.60	91.03	157.10	59.37	59.37
95th-Percentile Queue Length [veh/ln]	5.22	0.00	14.57	0.00	0.00	6.96	6.55	10.39	4.27	4.27
95th-Percentile Queue Length [ft/ln]	130.53	0.00	364.37	0.00	0.00	173.88	163.86	259.87	106.86	106.86

Movement, Approach, & Intersection Results

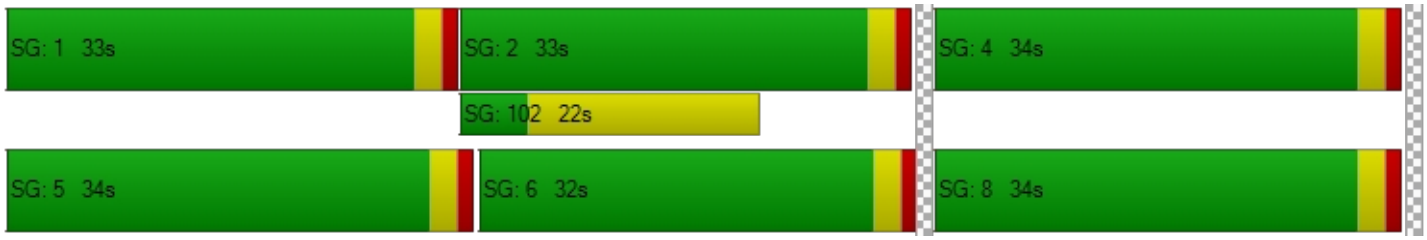
d_M, Delay for Movement [s/veh]	28.78	0.00	45.42	0.00	0.00	0.00	0.00	30.02	30.50	34.47	28.32	28.32
Movement LOS	C	A	D	A	A	A	A	C	C	C	C	C
d_A, Approach Delay [s/veh]	40.64			0.00			30.18			31.61		
Approach LOS	D			A			C			C		
d_I, Intersection Delay [s/veh]	34.46											
Intersection LOS	C											
Intersection V/C	0.541											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.485	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	620	620	600	580
d_b, Bicycle Delay [s]	23.81	23.81	24.50	25.21
l_b,int, Bicycle LOS Score for Intersection	2.393	1.560	1.874	1.993
Bicycle LOS	B	A	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Pepper Ave/I-210 WB

Control Type:	Signalized	Delay (sec / veh):	25.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.563

Intersection Setup

Name	Pepper Ave			Pepper Ave						I-210 WB		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	310.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	750.00	100.00	100.00
No. of Lanes in Exit Pocket	1	0	0	0	0	2	0	0	0	0	0	0
Exit Pocket Length [ft]	100.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes						Yes		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave						I-210 WB		
Base Volume Input [veh/h]	414	409	0	0	251	141	0	0	0	271	1	84
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	30	6	0	0	0	6	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	37	0	0	0	0	0	21
Total Hourly Volume [veh/h]	444	415	0	0	251	110	0	0	0	271	1	63
Peak Hour Factor	0.9420	0.9420	1.0000	1.0000	0.8180	0.8180	1.0000	1.0000	1.0000	0.8620	0.8620	0.8620
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	118	110	0	0	77	34	0	0	0	79	0	18
Total Analysis Volume [veh/h]	471	441	0	0	307	134	0	0	0	314	1	73
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	41	52	0	0	11	0	0	0	0	0	38	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	3	0	0	0	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	C
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00		3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00		1.00	1.00
g_i, Effective Green Time [s]	26	66	37	37		18	18
g / C, Green / Cycle	0.29	0.73	0.41	0.41		0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.26	0.12	0.12	0.13		0.17	0.05
s, saturation flow rate [veh/h]	1810	3618	1900	1703		1810	1618
c, Capacity [veh/h]	516	2651	787	705		363	324
d1, Uniform Delay [s]	31.08	3.66	17.46	17.73		34.80	30.14
k, delay calibration	0.19	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	10.71	0.14	0.89	1.16		6.25	0.35
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.17	0.28	0.31		0.87	0.23
d, Delay for Lane Group [s/veh]	41.79	3.79	18.35	18.89		41.05	30.50
Lane Group LOS	D	A	B	B		D	C
Critical Lane Group	Yes	No	No	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	10.65	0.83	2.95	3.03		6.96	1.32
50th-Percentile Queue Length [ft/ln]	266.15	20.73	73.84	75.72		173.99	33.10
95th-Percentile Queue Length [veh/ln]	16.00	1.49	5.32	5.45		11.29	2.38
95th-Percentile Queue Length [ft/ln]	399.93	37.31	132.91	136.30		282.16	59.57

Movement, Approach, & Intersection Results

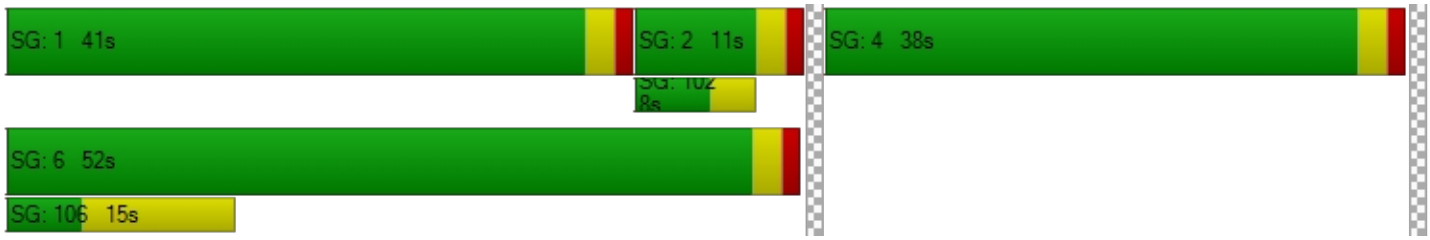
d_M, Delay for Movement [s/veh]	41.79	3.79	0.00	0.00	18.50	18.89	0.00	0.00	0.00	41.05	30.50	30.50
Movement LOS	D	A			B	B				D	C	C
d_A, Approach Delay [s/veh]	23.42			18.62			0.00			39.04		
Approach LOS	C			B			A			D		
d_I, Intersection Delay [s/veh]	25.68											
Intersection LOS	C											
Intersection V/C	0.563											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	2.052	2.149
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1089	178	0	778
d_b, Bicycle Delay [s]	9.34	37.36	45.00	16.81
l_b,int, Bicycle LOS Score for Intersection	2.312	1.954	4.132	2.234
Bicycle LOS	B	A	D	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Pepper Ave/I-210 EB

Control Type:	Signalized	Delay (sec / veh):	24.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.582

Intersection Setup

Name	Pepper Ave			Pepper Ave			I-210 EB					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	310.00	100.00	100.00	750.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			I-210 EB					
Base Volume Input [veh/h]	0	604	307	70	452	0	219	4	472	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	30	0	0	0	0	6	0	43	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	77	0	0	0	0	0	129	0	0	0
Total Hourly Volume [veh/h]	0	634	230	70	452	0	225	4	386	0	0	0
Peak Hour Factor	1.0000	0.9050	0.9050	0.8980	0.8980	1.0000	0.9170	0.9170	0.9170	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	175	64	19	126	0	61	1	105	0	0	0
Total Analysis Volume [veh/h]	0	701	254	78	503	0	245	4	421	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
All red [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Split [s]	0	30	0	34	64	0	0	36	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	3	0	0	10	0	0	10	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	100	100	100	100	100	100	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	53	53	6	64	28	28	
g / C, Green / Cycle	0.53	0.53	0.06	0.64	0.28	0.28	
(v / s)_i Volume / Saturation Flow Rate	0.25	0.28	0.04	0.14	0.14	0.26	
s, saturation flow rate [veh/h]	1900	1728	1810	3618	1810	1617	
c, Capacity [veh/h]	1011	919	116	2300	514	460	
d1, Uniform Delay [s]	14.64	15.14	45.79	7.71	29.62	34.74	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.32	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.58	2.10	6.69	0.22	0.69	19.56	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.47	0.52	0.68	0.22	0.48	0.92	
d, Delay for Lane Group [s/veh]	16.22	17.24	52.49	7.93	30.31	54.31	
Lane Group LOS	B	B	D	A	C	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	6.45	6.75	2.05	1.98	4.79	12.04	
50th-Percentile Queue Length [ft/ln]	161.20	168.67	51.15	49.61	119.65	300.90	
95th-Percentile Queue Length [veh/ln]	10.61	11.01	3.68	3.57	8.37	17.73	
95th-Percentile Queue Length [ft/ln]	265.31	275.17	92.07	89.30	209.34	443.14	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	16.55	17.24	52.49	7.93	0.00	30.31	54.31	54.31	0.00	0.00	0.00
Movement LOS		B	B	D	A		C	D	D			
d_A, Approach Delay [s/veh]	16.73			13.91			45.53			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	24.73											
Intersection LOS	C											
Intersection V/C	0.582											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	690.19	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	2.477	1.833
Crosswalk LOS	F	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	520	1200	640	0
d_b, Bicycle Delay [s]	27.38	8.00	23.12	50.00
l_b,int, Bicycle LOS Score for Intersection	2.411	2.039	2.878	4.132
Bicycle LOS	B	B	C	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 4: Pepper Avenue/Project Driveway

Control Type:	Signalized	Delay (sec / veh):	36.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.563

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	912	0	0	923	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	912	0	0	923	0	0	0	0	0	0	0
Peak Hour Factor	0.9000	0.9050	0.9000	0.9000	0.8980	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	252	0	0	257	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	1008	0	0	1028	0	0	0	0	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	10			10			10			10		
v_di, Inbound Pedestrian Volume crossing m	10			10			10			10		
v_co, Outbound Pedestrian Volume crossing	10			10			10			10		
v_ci, Inbound Pedestrian Volume crossing mi	10			10			10			10		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	22	0	0	36	0	0	31	0	0	31	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	25	0	0	25	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	45	45	45	45	45	45	9	9	9	9
g / C, Green / Cycle	0.38	0.38	0.38	0.38	0.38	0.38	0.07	0.07	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.00	0.28	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.00
s, saturation flow rate [veh/h]	1810	3618	1615	3514	3618	1615	1810	1900	1900	1615
c, Capacity [veh/h]	682	1364	609	1327	1366	610	132	138	138	117
d1, Uniform Delay [s]	0.00	32.27	0.00	0.00	32.48	0.00	0.00	0.00	0.00	0.00
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	3.62	0.00	0.00	3.88	0.00	0.00	0.00	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.74	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00
d, Delay for Lane Group [s/veh]	0.00	35.90	0.00	0.00	36.35	0.00	0.00	0.00	0.00	0.00
Lane Group LOS	A	D	A	A	D	A	A	A	A	A
Critical Lane Group	No	Yes	No	No	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh/ln]	0.00	12.69	0.00	0.00	13.07	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft/ln]	0.00	317.32	0.00	0.00	326.72	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh/ln]	0.00	18.54	0.00	0.00	19.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	463.39	0.00	0.00	474.94	0.00	0.00	0.00	0.00	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	35.90	0.00	0.00	36.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	A	D	A	A	D	A	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	35.90			36.35			0.00			0.00		
Approach LOS	D			D			A			A		
d_I, Intersection Delay [s/veh]	36.13											
Intersection LOS	D											
Intersection V/C	0.563											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.964	3.035	1.955	2.146
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	317	550	467	467
d_b, Bicycle Delay [s]	42.50	31.54	35.27	35.27
l_b,int, Bicycle LOS Score for Intersection	2.391	2.408	1.560	1.560
Bicycle LOS	B	B	A	A

Sequence

Ring 1	2	6	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: Pepper Ave/Winchester Dr-Terrace Rd

Control Type:	Signalized	Delay (sec / veh):	5.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.344

Intersection Setup

Name	Pepper Ave			Pepper Ave			Winchester Dr			Terrace Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			Winchester Dr			Terrace Rd		
Base Volume Input [veh/h]	19	847	1	7	846	67	51	1	14	2	3	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	17	0	0	4	0	0	3
Total Hourly Volume [veh/h]	19	847	1	7	846	50	51	1	10	2	3	9
Peak Hour Factor	0.8470	0.8470	0.8470	0.9050	0.9050	0.9050	0.5650	0.5650	0.5650	0.6330	0.6330	0.6330
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	250	0	2	234	14	23	0	4	1	1	4
Total Analysis Volume [veh/h]	22	1000	1	8	935	55	90	2	18	3	5	14
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	25	0	10	25	0	0	25	0	0	25	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	2	44	44	1	43	43	6	6
g / C, Green / Cycle	0.04	0.74	0.74	0.01	0.71	0.71	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.01	0.26	0.26	0.00	0.26	0.26	0.07	0.01
s, saturation flow rate [veh/h]	1810	1900	1899	1810	1900	1861	1595	1772
c, Capacity [veh/h]	66	1396	1395	28	1356	1328	269	246
d1, Uniform Delay [s]	28.20	2.87	2.87	29.21	3.34	3.34	25.90	24.61
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.92	0.72	0.72	5.56	0.77	0.79	1.00	0.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.33	0.36	0.36	0.29	0.37	0.37	0.41	0.09
d, Delay for Lane Group [s/veh]	31.12	3.59	3.59	34.77	4.12	4.13	26.90	24.77
Lane Group LOS	C	A	A	C	A	A	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.33	0.85	0.85	0.15	1.10	1.08	1.53	0.29
50th-Percentile Queue Length [ft/ln]	8.30	21.17	21.16	3.65	27.43	27.05	38.14	7.15
95th-Percentile Queue Length [veh/ln]	0.60	1.52	1.52	0.26	1.97	1.95	2.75	0.51
95th-Percentile Queue Length [ft/ln]	14.94	38.10	38.09	6.58	49.37	48.70	68.66	12.87

Movement, Approach, & Intersection Results

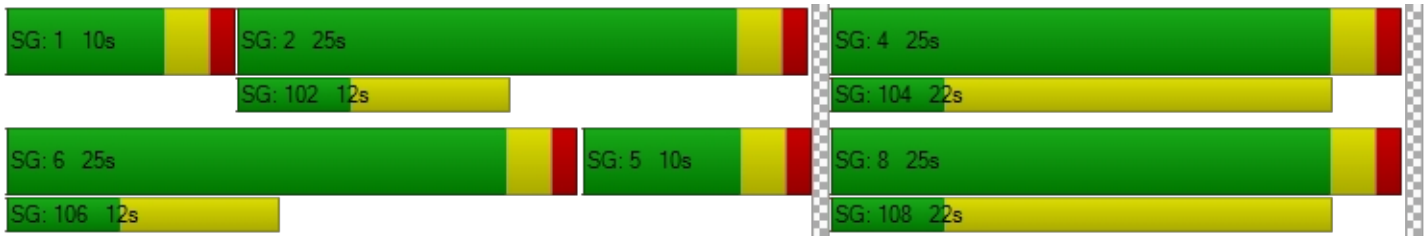
d_M, Delay for Movement [s/veh]	31.12	3.59	3.59	34.77	4.12	4.13	26.90	26.90	26.90	24.77	24.77	24.77
Movement LOS	C	A	A	C	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	4.18			4.37			26.90			24.77		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	5.64											
Intersection LOS	A											
Intersection V/C	0.344											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	2.865	3.053	1.788	1.714
Crosswalk LOS	C	C	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	733	733	733	733
d_b, Bicycle Delay [s]	12.03	12.03	12.03	12.03
l_b,int, Bicycle LOS Score for Intersection	2.404	2.397	1.748	1.601
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Pepper Ave/Baseline Rd

Control Type:	Signalized	Delay (sec / veh):	24.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.423

Intersection Setup

Name	Pepper Ave			Pepper Ave			Baseline Rd			Baseline Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	40.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	85.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			Baseline Rd			Baseline Rd		
Base Volume Input [veh/h]	91	538	55	112	608	121	159	390	121	54	367	171
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	14	0	0	30	0	0	30	0	0	43
Total Hourly Volume [veh/h]	91	538	41	112	608	91	159	390	91	54	367	128
Peak Hour Factor	0.8700	0.8700	0.8700	0.8580	0.8580	0.8580	0.8820	0.8820	0.8820	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	155	12	33	177	27	45	111	26	15	99	35
Total Analysis Volume [veh/h]	105	618	47	131	709	106	180	442	103	58	396	138
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	35	0	0	32	0	0	33	0	0	54	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
g_i, Effective Green Time [s]	67	65	65	65	65	65	43	43	43	45	43	43
g / C, Green / Cycle	0.56	0.54	0.54	0.54	0.54	0.54	0.36	0.36	0.36	0.38	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.15	0.18	0.18	0.17	0.22	0.22	0.20	0.15	0.15	0.07	0.15	0.15
s, saturation flow rate [veh/h]	681	1900	1852	782	1900	1812	884	1900	1778	875	1900	1735
c, Capacity [veh/h]	353	1028	1002	394	1028	980	263	682	638	290	682	623
d1, Uniform Delay [s]	24.44	15.37	15.37	23.70	16.20	16.21	44.68	28.93	28.95	36.53	28.86	28.93
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.15	0.85	0.87	2.26	1.19	1.25	3.13	0.40	0.43	0.34	0.39	0.44
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.30	0.33	0.33	0.33	0.41	0.41	0.68	0.41	0.41	0.20	0.41	0.41
d, Delay for Lane Group [s/veh]	26.59	16.22	16.25	25.96	17.39	17.46	47.81	29.32	29.38	36.87	29.25	29.36
Lane Group LOS	C	B	B	C	B	B	D	C	C	D	C	C
Critical Lane Group	No	No	No	No	No	Yes	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh/ln]	1.52	5.05	4.94	2.70	6.62	6.34	5.27	6.01	5.66	1.11	5.92	5.50
50th-Percentile Queue Length [ft/ln]	38.04	126.30	123.54	67.45	165.52	158.58	131.76	150.29	141.43	27.64	147.97	137.46
95th-Percentile Queue Length [veh/ln]	2.74	8.74	8.59	4.86	10.84	10.47	9.04	10.03	9.56	1.99	9.91	9.34
95th-Percentile Queue Length [ft/ln]	68.48	218.46	214.68	121.41	271.02	261.84	225.89	250.82	238.95	49.75	247.72	233.60

Movement, Approach, & Intersection Results

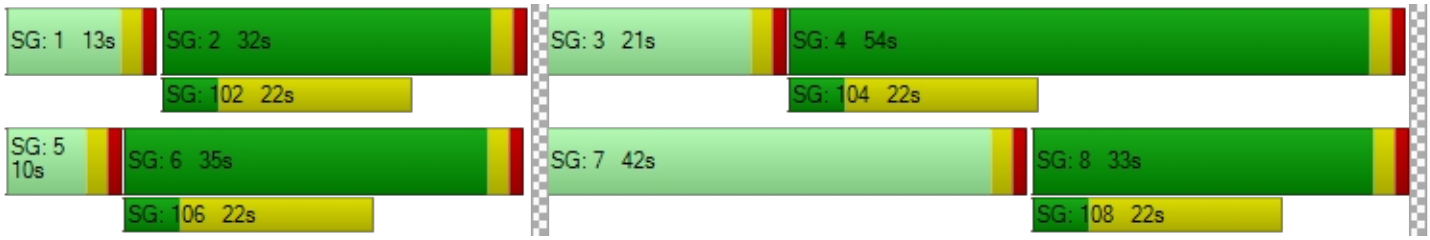
d_M, Delay for Movement [s/veh]	26.59	16.23	16.25	25.96	17.42	17.46	47.81	29.34	29.38	36.87	29.28	29.36
Movement LOS	C	B	B	C	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	17.64			18.60			33.93			30.04		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	24.26											
Intersection LOS	C											
Intersection V/C	0.423											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.859	3.186	2.803	2.893
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	533	483	500	850
d_b, Bicycle Delay [s]	32.27	34.50	33.75	19.84
l_b,int, Bicycle LOS Score for Intersection	2.206	2.365	2.182	2.083
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Project Driveway/Retail Driveway

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

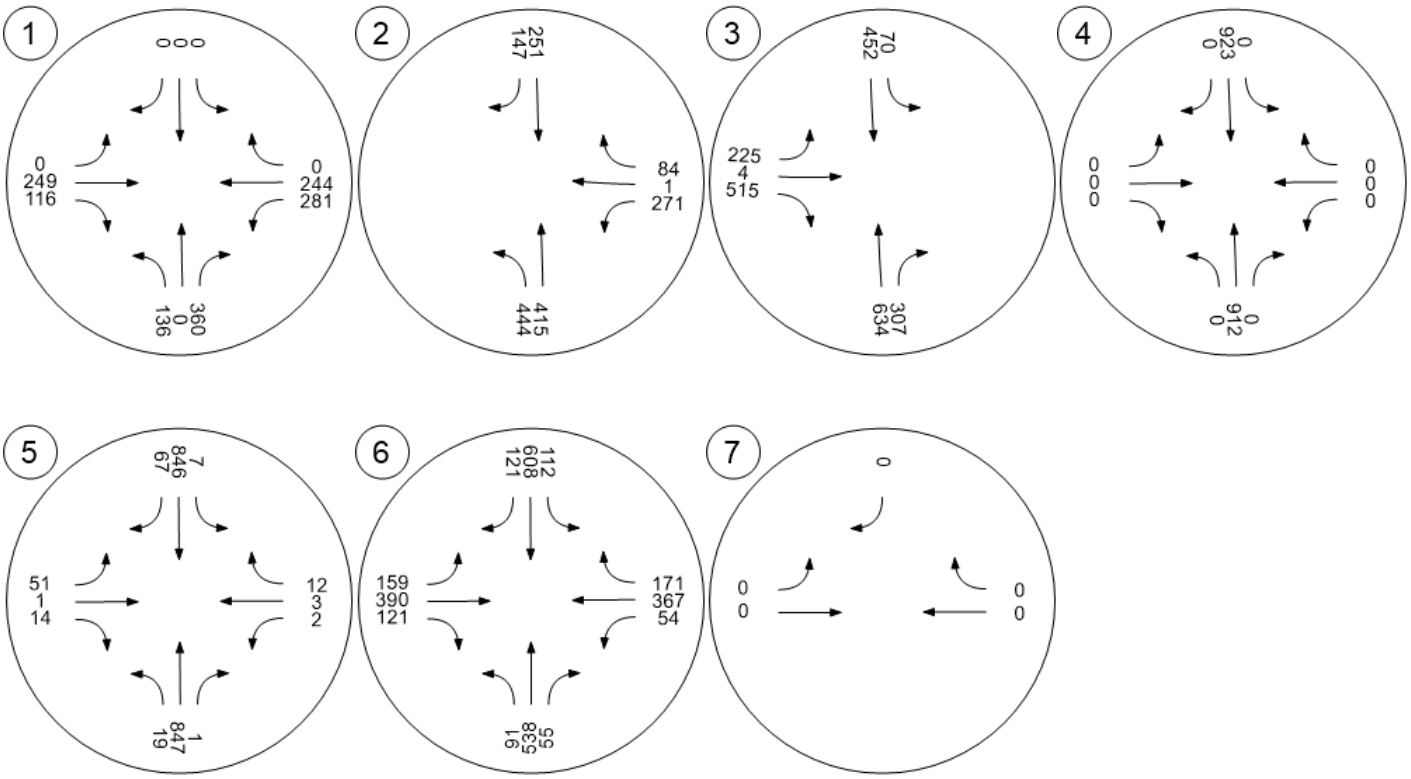
Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.30	7.20	0.00	0.00	0.00
Movement LOS		A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.30		3.60		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS						

Traffic Volume - Future Total Volume



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Report File: C:\...\OYPP AM.pdf

Scenario 21 OY AM + Proj
10/16/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Pepper Ave/Highland Ave	Signalized	HCM 7th Edition	WB Left	0.468	32.4	C
2	Pepper Ave/I-210 WB	Signalized	HCM 7th Edition	WB Left	0.792	37.5	D
3	Pepper Ave/I-210 EB	Signalized	HCM 7th Edition	SB Left	0.628	20.5	C
4	Pepper Avenue/Project Driveway	Signalized	HCM 7th Edition	WB Right	0.387	9.9	A
5	Pepper Ave/Winchester Dr-Terrace Rd	Signalized	HCM 7th Edition	SB Left	0.591	13.6	B
6	Pepper Ave/Baseline Rd	Signalized	HCM 7th Edition	NB Left	0.554	26.8	C
7	Project Driveway/Retail Driveway	Two-way stop	HCM 7th Edition	SB Right	0.090	8.7	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Pepper Ave/Highland Ave

Control Type:	Signalized	Delay (sec / veh):	32.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.468

Intersection Setup

Name	Pepper Ave						Pepper Ave					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	196.00	100.00	100.00	100.00	100.00	100.00	350.00	100.00	100.00	340.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Pepper Ave						Pepper Ave					
Base Volume Input [veh/h]	136	6	208	2	7	2	0	149	122	340	207	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0400	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0400	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	0	11	0	0	0	0	0	20	12	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	154	6	219	2	7	2	0	149	147	352	207	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	2	55	1	2	1	0	37	37	88	52	0
Total Analysis Volume [veh/h]	154	6	219	2	7	2	0	149	147	352	207	1
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	79	0	0	79	0	78	80	0	72	74	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	34	0	0	34	0	34	33	0	33	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	17	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	31	31	31	31	31	30	30	30	29	29
g / C, Green / Cycle	0.31	0.31	0.31	0.31	0.31	0.30	0.30	0.30	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.12	0.00	0.15	0.01	0.00	0.09	0.10	0.22	0.06	0.06
s, saturation flow rate [veh/h]	1286	1710	1454	1539	1629	1710	1454	1629	1710	1707
c, Capacity [veh/h]	439	530	451	520	505	513	436	489	496	495
d1, Uniform Delay [s]	27.13	23.89	28.03	23.96	0.00	26.84	27.26	31.26	26.84	26.84
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.20	0.04	3.72	0.07	0.00	1.43	2.08	8.87	0.96	0.96
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.35	0.01	0.49	0.02	0.00	0.29	0.34	0.72	0.21	0.21
d, Delay for Lane Group [s/veh]	29.33	23.93	31.75	24.04	0.00	28.27	29.34	40.13	27.80	27.80
Lane Group LOS	C	C	C	C	A	C	C	D	C	C
Critical Lane Group	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.12	0.10	4.66	0.19	0.00	2.80	2.85	8.64	2.00	2.00
50th-Percentile Queue Length [ft/ln]	78.07	2.59	116.59	4.78	0.00	69.89	71.24	216.01	49.96	49.90
95th-Percentile Queue Length [veh/ln]	5.62	0.19	8.21	0.34	0.00	5.03	5.13	13.46	3.60	3.59
95th-Percentile Queue Length [ft/ln]	140.52	4.67	205.14	8.60	0.00	125.80	128.22	336.53	89.93	89.81

Movement, Approach, & Intersection Results

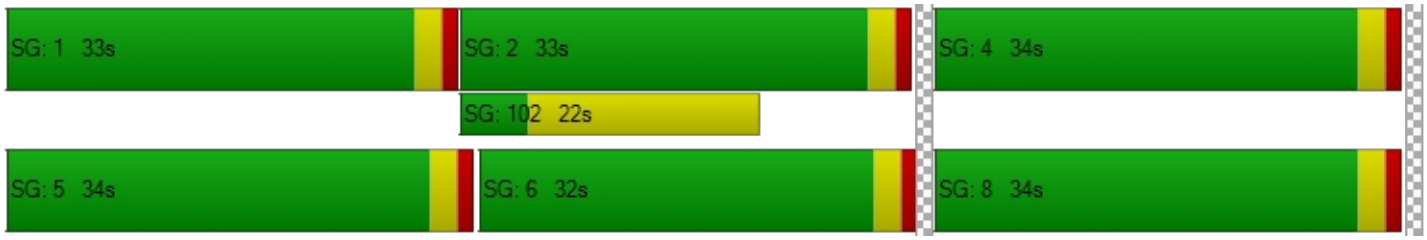
d_M, Delay for Movement [s/veh]	29.33	23.93	31.75	24.04	24.04	24.04	0.00	28.27	29.34	40.13	27.80	27.80
Movement LOS	C	C	C	C	C	C	A	C	C	D	C	C
d_A, Approach Delay [s/veh]	30.64			24.04			28.80			35.55		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	32.35											
Intersection LOS	C											
Intersection V/C	0.468											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.479	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	620	620	600	580
d_b, Bicycle Delay [s]	23.81	23.81	24.50	25.21
l_b,int, Bicycle LOS Score for Intersection	2.185	1.578	1.804	2.022
Bicycle LOS	B	A	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Pepper Ave/I-210 WB

Control Type:	Signalized	Delay (sec / veh):	37.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.792

Intersection Setup

Name	Pepper Ave			Pepper Ave						I-210 WB		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	310.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	750.00	100.00	100.00
No. of Lanes in Exit Pocket	1	0	0	0	0	2	0	0	0	0	0	0
Exit Pocket Length [ft]	100.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes						Yes		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave						I-210 WB		
Base Volume Input [veh/h]	405	270	0	0	285	198	0	0	0	442	4	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	30	6	0	0	0	6	0	0	0	0	0	0
Site-Generated Trips [veh/h]	43	24	0	0	32	0	0	0	34	90	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	51	0	0	9	0	0	19
Total Hourly Volume [veh/h]	478	300	0	0	317	153	0	0	34	532	4	57
Peak Hour Factor	0.9420	0.9420	1.0000	1.0000	0.8180	0.8180	1.0000	1.0000	1.0000	0.8620	0.8620	0.8620
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	127	80	0	0	97	47	0	0	9	154	1	17
Total Analysis Volume [veh/h]	507	318	0	0	388	187	0	0	34	617	5	66
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	39	50	0	0	11	0	0	0	0	0	40	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	3	0	0	0	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	C
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00		3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00		1.00	1.00
g_i, Effective Green Time [s]	27	51	21	21		33	33
g / C, Green / Cycle	0.30	0.57	0.23	0.23		0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.28	0.09	0.15	0.17		0.34	0.04
s, saturation flow rate [veh/h]	1810	3618	1900	1679		1810	1632
c, Capacity [veh/h]	552	2061	439	388		658	593
d1, Uniform Delay [s]	30.18	9.13	31.33	32.09		27.66	19.06
k, delay calibration	0.25	0.50	0.50	0.50		0.35	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	13.40	0.16	7.40	12.00		17.68	0.09
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.92	0.15	0.65	0.74		0.94	0.12
d, Delay for Lane Group [s/veh]	43.58	9.29	38.74	44.08		45.34	19.15
Lane Group LOS	D	A	D	D		D	B
Critical Lane Group	Yes	No	No	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	11.79	1.30	6.20	6.72		15.01	0.95
50th-Percentile Queue Length [ft/ln]	294.85	32.45	154.94	167.88		375.19	23.71
95th-Percentile Queue Length [veh/ln]	17.43	2.34	10.28	10.96		21.36	1.71
95th-Percentile Queue Length [ft/ln]	435.66	58.42	257.01	274.12		534.02	42.68

Movement, Approach, & Intersection Results

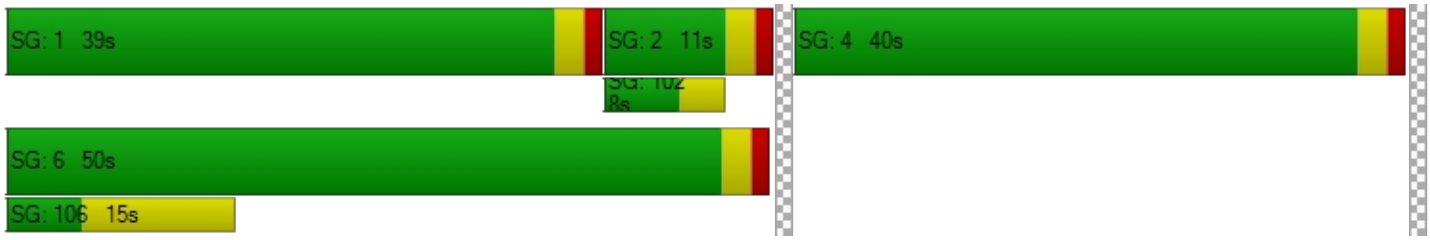
d_M, Delay for Movement [s/veh]	43.58	9.29	0.00	0.00	40.12	44.08	0.00	0.00	0.00	45.34	19.15	19.15
Movement LOS	D	A			D	D				D	B	B
d_A, Approach Delay [s/veh]	30.36			41.41			0.00			42.64		
Approach LOS	C			D			A			D		
d_I, Intersection Delay [s/veh]	37.45											
Intersection LOS	D											
Intersection V/C	0.792											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	2.156	2.275
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1044	178	0	822
d_b, Bicycle Delay [s]	10.27	37.36	45.00	15.61
l_b,int, Bicycle LOS Score for Intersection	2.240	2.076	4.132	2.726
Bicycle LOS	B	B	D	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Pepper Ave/I-210 EB

Control Type:	Signalized	Delay (sec / veh):	20.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.628

Intersection Setup

Name	Pepper Ave			Pepper Ave			I-210 EB					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	310.00	100.00	100.00	750.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			I-210 EB					
Base Volume Input [veh/h]	0	575	381	86	640	0	103	1	399	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	30	0	0	0	0	6	0	43	0	0	0
Site-Generated Trips [veh/h]	0	67	42	0	156	0	0	0	56	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	106	0	0	0	0	0	125	0	0	0
Total Hourly Volume [veh/h]	0	672	317	86	796	0	109	1	373	0	0	0
Peak Hour Factor	1.0000	0.9050	0.9050	0.8980	0.8980	1.0000	0.9170	0.9170	0.9170	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	186	88	24	222	0	30	0	102	0	0	0
Total Analysis Volume [veh/h]	0	743	350	96	886	0	119	1	407	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	27	0	33	60	0	0	40	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	3	0	0	10	0	0	10	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	100	100	100	100	100	100	
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	
g_i, Effective Green Time [s]	56	56	7	66	28	28	
g / C, Green / Cycle	0.56	0.56	0.07	0.66	0.28	0.28	
(v / s)_i Volume / Saturation Flow Rate	0.29	0.32	0.05	0.24	0.07	0.25	
s, saturation flow rate [veh/h]	1900	1697	1810	3618	1810	1616	
c, Capacity [veh/h]	1071	957	127	2402	500	446	
d1, Uniform Delay [s]	13.35	14.03	45.66	7.48	28.05	35.05	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.24	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.74	2.47	8.87	0.44	0.24	14.80	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.51	0.57	0.76	0.37	0.24	0.91	
d, Delay for Lane Group [s/veh]	15.09	16.50	54.53	7.92	28.29	49.85	
Lane Group LOS	B	B	D	A	C	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	7.06	7.53	2.57	3.53	2.17	10.99	
50th-Percentile Queue Length [ft/ln]	176.51	188.35	64.29	88.28	54.25	274.70	
95th-Percentile Queue Length [veh/ln]	11.42	12.04	4.63	6.36	3.91	16.42	
95th-Percentile Queue Length [ft/ln]	285.45	300.88	115.72	158.91	97.65	410.61	

Movement, Approach, & Intersection Results

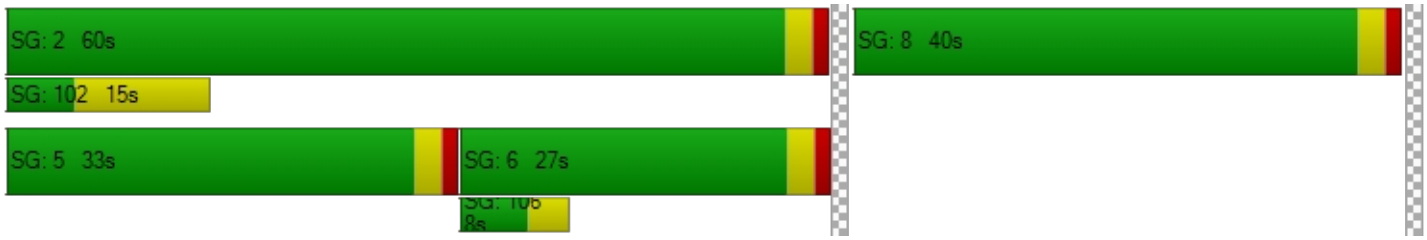
d_M, Delay for Movement [s/veh]	0.00	15.46	16.50	54.53	7.92	0.00	28.29	49.85	49.85	0.00	0.00	0.00
Movement LOS		B	B	D	A		C	D	D			
d_A, Approach Delay [s/veh]	15.80			12.47			44.98			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	20.45											
Intersection LOS	C											
Intersection V/C	0.628											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	690.19	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	2.407	1.969
Crosswalk LOS	F	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	480	1140	740	0
d_b, Bicycle Delay [s]	28.88	9.25	19.85	50.00
l_b,int, Bicycle LOS Score for Intersection	2.549	2.370	2.635	4.132
Bicycle LOS	B	B	B	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Pepper Avenue/Project Driveway

Control Type:	Signalized	Delay (sec / veh):	9.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.387

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	955	0	0	1039	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	24	42	144	68	0	0	0	0	36	0	85
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	11	0	0	0	0	0	0	0	0	21
Total Hourly Volume [veh/h]	0	979	31	144	1107	0	0	0	0	36	0	64
Peak Hour Factor	0.9000	0.9050	0.9000	0.9000	0.8980	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	270	9	40	308	0	0	0	0	10	0	18
Total Analysis Volume [veh/h]	0	1082	34	160	1233	0	0	0	0	40	0	71
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	10			10			10			10		
v_di, Inbound Pedestrian Volume crossing m	10			10			10			10		
v_co, Outbound Pedestrian Volume crossing	10			10			10			10		
v_ci, Inbound Pedestrian Volume crossing mi	10			10			10			10		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	22	0	0	48	0	0	31	0	0	31	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	25	0	0	25	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	86	86	86	88	86	86	9	9	14	14
g / C, Green / Cycle	0.71	0.71	0.71	0.73	0.71	0.71	0.07	0.07	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.00	0.30	0.02	0.16	0.34	0.00	0.00	0.00	0.02	0.05
s, saturation flow rate [veh/h]	459	3618	1601	996	3618	1615	1810	1900	1810	1530
c, Capacity [veh/h]	309	2582	1143	657	2583	1153	131	138	205	174
d1, Uniform Delay [s]	0.00	7.02	5.03	12.39	7.44	0.00	0.00	0.00	48.22	49.33
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.50	0.05	0.88	0.63	0.00	0.00	0.00	0.46	1.54
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.42	0.03	0.24	0.48	0.00	0.00	0.00	0.19	0.41
d, Delay for Lane Group [s/veh]	0.00	7.52	5.07	13.27	8.08	0.00	0.00	0.00	48.68	50.87
Lane Group LOS	A	A	A	B	A	A	A	A	D	D
Critical Lane Group	No	No	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.00	4.78	0.22	0.58	5.80	0.00	0.00	0.00	1.12	2.06
50th-Percentile Queue Length [ft/ln]	0.00	119.57	5.56	14.49	144.95	0.00	0.00	0.00	27.93	51.38
95th-Percentile Queue Length [veh/ln]	0.00	8.37	0.40	1.04	9.75	0.00	0.00	0.00	2.01	3.70
95th-Percentile Queue Length [ft/ln]	0.00	209.23	10.01	26.07	243.68	0.00	0.00	0.00	50.27	92.48

Movement, Approach, & Intersection Results

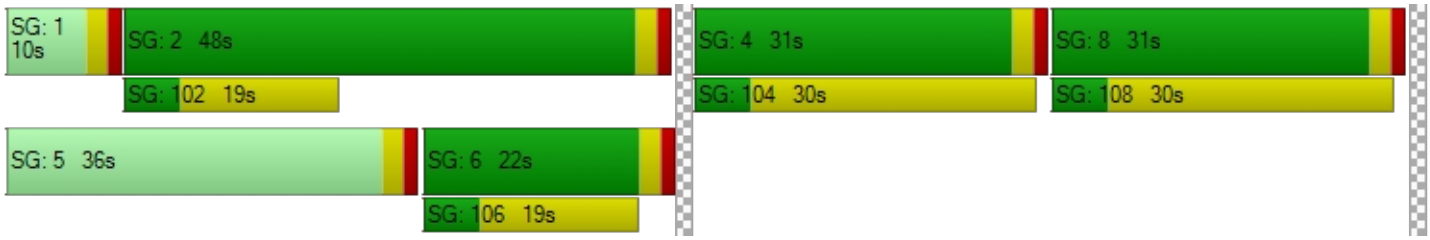
d_M, Delay for Movement [s/veh]	0.00	7.52	5.07	13.27	8.08	0.00	0.00	0.00	0.00	48.68	48.68	50.87
Movement LOS	A	A	A	B	A	A	A	A	A	D	D	D
d_A, Approach Delay [s/veh]	7.45			8.67			0.00			50.08		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	9.91											
Intersection LOS	A											
Intersection V/C	0.387											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.069	3.145	1.955	2.425
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	317	750	467	467
d_b, Bicycle Delay [s]	42.50	23.44	35.27	35.27
l_b,int, Bicycle LOS Score for Intersection	2.489	2.709	1.560	1.777
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Pepper Ave/Winchester Dr-Terrace Rd

Control Type:	Signalized	Delay (sec / veh):	13.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.591

Intersection Setup

Name	Pepper Ave			Pepper Ave			Winchester Dr			Terrace Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			Winchester Dr			Terrace Rd		
Base Volume Input [veh/h]	112	827	2	4	935	94	113	2	93	6	5	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	48	0	0	36	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	1	0	0	24	0	0	23	0	0	5
Total Hourly Volume [veh/h]	112	875	1	4	971	70	113	2	70	6	5	13
Peak Hour Factor	0.8470	0.8470	0.8470	0.9050	0.9050	0.9050	0.5650	0.5650	0.5650	0.6330	0.6330	0.6330
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	258	0	1	268	19	50	1	31	2	2	5
Total Analysis Volume [veh/h]	132	1033	1	4	1073	77	200	4	124	9	8	21
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	19	25	0	10	16	0	0	25	0	0	25	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	6	36	36	0	30	30	15	15
g / C, Green / Cycle	0.10	0.60	0.60	0.01	0.50	0.50	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.07	0.27	0.27	0.00	0.31	0.31	0.21	0.02
s, saturation flow rate [veh/h]	1810	1900	1899	1810	1900	1853	1549	1713
c, Capacity [veh/h]	190	1134	1133	15	950	926	476	494
d1, Uniform Delay [s]	25.92	6.71	6.71	29.56	10.81	10.82	21.41	17.49
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.51	1.32	1.32	8.96	2.94	3.03	1.79	0.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.46	0.46	0.26	0.61	0.61	0.69	0.08
d, Delay for Lane Group [s/veh]	30.43	8.03	8.03	38.52	13.75	13.85	23.19	17.55
Lane Group LOS	C	A	A	D	B	B	C	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	1.86	2.65	2.65	0.09	4.75	4.67	4.34	0.40
50th-Percentile Queue Length [ft/ln]	46.39	66.16	66.14	2.24	118.82	116.78	108.60	9.88
95th-Percentile Queue Length [veh/ln]	3.34	4.76	4.76	0.16	8.33	8.22	7.76	0.71
95th-Percentile Queue Length [ft/ln]	83.51	119.08	119.05	4.04	208.20	205.40	194.05	17.78

Movement, Approach, & Intersection Results

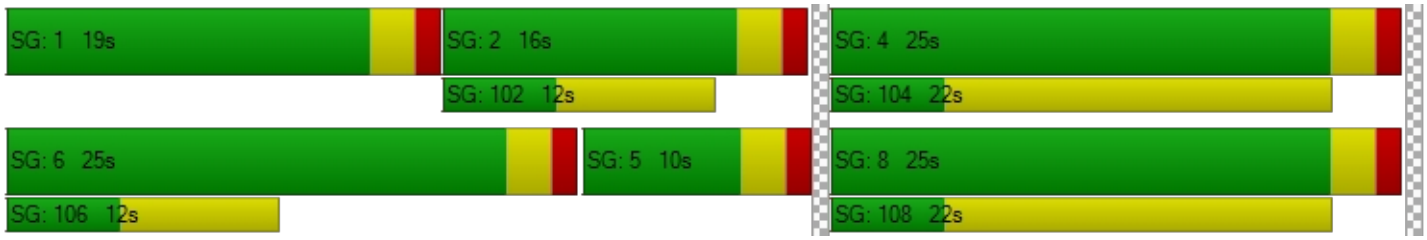
d_M, Delay for Movement [s/veh]	30.43	8.03	8.03	38.52	13.80	13.85	23.19	23.19	23.19	17.55	17.55	17.55
Movement LOS	C	A	A	D	B	B	C	C	C	B	B	B
d_A, Approach Delay [s/veh]	10.57			13.88			23.19			17.55		
Approach LOS	B			B			C			B		
d_I, Intersection Delay [s/veh]	13.63											
Intersection LOS	B											
Intersection V/C	0.591											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	2.996	3.312	1.969	1.724
Crosswalk LOS	C	C	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	733	433	733	733
d_b, Bicycle Delay [s]	12.03	18.41	12.03	12.03
l_b,int, Bicycle LOS Score for Intersection	2.522	2.531	2.139	1.631
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Pepper Ave/Baseline Rd

Control Type:	Signalized	Delay (sec / veh):	26.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.554

Intersection Setup

Name	Pepper Ave			Pepper Ave			Baseline Rd			Baseline Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	40.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	85.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			Baseline Rd			Baseline Rd		
Base Volume Input [veh/h]	181	589	54	204	722	117	144	307	123	69	343	167
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	16	0	12	12	12	16	0	0	0	0	16
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	14	0	0	32	0	0	31	0	0	46
Total Hourly Volume [veh/h]	181	605	40	216	734	97	160	307	92	69	343	137
Peak Hour Factor	0.8700	0.8700	0.8700	0.8580	0.8580	0.8580	0.8820	0.8820	0.8820	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	174	11	63	214	28	45	87	26	19	93	37
Total Analysis Volume [veh/h]	208	695	46	252	855	113	181	348	104	74	370	148
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	44	0	0	44	0	0	25	0	0	52	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
g_i, Effective Green Time [s]	66	66	66	66	66	66	42	42	42	44	42	42
g / C, Green / Cycle	0.55	0.55	0.55	0.55	0.55	0.55	0.35	0.35	0.35	0.37	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.35	0.20	0.20	0.35	0.26	0.26	0.20	0.12	0.12	0.08	0.14	0.14
s, saturation flow rate [veh/h]	590	1900	1857	729	1900	1821	897	1900	1752	954	1900	1719
c, Capacity [veh/h]	279	1046	1023	366	1046	1003	263	664	612	324	664	601
d1, Uniform Delay [s]	36.65	15.09	15.09	30.87	16.36	16.39	44.98	28.97	29.01	35.60	29.61	29.68
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	16.54	0.96	0.98	10.13	1.53	1.60	3.18	0.32	0.35	0.35	0.40	0.45
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.75	0.36	0.36	0.69	0.47	0.47	0.69	0.35	0.36	0.23	0.41	0.41
d, Delay for Lane Group [s/veh]	53.20	16.05	16.07	41.00	17.89	17.99	48.16	29.29	29.36	35.95	30.01	30.14
Lane Group LOS	D	B	B	D	B	B	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	No	No	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh/ln]	6.88	5.61	5.49	7.11	8.06	7.78	5.32	4.95	4.62	1.45	5.85	5.39
50th-Percentile Queue Length [ft/ln]	171.89	140.21	137.35	177.76	201.42	194.56	132.99	123.85	115.60	36.17	146.17	134.73
95th-Percentile Queue Length [veh/ln]	11.18	9.49	9.34	11.48	12.71	12.36	9.10	8.60	8.15	2.60	9.81	9.20
95th-Percentile Queue Length [ft/ln]	279.40	237.30	233.46	287.09	317.79	308.94	227.56	215.10	203.76	65.11	245.31	229.91

Movement, Approach, & Intersection Results

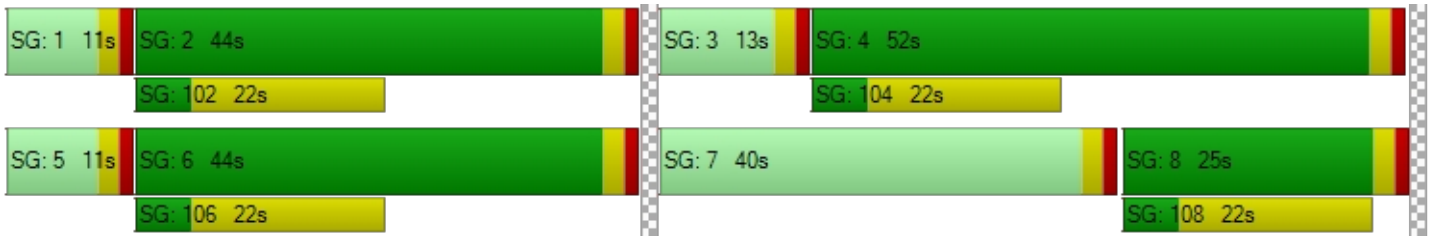
d_M, Delay for Movement [s/veh]	53.20	16.06	16.07	41.00	17.93	17.99	48.16	29.31	29.36	35.95	30.04	30.14
Movement LOS	D	B	B	D	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	24.20			22.70			34.71			30.81		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	26.77											
Intersection LOS	C											
Intersection V/C	0.554											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.966	3.297	3.016	3.076
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	683	683	367	817
d_b, Bicycle Delay [s]	26.00	26.00	40.02	21.00
l_b,int, Bicycle LOS Score for Intersection	2.354	2.593	2.107	2.086
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Project Driveway/Retail Driveway

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.090

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	97	100	86	24	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	97	100	86	24	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	24	25	22	6	0
Total Analysis Volume [veh/h]	0	97	100	86	24	0
Pedestrian Volume [ped/h]	0		0		0	

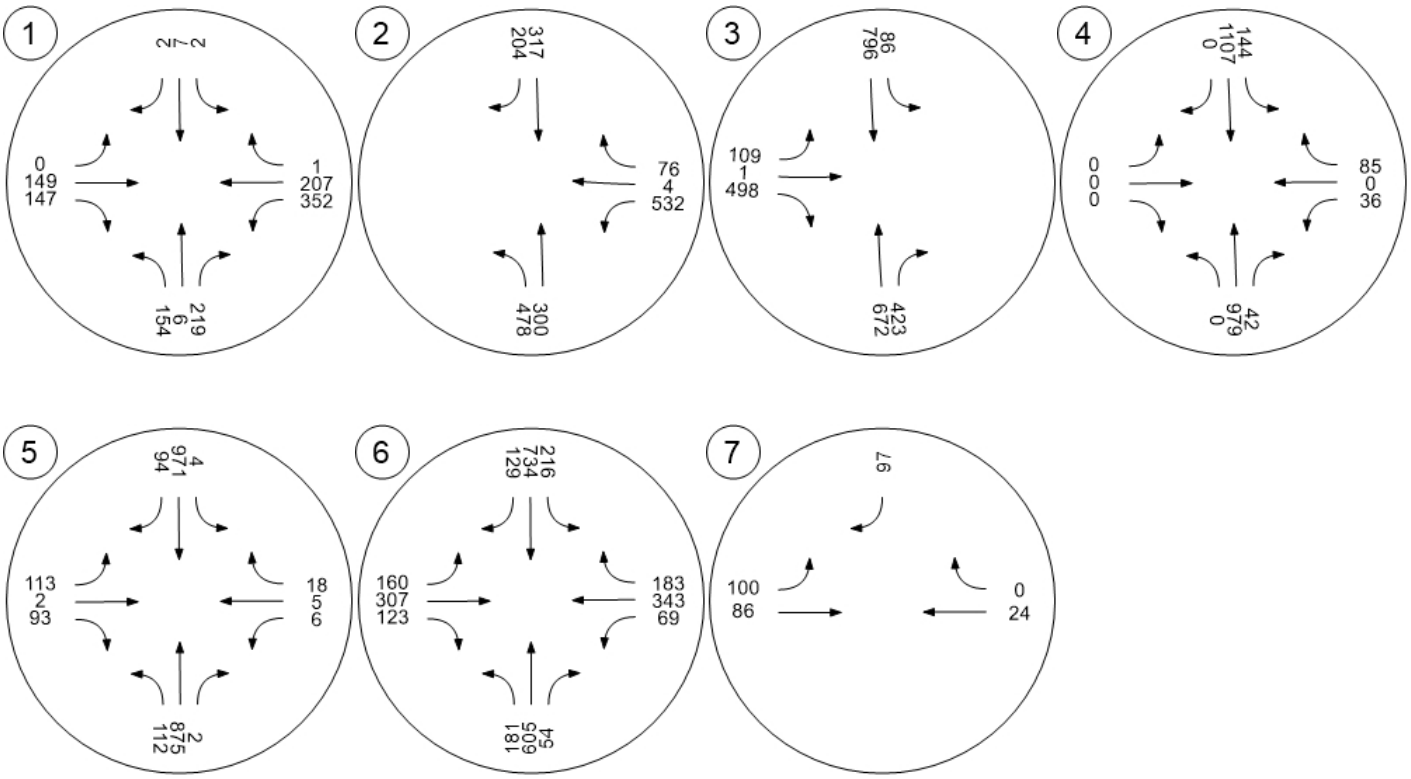
Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.09	0.06	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.69	7.36	0.00	0.00	0.00
Movement LOS		A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.30	0.18	0.09	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	7.44	4.41	2.20	0.00	0.00
d_A, Approach Delay [s/veh]	8.69		3.96		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.14					
Intersection LOS	A					

Traffic Volume - Future Total Volume



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Report File: C:\...\OYPP PM.pdf

Scenario 22 OY PM + Proj
10/16/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Pepper Ave/Highland Ave	Signalized	HCM 7th Edition	NB Right	0.564	35.4	D
2	Pepper Ave/I-210 WB	Signalized	HCM 7th Edition	NB Left	0.663	28.7	C
3	Pepper Ave/I-210 EB	Signalized	HCM 7th Edition	EB Right	0.672	24.8	C
4	Pepper Avenue/Project Driveway	Signalized	HCM 7th Edition	WB Right	0.377	11.7	B
5	Pepper Ave/Winchester Dr-Terrace Rd	Signalized	HCM 7th Edition	SB Left	0.359	5.7	A
6	Pepper Ave/Baseline Rd	Signalized	HCM 7th Edition	EB Left	0.454	24.8	C
7	Project Driveway/Retail Driveway	Two-way stop	HCM 7th Edition	SB Right	0.110	8.9	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Pepper Ave/Highland Ave

Control Type:	Signalized	Delay (sec / veh):	35.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.564

Intersection Setup

Name	Pepper Ave						Pepper Ave					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	196.00	100.00	100.00	100.00	100.00	100.00	350.00	100.00	100.00	340.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Pepper Ave						Pepper Ave					
Base Volume Input [veh/h]	131	0	360	0	0	0	0	249	112	281	244	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0400	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0400	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	21	0	13	0	0	0	0	0	16	13	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	157	0	373	0	0	0	0	249	132	294	244	0
Peak Hour Factor	0.9390	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.8780	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	0	93	0	0	0	0	62	38	74	61	0
Total Analysis Volume [veh/h]	167	0	373	0	0	0	0	249	150	294	244	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	79	0	0	79	0	78	80	0	72	74	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	34	0	0	34	0	34	33	0	33	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	17	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	31	31	31	31	31	30	30	30	29	29
g / C, Green / Cycle	0.31	0.31	0.31	0.31	0.31	0.30	0.30	0.30	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.13	0.00	0.26	0.00	0.00	0.12	0.13	0.18	0.07	0.07
s, saturation flow rate [veh/h]	1296	1710	1454	1710	1629	1710	1502	1629	1710	1710
c, Capacity [veh/h]	448	530	451	566	505	513	451	489	496	496
d1, Uniform Delay [s]	27.40	0.00	32.02	0.00	0.00	27.90	28.07	29.90	27.14	27.14
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.37	0.00	15.93	0.00	0.00	2.37	2.90	5.40	1.18	1.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.37	0.00	0.83	0.00	0.00	0.41	0.42	0.60	0.25	0.25
d, Delay for Lane Group [s/veh]	29.77	0.00	47.95	0.00	0.00	30.27	30.97	35.30	28.32	28.32
Lane Group LOS	C	A	D	A	A	C	C	D	C	C
Critical Lane Group	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.42	0.00	10.16	0.00	0.00	4.10	3.84	6.67	2.37	2.37
50th-Percentile Queue Length [ft/ln]	85.53	0.00	254.10	0.00	0.00	102.53	95.89	166.87	59.37	59.37
95th-Percentile Queue Length [veh/ln]	6.16	0.00	15.39	0.00	0.00	7.38	6.90	10.91	4.27	4.27
95th-Percentile Queue Length [ft/ln]	153.96	0.00	384.81	0.00	0.00	184.56	172.61	272.79	106.86	106.86

Movement, Approach, & Intersection Results

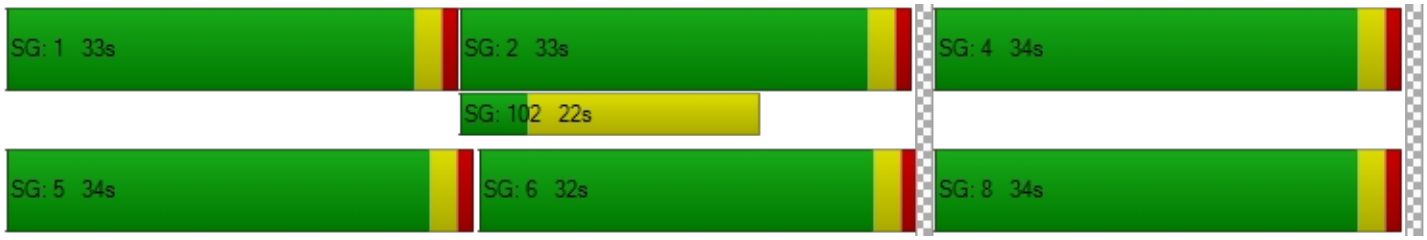
d_M, Delay for Movement [s/veh]	29.77	0.00	47.95	0.00	0.00	0.00	0.00	30.38	30.97	35.30	28.32	28.32
Movement LOS	C	A	D	A	A	A	A	C	C	D	C	C
d_A, Approach Delay [s/veh]	42.33			0.00			30.61			32.14		
Approach LOS	D			A			C			C		
d_I, Intersection Delay [s/veh]	35.45											
Intersection LOS	D											
Intersection V/C	0.564											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.498	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	620	620	600	580
d_b, Bicycle Delay [s]	23.81	23.81	24.50	25.21
l_b,int, Bicycle LOS Score for Intersection	2.451	1.560	1.889	2.003
Bicycle LOS	B	A	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Pepper Ave/I-210 WB

Control Type:	Signalized	Delay (sec / veh):	28.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.663

Intersection Setup

Name	Pepper Ave			Pepper Ave						I-210 WB		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	310.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	750.00	100.00	100.00
No. of Lanes in Exit Pocket	1	0	0	0	0	2	0	0	0	0	0	0
Exit Pocket Length [ft]	100.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes						Yes		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave						I-210 WB		
Base Volume Input [veh/h]	414	409	0	0	251	141	0	0	0	271	1	84
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	30	6	0	0	0	6	0	0	0	0	0	0
Site-Generated Trips [veh/h]	94	34	0	0	29	0	0	0	0	55	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	37	0	0	0	0	0	21
Total Hourly Volume [veh/h]	538	449	0	0	280	110	0	0	0	326	1	63
Peak Hour Factor	0.9420	0.9420	1.0000	1.0000	0.8180	0.8180	1.0000	1.0000	1.0000	0.8620	0.8620	0.8620
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	143	119	0	0	86	34	0	0	0	95	0	18
Total Analysis Volume [veh/h]	571	477	0	0	342	134	0	0	0	378	1	73
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	42	53	0	0	11	0	0	0	0	0	37	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	3	0	0	0	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	C
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00		3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00		1.00	1.00
g_i, Effective Green Time [s]	31	63	29	29		21	21
g / C, Green / Cycle	0.34	0.70	0.33	0.33		0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.32	0.13	0.13	0.14		0.21	0.05
s, saturation flow rate [veh/h]	1810	3618	1900	1712		1810	1618
c, Capacity [veh/h]	615	2523	616	555		427	382
d1, Uniform Delay [s]	28.67	4.75	23.48	23.86		33.21	27.53
k, delay calibration	0.27	0.50	0.50	0.50		0.14	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	14.40	0.17	1.82	2.41		7.77	0.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.93	0.19	0.39	0.43		0.89	0.19
d, Delay for Lane Group [s/veh]	43.07	4.91	25.31	26.26		40.97	27.77
Lane Group LOS	D	A	C	C		D	C
Critical Lane Group	Yes	No	No	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	13.26	1.15	3.93	4.05		8.46	1.25
50th-Percentile Queue Length [ft/ln]	331.52	28.82	98.31	101.23		211.51	31.24
95th-Percentile Queue Length [veh/ln]	19.23	2.08	7.08	7.29		13.23	2.25
95th-Percentile Queue Length [ft/ln]	480.82	51.88	176.96	182.22		330.77	56.23

Movement, Approach, & Intersection Results

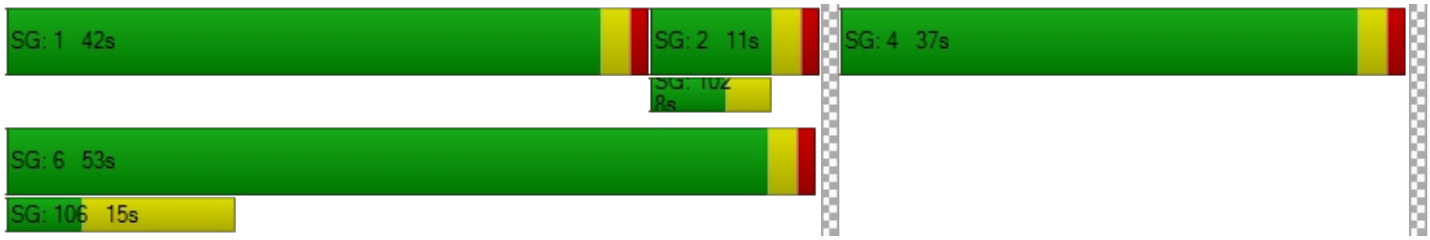
d_M, Delay for Movement [s/veh]	43.07	4.91	0.00	0.00	25.60	26.26	0.00	0.00	0.00	40.97	27.77	27.77
Movement LOS	D	A			C	C				D	C	C
d_A, Approach Delay [s/veh]	25.70			25.78			0.00			38.81		
Approach LOS	C			C			A			D		
d_I, Intersection Delay [s/veh]	28.72											
Intersection LOS	C											
Intersection V/C	0.663											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	2.149	2.177
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1111	178	0	756
d_b, Bicycle Delay [s]	8.89	37.36	45.00	17.42
l_b,int, Bicycle LOS Score for Intersection	2.424	1.983	4.132	2.340
Bicycle LOS	B	A	D	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Pepper Ave/I-210 EB

Control Type:	Signalized	Delay (sec / veh):	24.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.672

Intersection Setup

Name	Pepper Ave			Pepper Ave			I-210 EB					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			I-210 EB					
Base Volume Input [veh/h]	0	604	307	70	452	0	219	4	472	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	30	0	0	0	0	6	0	43	0	0	0
Site-Generated Trips [veh/h]	0	128	91	0	84	0	0	0	55	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	100	0	0	0	0	0	143	0	0	0
Total Hourly Volume [veh/h]	0	762	298	70	536	0	225	4	427	0	0	0
Peak Hour Factor	1.0000	0.9050	0.9050	0.8980	0.8980	1.0000	0.9170	0.9170	0.9170	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	210	82	19	149	0	61	1	116	0	0	0
Total Analysis Volume [veh/h]	0	842	329	78	597	0	245	4	466	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	29	0	33	62	0	0	38	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	3	0	0	10	0	0	10	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	100	100	100	100	100	100	
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	
g_i, Effective Green Time [s]	53	53	6	63	31	31	
g / C, Green / Cycle	0.53	0.53	0.06	0.63	0.31	0.31	
(v / s)_i Volume / Saturation Flow Rate	0.31	0.34	0.04	0.17	0.14	0.29	
s, saturation flow rate [veh/h]	1900	1729	1810	3618	1810	1617	
c, Capacity [veh/h]	1014	923	116	2271	565	505	
d1, Uniform Delay [s]	15.70	16.43	45.79	8.30	27.35	33.34	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.35	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.39	3.32	6.69	0.28	0.53	20.27	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.58	0.63	0.68	0.26	0.43	0.93	
d, Delay for Lane Group [s/veh]	18.09	19.74	52.49	8.58	27.88	53.61	
Lane Group LOS	B	B	D	A	C	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	8.59	9.13	2.05	2.51	4.55	13.29	
50th-Percentile Queue Length [ft/ln]	214.80	228.36	51.15	62.78	113.76	332.24	
95th-Percentile Queue Length [veh/ln]	13.40	14.09	3.68	4.52	8.05	19.27	
95th-Percentile Queue Length [ft/ln]	334.98	352.27	92.07	113.00	201.21	481.71	

Movement, Approach, & Intersection Results

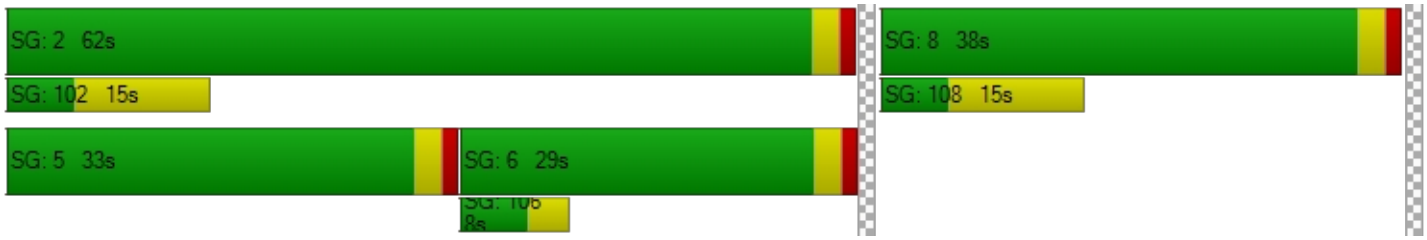
d_M, Delay for Movement [s/veh]	0.00	18.60	19.74	52.49	8.58	0.00	27.88	53.61	53.61	0.00	0.00	0.00
Movement LOS		B	B	D	A		C	D	D			
d_A, Approach Delay [s/veh]	18.92			13.65			44.79			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	24.75											
Intersection LOS	C											
Intersection V/C	0.672											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.186	2.822	2.522	1.928
Crosswalk LOS	C	C	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	520	1180	700	0
d_b, Bicycle Delay [s]	27.38	8.41	21.13	50.00
l_b,int, Bicycle LOS Score for Intersection	2.608	2.116	2.975	4.132
Bicycle LOS	B	B	C	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Pepper Avenue/Project Driveway

Control Type:	Signalized	Delay (sec / veh):	11.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.377

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	912	0	0	923	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	81	42	113	26	0	0	0	0	51	0	138
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	11	0	0	0	0	0	0	0	0	35
Total Hourly Volume [veh/h]	0	993	31	113	949	0	0	0	0	51	0	103
Peak Hour Factor	0.9000	0.9050	0.9000	0.9000	0.8980	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	274	9	31	264	0	0	0	0	14	0	29
Total Analysis Volume [veh/h]	0	1097	34	126	1057	0	0	0	0	57	0	114
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	10			10			10			10		
v_di, Inbound Pedestrian Volume crossing m	10			10			10			10		
v_co, Outbound Pedestrian Volume crossing	10			10			10			10		
v_ci, Inbound Pedestrian Volume crossing mi	10			10			10			10		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	48	0	0	48	0	0	31	0	0	31	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	25	0	0	25	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	83	83	83	83	83	83	9	9	16	16
g / C, Green / Cycle	0.69	0.69	0.69	0.69	0.69	0.69	0.07	0.07	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.00	0.30	0.02	0.13	0.29	0.00	0.00	0.00	0.03	0.07
s, saturation flow rate [veh/h]	542	3618	1601	982	3618	1615	1810	1900	1810	1542
c, Capacity [veh/h]	354	2511	1111	586	2511	1121	132	138	241	205
d1, Uniform Delay [s]	0.00	8.06	5.74	14.87	7.94	0.00	0.00	0.00	46.56	48.52
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.56	0.05	0.84	0.52	0.00	0.00	0.00	0.50	2.34
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.44	0.03	0.22	0.42	0.00	0.00	0.00	0.24	0.56
d, Delay for Lane Group [s/veh]	0.00	8.62	5.79	15.71	8.46	0.00	0.00	0.00	47.06	50.86
Lane Group LOS	A	A	A	B	A	A	A	A	D	D
Critical Lane Group	No	Yes	No	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.00	5.40	0.25	0.93	5.12	0.00	0.00	0.00	1.56	3.32
50th-Percentile Queue Length [ft/ln]	0.00	135.03	6.14	23.23	128.02	0.00	0.00	0.00	39.12	83.12
95th-Percentile Queue Length [veh/ln]	0.00	9.21	0.44	1.67	8.83	0.00	0.00	0.00	2.82	5.98
95th-Percentile Queue Length [ft/ln]	0.00	230.32	11.05	41.81	220.80	0.00	0.00	0.00	70.41	149.62

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	8.62	5.79	15.71	8.46	0.00	0.00	0.00	0.00	47.06	47.06	50.86
Movement LOS	A	A	A	B	A	A	A	A	A	D	D	D
d_A, Approach Delay [s/veh]	8.53			9.23			0.00			49.60		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	11.69											
Intersection LOS	B											
Intersection V/C	0.377											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.034	3.117	1.955	2.467
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	750	750	467	467
d_b, Bicycle Delay [s]	23.44	23.44	35.27	35.27
l_b,int, Bicycle LOS Score for Intersection	2.502	2.536	1.560	1.900
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: Pepper Ave/Winchester Dr-Terrace Rd

Control Type:	Signalized	Delay (sec / veh):	5.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.359

Intersection Setup

Name	Pepper Ave			Pepper Ave			Winchester Dr			Terrace Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			Winchester Dr			Terrace Rd		
Base Volume Input [veh/h]	19	847	1	7	846	67	51	1	14	2	3	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	45	0	0	51	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	17	0	0	4	0	0	3
Total Hourly Volume [veh/h]	19	892	1	7	897	50	51	1	10	2	3	9
Peak Hour Factor	0.8470	0.8470	0.8470	0.9050	0.9050	0.9050	0.5650	0.5650	0.5650	0.6330	0.6330	0.6330
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	263	0	2	248	14	23	0	4	1	1	4
Total Analysis Volume [veh/h]	22	1053	1	8	991	55	90	2	18	3	5	14
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	25	0	10	25	0	0	25	0	0	25	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	2	44	44	1	43	43	6	6
g / C, Green / Cycle	0.04	0.74	0.74	0.01	0.71	0.71	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.01	0.28	0.28	0.00	0.28	0.28	0.07	0.01
s, saturation flow rate [veh/h]	1810	1900	1899	1810	1900	1863	1595	1772
c, Capacity [veh/h]	66	1396	1395	28	1356	1329	269	246
d1, Uniform Delay [s]	28.20	2.93	2.93	29.21	3.41	3.41	25.90	24.61
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.92	0.78	0.78	5.56	0.84	0.86	1.00	0.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.33	0.38	0.38	0.29	0.39	0.39	0.41	0.09
d, Delay for Lane Group [s/veh]	31.12	3.71	3.71	34.77	4.26	4.27	26.90	24.77
Lane Group LOS	C	A	A	C	A	A	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.33	0.91	0.91	0.15	1.19	1.17	1.53	0.29
50th-Percentile Queue Length [ft/ln]	8.30	22.80	22.79	3.65	29.65	29.28	38.14	7.15
95th-Percentile Queue Length [veh/ln]	0.60	1.64	1.64	0.26	2.14	2.11	2.75	0.51
95th-Percentile Queue Length [ft/ln]	14.94	41.04	41.03	6.58	53.38	52.70	68.66	12.87

Movement, Approach, & Intersection Results

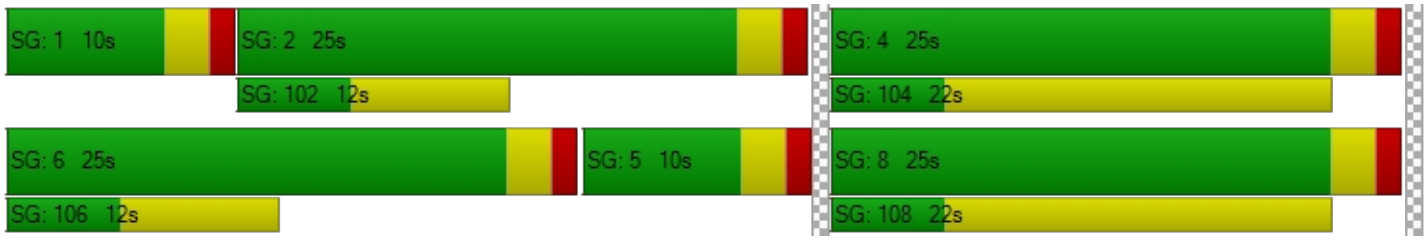
d_M, Delay for Movement [s/veh]	31.12	3.71	3.71	34.77	4.26	4.27	26.90	26.90	26.90	24.77	24.77	24.77
Movement LOS	C	A	A	C	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	4.27			4.50			26.90			24.77		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	5.67											
Intersection LOS	A											
Intersection V/C	0.359											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	2.897	3.085	1.788	1.714
Crosswalk LOS	C	C	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	733	733	733	733
d_b, Bicycle Delay [s]	12.03	12.03	12.03	12.03
l_b,int, Bicycle LOS Score for Intersection	2.447	2.443	1.748	1.601
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Pepper Ave/Baseline Rd

Control Type:	Signalized	Delay (sec / veh):	24.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.454

Intersection Setup

Name	Pepper Ave			Pepper Ave			Baseline Rd			Baseline Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	40.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	85.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pepper Ave			Pepper Ave			Baseline Rd			Baseline Rd		
Base Volume Input [veh/h]	91	538	55	112	608	121	159	390	121	54	367	171
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	15	0	17	17	17	15	0	0	0	0	15
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	14	0	0	35	0	0	30	0	0	47
Total Hourly Volume [veh/h]	91	553	41	129	625	103	174	390	91	54	367	139
Peak Hour Factor	0.8700	0.8700	0.8700	0.8580	0.8580	0.8580	0.8820	0.8820	0.8820	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	159	12	38	182	30	49	111	26	15	99	37
Total Analysis Volume [veh/h]	105	636	47	150	728	120	197	442	103	58	396	150
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	5			5			5			5		
v_ci, Inbound Pedestrian Volume crossing mi	5			5			5			5		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	35	0	0	32	0	0	33	0	0	54	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
g_i, Effective Green Time [s]	64	62	62	62	62	62	46	46	46	48	46	46
g / C, Green / Cycle	0.54	0.52	0.52	0.52	0.52	0.52	0.38	0.38	0.38	0.40	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.16	0.18	0.18	0.19	0.23	0.23	0.23	0.15	0.15	0.07	0.15	0.15
s, saturation flow rate [veh/h]	660	1900	1853	770	1900	1804	874	1900	1778	875	1900	1725
c, Capacity [veh/h]	321	987	963	366	987	938	280	723	676	312	723	656
d1, Uniform Delay [s]	27.55	16.92	16.93	27.05	17.95	17.96	43.40	27.04	27.06	34.16	27.10	27.16
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.70	0.98	1.01	3.37	1.42	1.51	3.23	0.34	0.37	0.29	0.35	0.39
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.33	0.35	0.35	0.41	0.44	0.44	0.70	0.39	0.39	0.19	0.39	0.40
d, Delay for Lane Group [s/veh]	30.26	17.90	17.93	30.42	19.37	19.46	46.62	27.38	27.43	34.45	27.44	27.55
Lane Group LOS	C	B	B	C	B	B	D	C	C	C	C	C
Critical Lane Group	No	No	No	No	No	Yes	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh/ln]	1.63	5.53	5.42	3.43	7.42	7.08	5.74	5.77	5.43	1.06	5.85	5.41
50th-Percentile Queue Length [ft/ln]	40.78	138.37	135.39	85.63	185.45	177.02	143.51	144.33	135.72	26.52	146.30	135.13
95th-Percentile Queue Length [veh/ln]	2.94	9.39	9.23	6.17	11.88	11.44	9.67	9.71	9.25	1.91	9.82	9.22
95th-Percentile Queue Length [ft/ln]	73.40	234.83	230.81	154.14	297.12	286.12	241.74	242.84	231.25	47.74	245.48	230.45

Movement, Approach, & Intersection Results

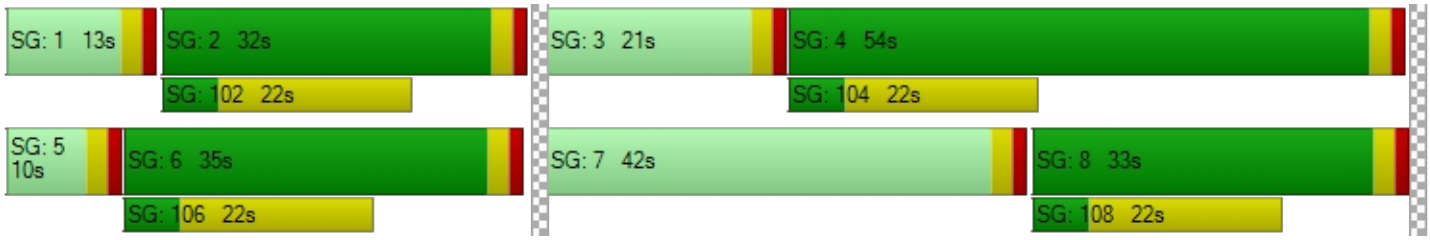
d_M, Delay for Movement [s/veh]	30.26	17.91	17.93	30.42	19.41	19.46	46.62	27.40	27.43	34.45	27.47	27.55
Movement LOS	C	B	B	C	B	B	D	C	C	C	C	C
d_A, Approach Delay [s/veh]	19.56			21.07			32.51			28.16		
Approach LOS	B			C			C			C		
d_I, Intersection Delay [s/veh]	24.77											
Intersection LOS	C											
Intersection V/C	0.454											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.871	3.249	2.809	2.934
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	533	483	500	850
d_b, Bicycle Delay [s]	32.27	34.50	33.75	19.84
l_b,int, Bicycle LOS Score for Intersection	2.221	2.412	2.197	2.097
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Project Driveway/Retail Driveway

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.110

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	114	120	35	75	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	114	120	35	75	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	29	30	9	19	0
Total Analysis Volume [veh/h]	0	114	120	35	75	0
Pedestrian Volume [ped/h]	0		0		0	

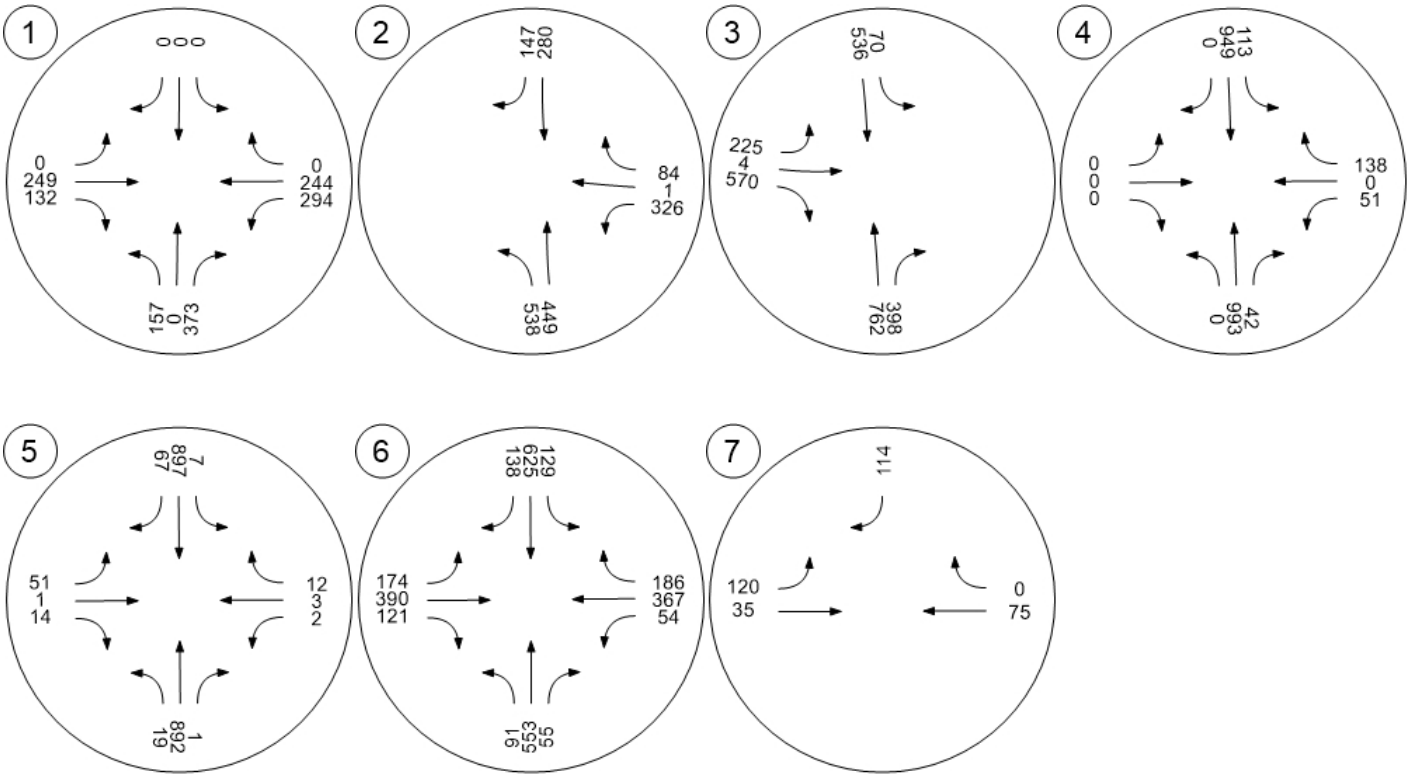
Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.11	0.08	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.92	7.48	0.00	0.00	0.00
Movement LOS		A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.37	0.21	0.11	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	9.28	5.35	2.68	0.00	0.00
d_A, Approach Delay [s/veh]	8.92		5.79		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.57					
Intersection LOS	A					

Traffic Volume - Future Total Volume



ADDENDUM TO THE PEPPER AVENUE SPECIFIC PLAN AMENDMENT AND INDUSTRIAL DEVELOPMENT PROJECT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

FOR THE PEPPER AVENUE PA 1 AND PA 10 PROJECT

Lead Agency:
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Rialto, CA 92376

Project Applicant:
Newcastle Partners, Inc.

CEQA Consultant:
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February 2024

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1 INTRODUCTION

1.1 PURPOSE AND SCOPE

This document is an Addendum to the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report (Final Subsequent EIR) certified by the City of Rialto (City) in 2023. The Final Subsequent EIR, in conjunction with this Addendum, serve as the environmental review for the proposed Pepper Avenue PA 1 and PA 10 Project ("proposed Project", "Project"). The Project proposes development of Planning Areas (PA) 1 and PA 10 of the amended Pepper Avenue Specific Plan, which consist of approximately 14.27 acres. The proposed Project includes construction and operation of one restaurant with a drive through; a gas station with 6 fuel pumps, a convenience store, and car wash; and one light industrial building, landscaping, utility connections, and related site improvements.

Project History and Environmental Background

2017 Pepper Avenue Specific Plan and Final EIR

The Pepper Avenue Specific Plan (Specific Plan 2017-0001) and Final EIR (Environmental Assessment Review 2017-0072) (State Clearinghouse Number 2016021047) were adopted by the City of Rialto in 2017 to guide development of the largely vacant and undeveloped area located along Pepper Avenue, adjacent to the south of State Route 210 (SR-210). The 101.7-acre adopted Specific Plan included zoning for 462,000 square feet (SF) of retail shopping center, 125,000 SF of business park uses, 29.5 acres of natural open space, and 13.7 acres of water facilities, including water wells, a pump station, and a reservoir. The 2017 Specific Plan also has an overlay zone for PA 3, which allows development of up to 275 multi-family dwelling units.

The 2017 Pepper Avenue Specific Plan designated the Project area as PA 1 for Community Commercial uses, which included business park and retail uses. The 2017 Final EIR was a Program EIR that assumed a buildout of 95,000 SF of business park uses and 108,650 SF of retail development within the PA 1 area. The 2017 Final EIR included standard regulations, mitigation measures, and Project Design Features (PDFs) that apply to all development projects within the Pepper Avenue Specific Plan area. The PDFs are related to: aesthetics, geology, hazards and hazardous materials, public services, transportation, and utilities and service systems. The mitigation measures adopted as part of the 2017 Final EIR are related to: air quality, biological resources, cultural resources, noise, and transportation. The 2017 Final EIR determined that cumulative off-site traffic-related noise impacts would be significant and unavoidable after implementation of feasible mitigation.

2023 Pepper Avenue Specific Plan Amendment and Subsequent EIR

The Pepper Avenue Specific Plan Amendment redesignated the uses of approximately 35.56-acres of land within the 101.7-acre Specific Plan area on the east side of Pepper Avenue that is adjacent to the south of SR-210 from Community Commercial to Light Industrial, including the PA 10 portion of the Project site.

The amended Pepper Avenue Specific Plan changed the allowable buildout of the PA 1, PA 2, and PA 3 area from 125,000 SF of business park uses and 351,650 SF of retail uses to 735,185 SF of light industrial uses and 13,000 SF of retail uses, which includes the following, as summarized in Table 1-1:

- Provision of a new Light Industrial land use designation that allows warehouse and logistic centers as permitted uses;
- provision of development standards for the new Light Industrial land use designation;
- splitting PA 1 into two PAs: PA 1, encompassing 2.63 acres, and new PA 10, encompassing 11.64 acres;

- amending the land use designations of existing PAs 2 and 3, and new PA 10, from Community Commercial with a development maximum of 476,650 SF to the new Light Industrial designation with a development maximum of 735,185 SF; the residential overlay on PA 3 remained.

Table 1-1: Summary of the 2023 Amended Specific Plan Changes

2017 Specific Plan PA 1 through PA3				2023 Amended Specific Plan			
PA	**Acres**	**Land Use**	**Buildout**	**Planning Area**	**Acres**	**Land Use**	**Buildout**
PA 1	15.1 acres	Community Commercial	95,000 SF Business Park 108,650 SF Retail	PA 1	2.86 acres	Community Commercial	13,000 SF Commercial Retail
PA 2	14.6 acres	Community Commercial	30,000 SF Business Park 127,000 sf Retail	PA 2	14.6 acres	Light Industrial	295,000 SF Light Industrial
PA 3	9.4 acres	Community Commercial w/ Residential Overlay	116,000 SF Retail	PA 3	9.4 acres	Light Industrial w/ Residential Overlay	190,000 SF Light Industrial[1]
				PA 10	11.56 acres	Light Industrial	250,185 SF Light Industrial
				SR-210	0.83 acre	Caltrans Right-of-Way	
Total Square Footage			**476,650 SF**	**Total Square Footage**			**748,185**

SF = Square Feet

[1]As part of the Residential Overlay zone, up to 275 multi-family dwelling units may be permitted with a corresponding reduction of up to 190,000 SF of industrial uses, as described in section 5.4.2, Residential Overlay Development Equivalency.

The City determined that these actions involved substantial changes to the approved project and potentially new or increased significant environmental effects. Thus, to evaluate the Pepper Avenue Specific Plan Amendment, the City prepared a Subsequent EIR in accordance with CEQA Guidelines §15162(a)(1), which incorporated the PDFs and mitigation measures from the 2017 Final EIR. The Final Subsequent EIR included new mitigation measures related to air quality and greenhouse gas emissions. The Final Subsequent EIR determined that significant unavoidable impacts would occur related to cumulative air quality and greenhouse gas emissions.

Development within the Pepper Avenue Specific Plan area is subject to PDFs and mitigation measures as identified in the Final Subsequent EIR, the development regulations in the amended Pepper Avenue Specific Plan, and the City's municipal code. Pursuant to Public Resources Code Section 21167.2, the 2017 Final EIR and the Final Subsequent EIR must be conclusively presumed to be valid with regard to their use for later activities unless any of the circumstances requiring supplemental review exist.[1]

CEQA Addendum for the Proposed Project

This environmental checklist provides the basis for an Addendum to the previously certified Final Subsequent EIR and serves as the appropriate level of environmental review of the proposed Project, as required pursuant to the provisions of the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines. This Checklist confirms that the proposed Project is within the scope of the amended Pepper Avenue Specific Plan analyzed in the Final Subsequent EIR. This Addendum

[1] *See Pub. Resources Code, § 21167.2; Laurel Heights Improvement Ass'n v. Regents of the University of California (1993) 6 Cal.4th 1112, 1130 ("[a]fter certification, the interests of finality are favored"); Santa Teresa Citizen Action Group v. City of San Jose (2003) 114 Cal. App. 4th 689, 705-706.)*

augments the analysis in the Final Subsequent EIR as provided in State CEQA Guidelines Section 15162 and 15164 and provides the basis for the City's determination that no supplemental or subsequent EIR is required to evaluate the proposed Project. Environmental analysis and mitigation measures from the Final Subsequent EIR have been incorporated into this Addendum, and applicability of each has been described. In cases where mitigation measures from the Final Subsequent EIR have been revised or satisfied by studies prepared for the Addendum, it is noted.

Pursuant to the provisions of CEQA and the State CEQA Guidelines, the City, as the Lead Agency, is charged with the responsibility of deciding whether or not to approve the proposed Project. As part of the decision-making process, the City is required to review and consider the potential environmental effects that could result from construction and operation of the proposed Project. The analysis in this document discusses the impacts identified within the Final Subsequent EIR for buildout of the site with Community Commercial and Light Industrial uses as allowed by the amended Specific Plan for PA 1 and PA 10 (the Project site) and compares them with the impacts that would result from implementation of the proposed Project.

Existing Plans, Programs, or Policies (PPPs) and Project Design Features (PDFs)

Throughout the analysis of this document, reference is made to requirements that are applied to all development on the basis of federal, state, or local law. Existing Plans, Programs, or Policies are collectively identified in this document as PPPs. Where applicable, PPPs are listed to show their effect in reducing potential environmental impacts. The Project incorporates various measures from the Final Subsequent EIR that serve to reduce potentially significant impacts. These measures are referred to as Project Design Features (PDFs), which are required to be incorporated into the Project.

Additionally, applicable PDFs and mitigation measures from the Final Subsequent EIR are included herein and will be incorporated into the proposed Project. As shown throughout the analysis, the proposed Project does not result in any new impacts and no additional mitigation measures are required. All references to mitigation measures relate only to those from the 2017 Final EIR and to those from the Final Subsequent EIR.

1.2 ENVIRONMENTAL PROCEDURES

Pursuant to CEQA and the State CEQA Guidelines, the City's review of this Checklist and Addendum will determine if approval of the requested discretionary actions and subsequent development could cause a change in the conclusions of the certified Final Subsequent EIR and disclose any change in circumstances or new information of substantial importance that would substantially change the conclusions of the Final Subsequent EIR. This environmental Checklist and Addendum provide the City with information to document potential impacts of the proposed Project.

Pursuant to Section 21166 of the Public Resources Code and Section 15162 of the State CEQA Guidelines, when an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for the project unless the lead agency determines, on the basis of substantial evidence, that one or more of the following conditions are met:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:

a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration.
b) Significant effects previously examined will be substantially more severe than identified in the previous EIR.
c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measures or alternatives.
d) Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measures or alternatives.

Section 15164 of the State CEQA Guidelines states that an Addendum to an EIR shall be prepared "if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." Section 15168 of the State CEQA Guidelines states that where the later activities within the scope of a program EIR involve site-specific operations, the agency should use a written Checklist to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were within the impacts identified in the program EIR. Under Section 15168, where if the agency finds that pursuant to Section 15162, no subsequent EIR would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document is required.

In reviewing this Addendum, the question before City decision-makers is not whether the 2017 Final EIR or Final Subsequent EIR complies with CEQA, but only whether one of the events triggering the need for subsequent environmental review has occurred. (*A Local & Regional Monitor v. City of Los Angeles* (1993) 12 Cal.App.4th 1773; *Committee for Green Foothills v. Santa Clara County Board of Supervisors* (2010) 48 Cal.4th 32.)

This Addendum and the technical studies in support of the analysis review the proposed Project and any changes to the existing conditions that have occurred since the Final Subsequent EIR was certified. It also reviews any new information of substantial importance that was not known and could not have been known with exercise of reasonable diligence at the time that the Final Subsequent EIR was certified. It further examines whether, as a result of any changes or any new information, another subsequent EIR may be required. This examination includes an analysis of the provisions of Section 21166 of the Public Resources Code and Section 15162 of the State CEQA Guidelines and their applicability to the proposed Project. This Addendum relies on use of the environmental analysis provided herein, which addresses environmental issues on a section-by-section basis and provides a comparison to the findings in the Final Subsequent EIR.

On the basis of the findings of the certified Final Subsequent EIR and the provisions of the State CEQA Guidelines, the City as the Lead Agency determined that, as documented in this Addendum to the previously certified Final Subsequent EIR, no supplemental or additional subsequent EIR is required to review the proposed Project.

1.3 PREVIOUS ENVIRONMENTAL DOCUMENTATION AND DOCUMENTS INCORPORATED BY REFERENCE

In accordance with Section 15150 of the CEQA Guidelines and to reduce the size of the report, the following documents are hereby incorporated by reference into this Addendum and are available for public review at the City of Rialto, Planning Division, 150 S. Palm Avenue, Rialto, CA 92376 and at the City's website addresses listed below. A brief summary of the scope and content of these documents is provided below.

The Pepper Avenue Specific Plan Final EIR: The Pepper Avenue Specific Plan Final EIR (Environmental Assessment Review 2017-0072) (State Clearinghouse Number 2016021047) was certified by the City of

Rialto in 2017. The Specific Plan included PDFs related to: aesthetics, geology, hazards and hazardous material, public services, traffic/transportation, and utilities and service systems. The 2017 Final EIR included mitigation measures related to: air quality, biological resources, cultural resources, noise, and transportation; and determined that cumulative off-site traffic-related noise impacts would be significant and unavoidable after implementation of feasible mitigation. (2017 Draft Specific Plan EIR Accessible: https://www.yourrialto.com/DocumentCenter/View/521/Pepper-Avenue-Specific-Plan-Draft-EIR-PDF) (2017 Final Specific Plan EIR Accessible: https://www.yourrialto.com/DocumentCenter/View/759/Pepper-Avenue-SP-RTC-and-Mitigation-Monitoring-PDF)

Pepper Avenue Specific Plan Amendment and Industrial Development Project Final Subsequent EIR: The Final Subsequent EIR (Specific Plan Amendment No. 2020-0002, Conditional Development Permit No. 2020-0008, and Precise Plan of Design No. 2020-0014) (Environmental Assessment Review 2020-0010) (State Clearinghouse Number 2022030161) for the Specific Plan Amendment and development of PA 2 and PA 3 was certified in June 2023. The Final Subsequent EIR incorporated the PDFs and mitigation measures from the 2017 Pepper Avenue Specific Plan Final EIR and included additional PDFs related to air quality and greenhouse gas emissions; and included additional mitigation measures related to air quality (Accessible: https://www.yourrialto.com/314/Current-Projects).

City of Rialto General Plan: The City of Rialto General Plan provides a general, comprehensive, and long-range guide for community decision-making. Each element of the General Plan addresses a certain aspect of the City's growth and development. The individual elements identify goals and policies for existing and future conditions within the City. The General Plan has a planning horizon of 2040. The following chapters comprise the City's General Plan:

- Chapter 1: Introduction
- Chapter 2: Managing Our Land Supply
- Chapter 3: Investing in Our Future
- Chapter 4: Making the Connections: the Circulation Chapter
- Chapter 5: Safety and Noise
- Chapter 6: Housing Element
- Chapter 7: Our Roots: Cultural and Historic Resources
- Chapter 8: Implementation Plan

The General Plan is utilized throughout this document as a fundamental planning document governing development within the City. Background information and policy information from the General Plan is cited in various sections of this Addendum (Accessible: https://www.yourrialto.com/653/General-Plan).

City of Rialto Municipal Code: The City of Rialto Municipal Code consists of regulatory, penal, and administrative ordinances of the City. The Municipal Code guides the City's control of land uses, in concert with General Plan goals, objectives, and policies. The City's Zoning Code (Title 18 of the Municipal Code) identifies land uses permitted and prohibited according to the zoning category of particular parcels. The Municipal Code and Zoning Code are cited throughout this document as a regulatory document governing development and land use activities within the City (Accessible at: https://library.municode.com/ca/rialto/codes/code_of_ordinances?nodeId=RIALTO_CALIFORNIAMUCO).

2 ENVIRONMENTAL SETTING

2.1 PROJECT LOCATION

The 14.27-acre Project site consists of the 2.63-acre PA 1 and the 11.64-acre PA 10 of the amended Pepper Avenue Specific Plan, which is located within the northeast portion of the City of Rialto. As depicted in Figure 1, *Regional Location*, the City of Rialto is located in the southwestern portion of San Bernardino County in the largely developed San Bernardino Valley region. Rialto is adjacent to the Cities of Fontana, Colton, and San Bernardino and located in the San Bernardino North United States Geological Survey (USGS) 7.5' topographic quadrangle. The center point latitude and longitude for the Project site are 34°07'58.6574" North and 117°21'03.2107" West.

As depicted on Figure 2, *Local Vicinity*, the Project site is located east of Pepper Avenue, south of SR-210, west of Meridian Avenue (extended) and north of the West Valley Water District facilities. The Project site is comprised of two parcels (APNs: 0264-191-02 and -04). Regional access to the Project site is provided via SR-210 and the Pepper Avenue interchange to the north. Local access is provided by Pepper Avenue to the west.

2.2 EXISTING PROJECT SITE

PA 1 consists of a 2.63-acre vacant and undeveloped area adjacent to the east side of Pepper Avenue and adjacent to the south of the Caltrans onramp to SR-210. PA 10 consists of a 11.64-acre vacant and undeveloped area adjacent to the east side of PA 1 and adjacent to the south of the Caltrans onramp to SR-210.

The Project site is relatively flat with an elevation of approximately 1,280 feet above mean sea level (msl) and a slight slope to the southeast. The Project site was used as agricultural land from at least 1930 to approximately 1975. It is currently undeveloped vacant land with scattered ruderal habitat. The Project site's existing conditions are shown in Figure 3, *Aerial View*.

2.3 EXISTING LAND USE AND ZONING DESIGNATION OF THE PROJECT SITE

The Project site has a General Plan designation of Specific Plan, and the Pepper Avenue Specific Plan provides the land use requirements for the site. In addition, the zoning of the site is Pepper Avenue Specific Plan. Within the Pepper Avenue Specific Plan, PA 1 is designated as Community Commercial, as shown in Figure 4, *Amended Pepper Avenue Specific Plan Land Use*, which provides for a variety of commercial and retail uses, as well as business park development consisting of a mix of office, research and development, light industrial and other complementary uses. The PA 1 area was evaluated for the development of 13,000 square feet (SF) of commercial retail space in the previous Final Subsequent EIR.

The Specific Plan designates PA 10 for Light Industrial uses, which allows warehouses, logistic centers, and a variety of industrial-serving commercial, low-intensity office, technology, light manufacturing, and warehouse/distribution uses that are compatible with the site's location close to SR-210. The PA 10 was analyzed for development and operation of 250,185 SF Light Industrial development in the previous Final Subsequent EIR.

The Specific Plan includes the following performance standards for Light Industrial uses that are required conditions of approval for all indoor storage facilities:

1. New or modified indoor storage facilities shall route all vehicles associated with the use (trucks, vans, passenger vehicles, etc.) on roadways to avoid passing residential, educational, park and open space intended for public park and recreational use intended for public park and recreational use areas to the greatest extent feasible.

2. The queuing of trucks on streets or elsewhere outside of facility shall be prohibited. All queuing, stacking, loading, unloading, and parking shall occur exclusively on-site. The property owner and operator shall be responsible for ensuring compliance with this performance standard.
3. The operator of the indoor storage facility shall be responsible for implementing and monitoring an operations and truck route plan during all operations, including, but not limited to posting the plan and educating truck drivers on the approved routes.
4. Indoor storage facilities shall not store any products, goods, commodities, materials, supplies, or containers outside of any building on-site, except for trucks and trailers associated with the indoor storage facility, without prior approval of a separate conditional development permit.
5. Truck drivers shall not sleep or reside within any truck cab on-site overnight or for any other extended duration of time.
6. Operators shall address any parking, traffic, noise, or safety issues within forty-eight hours of being notified by the city that an issue exists.
7. Prior to the issuance of a business compliance certificate, any new tenant or operator of an indoor storage facility shall: 1) submit an operational plan and trip generation analysis prepared by a licensed traffic engineer for review and approval demonstrating the proposed operations and projected traffic associated with the new tenant or operator is the same or less than the projected traffic assumed in the approved entitlements for the facility; and 2) sign a statement acknowledging acceptance of all operational conditions of approval associated with the approved entitlements for the facility. If the proposed operations and trip generation represent a significant change in operational characteristics or more than ten percent increase in trip generation beyond what was entitled, a modification to the conditional development permit shall be required prior to the start of operations.
8. The property owner and/or operator shall be responsible for implementing the approved property maintenance program and maintaining the property in good physical condition.

2.4 SURROUNDING GENERAL PLAN AND ZONING DESIGNATIONS

The Project site is adjacent to the SR-210 freeway right-of-way to the north. Land uses surrounding the Project site are described in Table 2-1 and shown in Figure 3, *Aerial View*.

Table 2-1: Surrounding Existing Land Use and Zoning Designations

	Existing Land Use	General Plan Designation	Zoning Designation	Specific Plan Designation
North	SR-210 right-of-way	N/A	N/A	SR-210 right-of-way is not within the Specific Plan area
South	Vacant and undeveloped land that is approved for light industrial warehousing uses	Specific Plan	Pepper Avenue Specific Plan	Light Industrial
West	Pepper Avenue right-of-way followed by vacant and undeveloped land	Specific Plan	Pepper Avenue Specific Plan	Community Commercial
East	Vacant and undeveloped land	City of San Bernardino Flood Control (FC)	City of San Bernardino Public Flood Control (PFC)	Areas to the east of the Project site are within the City of San Bernardino and not within the Specific Plan area

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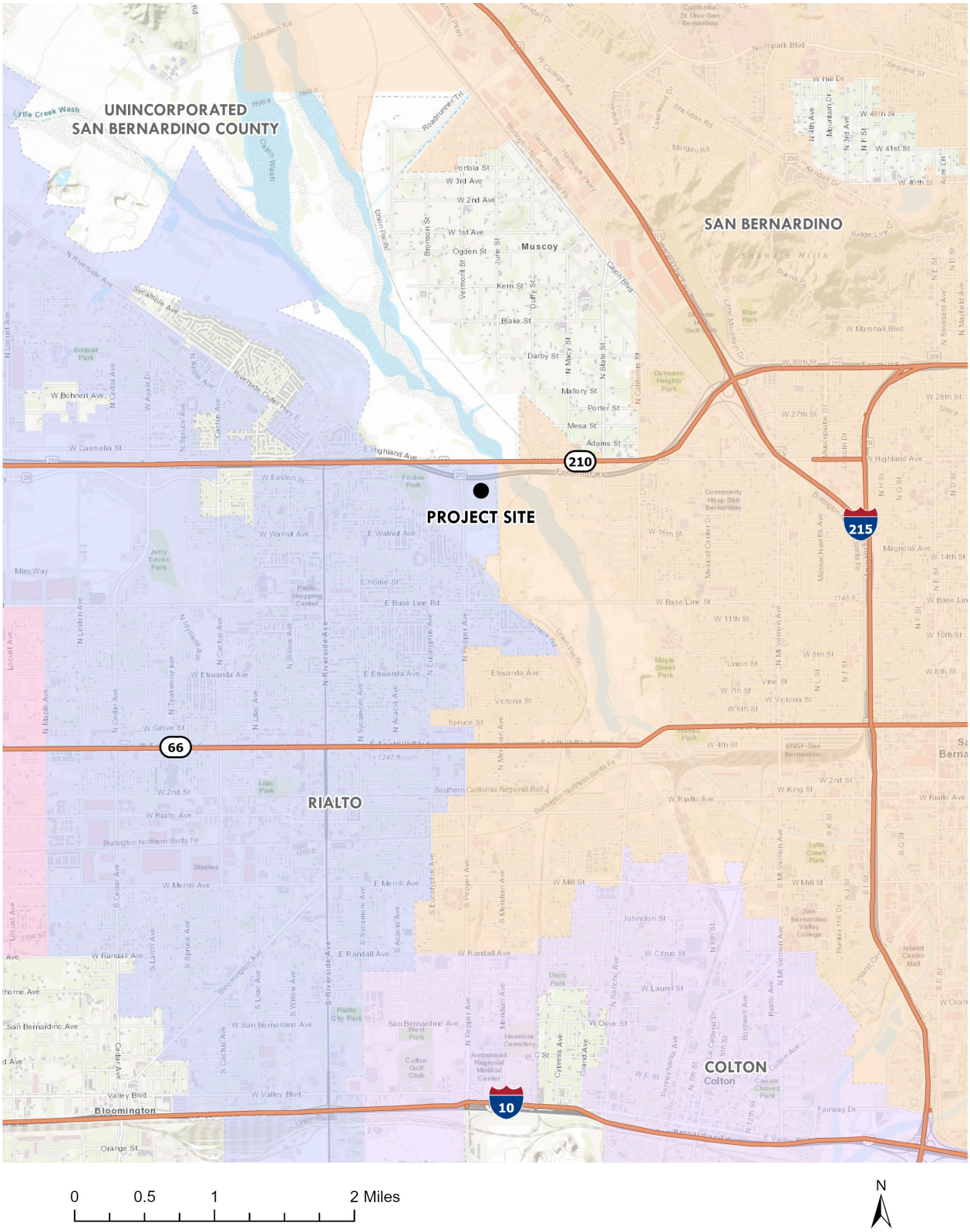
Regional Location



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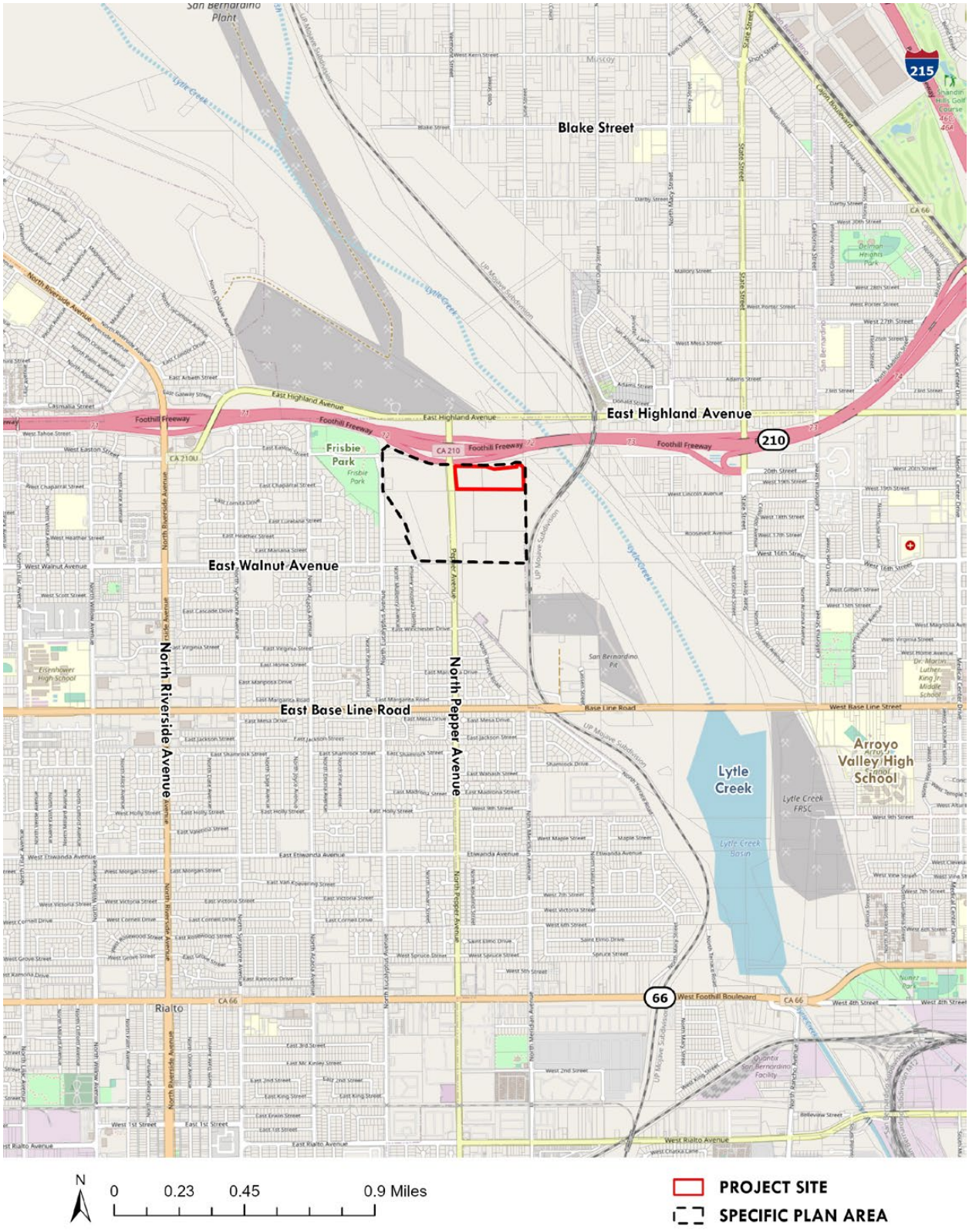
Local Vicinity



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Aerial View of the Project Site

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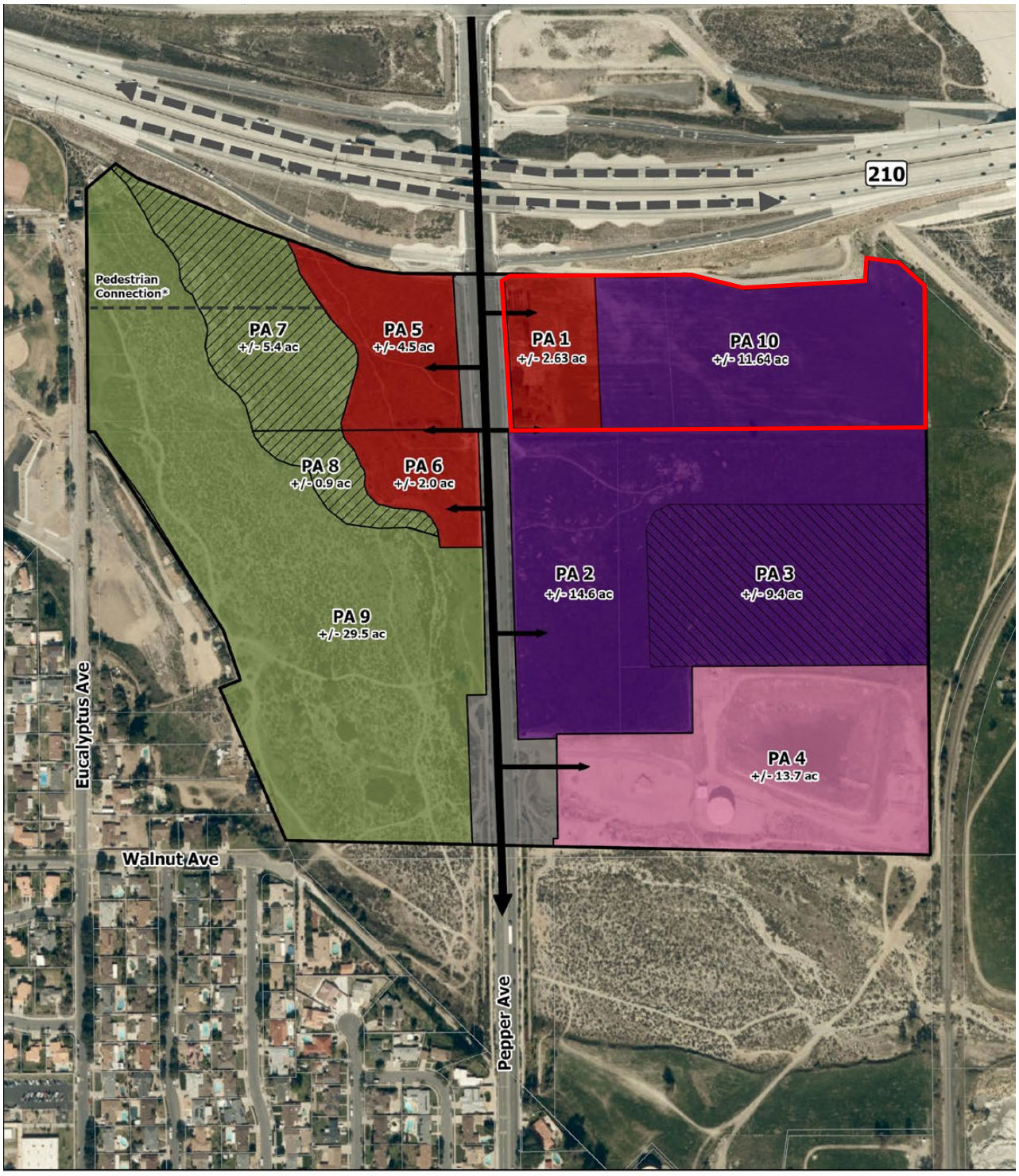
Amended Pepper Avenue Specific Plan Land Use



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3 PROJECT DESCRIPTION

3.1 PROJECT SITE PLANNING AND DEVELOPMENT ASSUMPTIONS

The 14.27-acre Project site consists of the 11.64-acre PA 10 and the 2.63-acre PA 1 of the amended Pepper Avenue Specific Plan. The PA 1 area is designated for Community Commercial land uses and was evaluated for the development of 13,000 square feet (SF) of commercial retail space in the Final Subsequent EIR. PA 10 is designated for Light Industrial uses and the Final Subsequent EIR analyzed development and operation of 250,185 SF Light Industrial development within PA 10.

3.2 PROPOSED PROJECT

The City has received a development application including a Conditional Development Permit (CDP), Tentative Parcel Map, and Precise Plan of Design for development and operation one fast food restaurant with a drive-through and a 6-pump gas station with a convenience store and drive-through car wash on PA 1 and for an unrefrigerated light industrial warehousing building on PA 10.

Planning Area 1

Within PA 1, the Project would develop one fast food restaurant with drive-through, one gas station, and one convenience store with a drive-through car wash. The fast-food restaurant would be 3,915 SF and would have a drive-through. The gas station would have six pumps, a 3,700 SF convenience store, and a 1,458 SF drive-through car wash. As shown in Table 3-1, the square footage of the proposed retail commercial uses on PA 1 would be 3,927 SF less than what was evaluated in the Final Subsequent EIR. Each of the buildings would have associated parking for a total of 87 total spaces inclusive of 16 Electric Vehicle (EV) stalls, 5 EV charging stations, and 6 accessible spaces, as shown in Figure 5, *Conceptual Site Plan*. Vehicular access to the PA 1 development would be provided by a shared driveway with the PA 10 development at Pepper Avenue. The proposed buildings would have a maximum height of 30 feet, as shown in Figures 6 through 8.

Table 3-1: Proposed PA 1 Development

Proposed Use	Square Footage
Restaurant with Drive-Through	3,915
Gas Station with	
Convenience Store	3,700
Car Wash	1,458
Total PA 1 Proposed Square Feet	**9,073**
PA 1 Amended Specific Plan Buildout	13,000
Buildout Reduction	**-3,927**

Planning Area 10

The Project includes development of the PA 10 area with one light industrial warehouse building that would have a building footprint of 221,731 SF and a mezzanine of 5,000 SF. As shown in Table 3-2, the building would total 226,731 SF resulting in a FAR of 0.45, which is 23,454 SF less than what was evaluated for buildout of PA 10 in the Final Subsequent EIR. The building would have 38 loading docks, two ramp up truck doors, and 52 trailer parking spaces in the truck court area on the south side of the building, which would be surrounded by 14-foot-high screen walls, as shown in Figure 5, *Conceptual Site Plan*. The building would also include a total of 10,000 SF of office space, inclusive of 5,000 SF of ground floor space and 5,000 SF of mezzanine space. The proposed building would have a maximum height of 49 feet and 6 inches shown in Figure 9, *Conceptual Warehouse Elevations*. Within PA 10, the Project would provide 187 vehicular parking

spots, 26 future electric vehicle charging stations, and 9 carpool/vanpool parking spots that surround the proposed building.

Table 3-2: Proposed PA 10 Development

Proposed Use	Square Footage
Light Industrial Warehouse Building Footprint	221,731
Light Industrial Warehouse Building Mezzanine	5,000
Total PA 10 Proposed Square Feet	**226,731**
PA 10 Amended Specific Plan Buildout	250,185
Buildout Reduction	**-23,454**

Architecture

The proposed buildings would be painted concrete and have accented glass windows and doors at the front entrance locations. The buildings' main entries would be identified by entry canopies, large glass windows, and glass entry doors. To vary the visual height of the buildings, the roofs would have architectural projections. In addition, the sides of the buildings would be articulated with windows and different setbacks, heights, and architectural projections to provide separation between different portions of the building.

Access and Circulation

The proposed buildings would be accessible from one four-lane shared signalized driveway on Pepper Avenue at the southwest portion of the site. The driveway would provide direct truck access to the gated loading bays and trailer parking for the light industrial warehouse building, and direct vehicular access to the vehicle parking areas that would surround both the retail commercial and light industrial buildings. Internal vehicular circulation would be provided by a 26-foot-wide drive aisle around (circling) the proposed retail commercial parking lot and the proposed light industrial warehouse building (as shown in Figure 5, *Conceptual Site Plan*).

Landscaping

Implementation of the Project would include approximately 29,850 SF of new ornamental landscaping on PA 1 and 64,534 SF of new ornamental landscaping around the proposed light industrial warehouse building on PA 10, which is 12.72 percent of the PA 10 area. The new ornamental landscaping would include a variety of trees, shrubs, accent species, and ground covers. Landscaping would be installed within building setbacks and parking lot areas, as well as around the building perimeter to provide layered landscape screening for adjacent parcels and public right-of-way. New plant species would be drought-tolerant, non-invasive, and compliant with the City's landscaping requirements. See Figure 10, *Conceptual Landscape Plan*. The proposed Project would provide water-efficient irrigation that is compliant with California Title 24 related to water efficiency.

Lighting

The proposed Project would install new onsite lighting in parking lot areas, loading dock areas, and at building entrances. The new lighting would be shielded and directed to minimize glare and light spill onto off-site areas and would be compliant with the City of Rialto Municipal Code Section 18.61.140, Lighting.

Infrastructure Improvements

The Project site is located within an area that contains existing infrastructure within the adjacent right-of-way. The proposed Project would install onsite infrastructure that would connect to the existing infrastructure that is adjacent to the site, as described below.

Water
The proposed Project would install onsite water lines which would connect to and be served by the existing 30-inch and 12-inch water lines located in Pepper Avenue.

Sewer
The proposed Project would install onsite sewer lines which would connect to and be served by the existing 12-inch sewer line located in Pepper Avenue.

Drainage
The proposed Project would install an onsite storm water drainage system that would route runoff to a proposed underground infiltration basin with a capacity of 1.97 acre-feet that would be located in the southeastern portion of the site. The infiltration basin would filter, retain, and infiltrate runoff.

Other Infrastructure
The proposed Project would connect to existing dry utility infrastructure in the right of way of Pepper Avenue, including telephone, electrical, and cable. Dry utilities would be installed underground.

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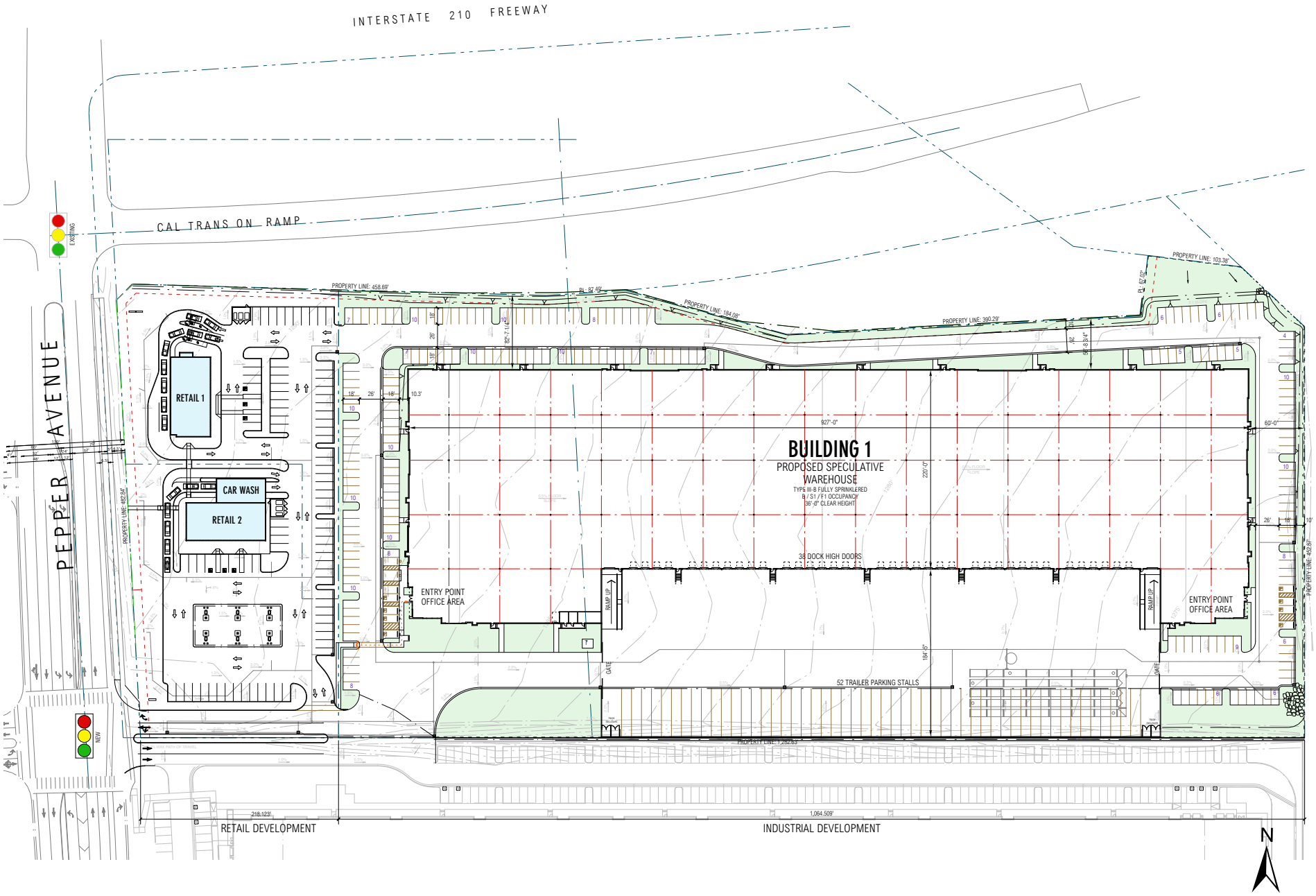
Conceptual Site Plan



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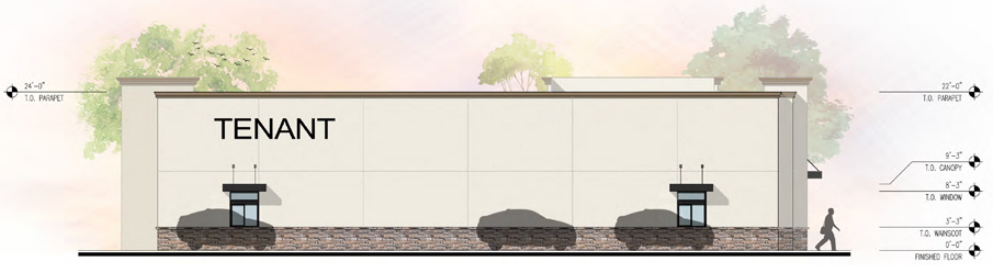
Conceptual Retail Building 1 Elevations

SOUTH ELEVATION

EAST ELEVATION

NORTH ELEVATION



WEST ELEVATION

PLASTER/STUCCO
SHERWIN WILLIAMS
SHELL WHITE
SW 8917

PLASTER/STUCCO
SHERWIN WILLIAMS
DAPPER TAN
SW 6144

PLASTER/STUCCO
SHERWIN WILLIAMS
SOFTER TAN
SW 6148

PLASTER/STUCCO
SHERWIN WILLIAMS
FAWN BRINDLE
SW 7640

PLASTER/STUCCO
SHERWIN WILLIAMS
RELAXED KHAKI
SW 6149

CORONADO STONE
LEDGESTONE SERIES
IDAHO DRYSTACK
CAPE COD GREY

STOREFRONT
DARK BRONZE
ALUMINUM

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Conceptual Retail Building 2 Elevations

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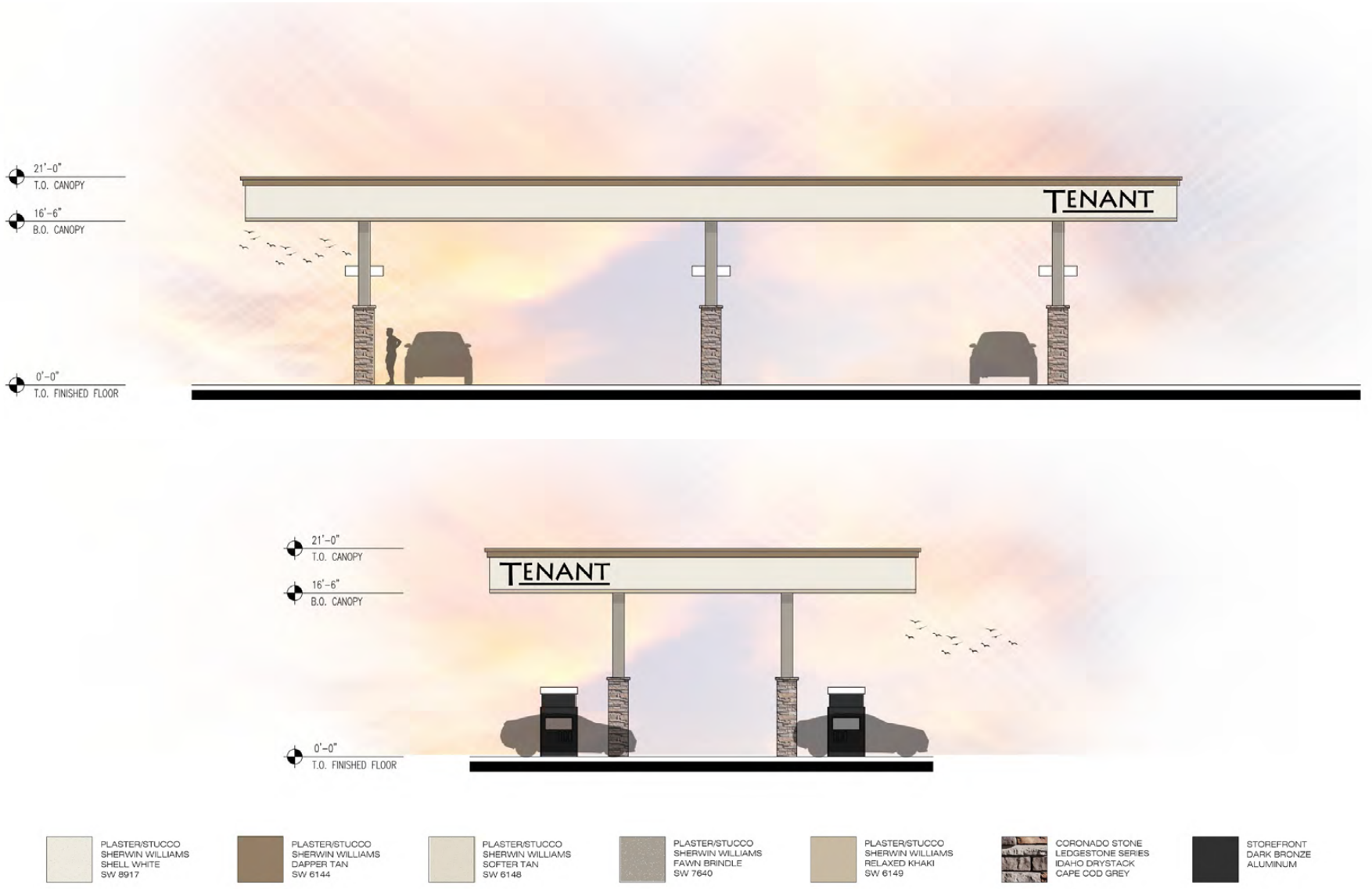
Conceptual Gas Station Elevations



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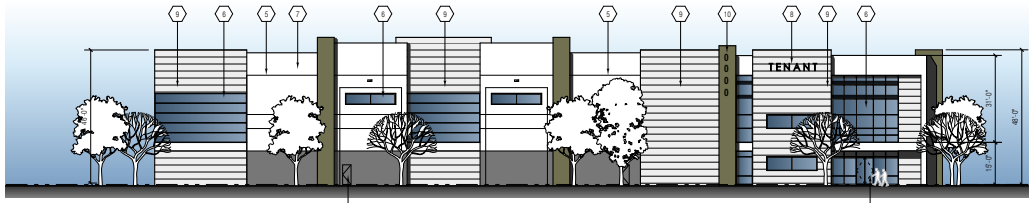
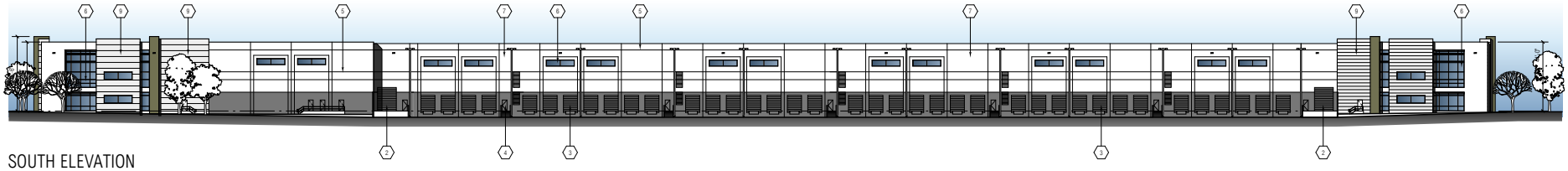
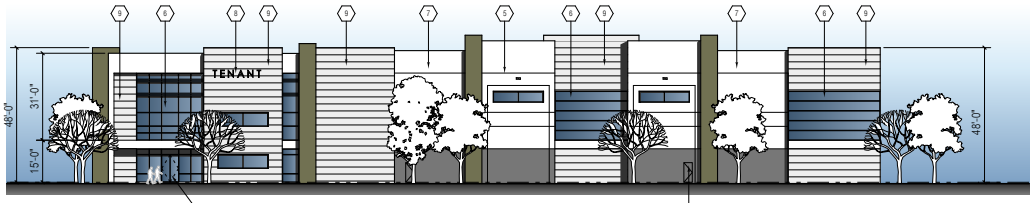
Conceptual Warehouse Elevations



WEST ELEVATION



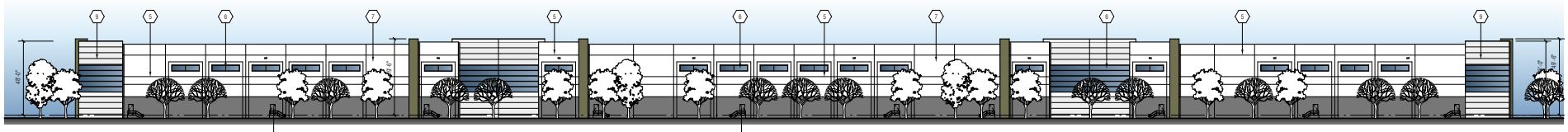
SOUTH ELEVATION



EAST ELEVATION

FINISH SCHEDULE:

1. FIELD COLOR
FRAZEE - CL 3211W - WASH BASIN
2. LIGHT ACCENT COLOR
FRAZEE - CL 3214M - WAVELENGTH
3. DARK ACCENT COLOR
FRAZEE - CL 3215D - ELF
4. DARK ACCENT COLOR
FRAZEE - CL 3216A - BRAINCHILD
5. CANOPIES - ALUCOBOND:
NATURAL BRUSHED GRAPHITE
6. GLASS - PRIMARY WINDOW
PPG SOLARCOOL PACIFICA
7. GLASS - ACCENT COLOR AT ENTRIES
PPG VISTACOOL PACIFICA
8. TOWER ACCENT COLOR
PPG - 11-26



NORTH ELEVATION

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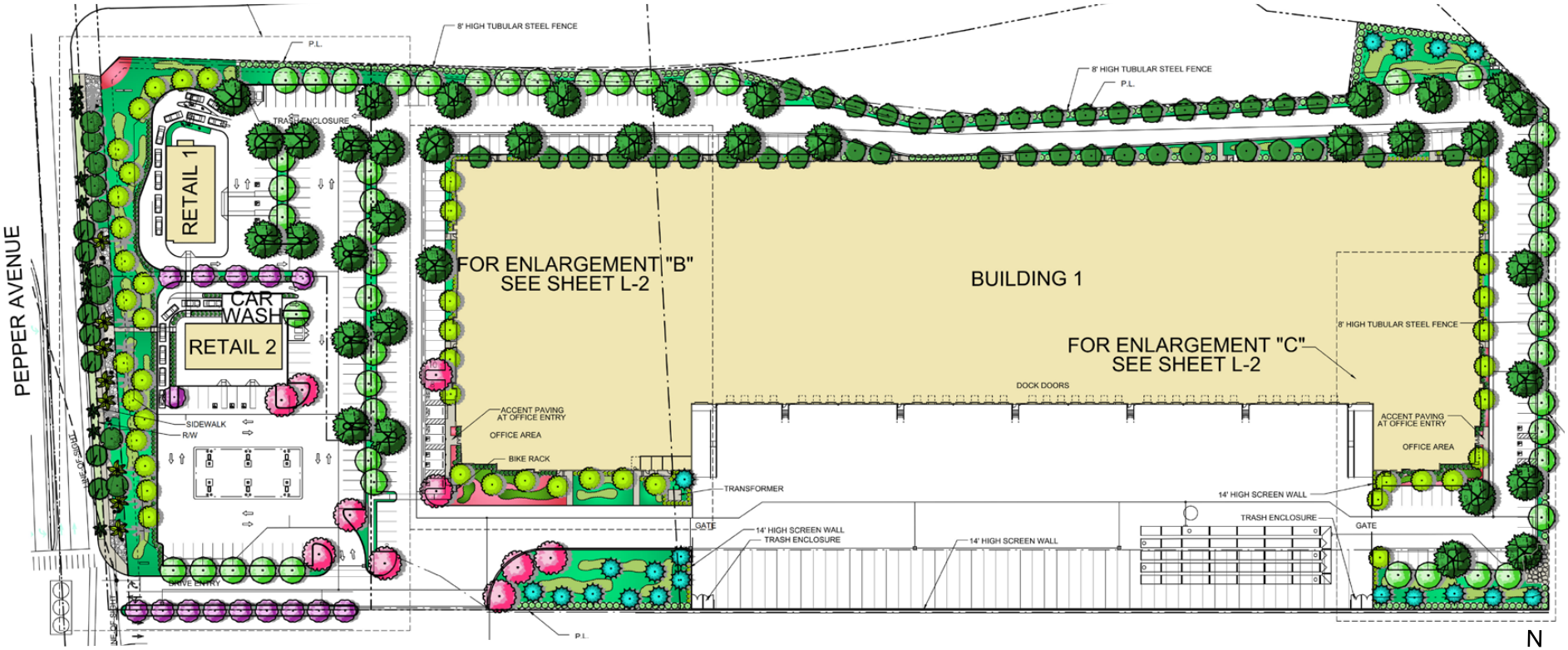
Conceptual Landscape Plan



TREE LEGEND

TREES	CODE	BOTANICAL / COMMON NAME	SIZE	WULCOLS	QTY
	ALB JU2	ALBIZIA JULIBRISSIN / SILK TREE	24"BOX	MED	9
	ALB JUL	EXISTING ALBIZIA JULIBRISSIN / EXISTING SILK TREE TO REMAIN	---		7
	WAS ROB	EXISTING WASHINGTONIA ROBUSTA / EXISTING MEXICAN FAN PALM TO REMAIN	---		11
	KM	KOELREUTERIA BIPINNATA / CHINESE FLAME TREE STANDARD	36"BOX	MED	10
	LM	LAGERSTROEMIA X 'MUSKOGEE' / LAVENDER CRAPE MYRTLE STD.	24"BOX	MED	15
	PE2	PINUS ELDARICA / AFGHAN PINE	24"BOX	LOW	19
	PG	PODOCARPUS GRACILIOR / FERN PINE	24"BOX	MED	40
	QV	QUERCUS VIRGINIANA / SOUTHERN LIVE OAK	24"BOX	LOW	38
	RS	RHUS LANCEA / AFRICAN SUMAC	24"BOX	LOW	49
	TR2	TRISTANIA CONFERTA / BRISBANE BOX	24"BOX	MED	46
	WAS RO2	WASHINGTONIA ROBUSTA / MEXICAN FAN PALM	8' BROWN TRUNK		8

INDUSTRIAL DEVELOPMENT

SMALL SCALE FOUNDATION PLANTING - LOW WATER - 5 GAL
CALLISTEMON CITRINUS 'LITTLE JOHN' / DWARF BOTTLE BRUSH
ELEAGNUS PUNGENS / SILVERBERRY
LEUCOPHYLLUM FRUTESCENS 'GREEN CLOUD' TM / GREEN CLOUD TEXAS RANGER
ROSMARINUS OFFICINALIS 'TUSCAN BLUE' / TUSCAN BLUE ROSEMARY
WESTRINGIA FRUTICOSA / COAST ROSEMARY

ACCENT SHRUBS - LOW WATER USE - 5 GAL
AGAVE DESMETTIANA 'VARIEGATA' / VARIEGATED AGAVE
AGAVE X 'BLUE FLAME' / BLUE FLAME AGAVE
CALLISTEMON CITRINUS 'LITTLE JOHN' / DWARF BOTTLE BRUSH
LEUCOPHYLLUM FRUTESCENS 'GREEN CLOUD' TM / GREEN CLOUD TEXAS RANGER
MUHLENBERGIA CAPILLARIS / PINK MUHLY
MUHLENBERGIA CAPILLARIS 'AUTUMN BLUSH' / PINK MUHLY
ROSMARINUS OFFICINALIS 'TUSCAN BLUE' / TUSCAN BLUE ROSEMARY
SALVIA CLEVELANDII 'ALLEN CHICKERING' / CLEVELAND SAGE
SALVIA GREGGII 'FURMANS RED' / FURMAN'S RED SALVIA
WESTRINGIA FRUTICOSA / COAST ROSEMARY

SHRUB PALETTE - MEDIUM WATER USE
BUXUS X 'GREEN GEM' / GREEN GEM BOXWOOD
LIGUSTRUM TEXANUM / TEXAS PRIVET
ROSA FLORIBUNDA 'ICEBERG' / ICEBERG ROSE
XYLOSMA CONGESTUM / SHINY XYLOSMA

GROUND COVER PALETTE - LOW WATER USE - 1 GAL
ACACIA REDOLENS 'DESERT CARPET' TM / BANK CATCLAW SPACE 4' O.C.
BACCHARIS PILULARIS 'PIGEON POINT' / COYOTE BRUSH - SPACE 4' O.C.
MYOPORUM PARVIFOLIUM 'PUTAH CREEK' / PUTAH CREEK MYOPORUM SPACE 3' O.C.
ROSMARINUS OFFICINALIS 'HUNTINGTON CARPET' / HUNTINGTON CARPET ROSEMARY - SPACE 3' O.C.

GROUND COVER PALETTE - MEDIUM WATER USE - 1 GAL
ROSA X 'FLOWER CARPET PINK' / ROSE
ROSA X 'FLOWER CARPET RED' / ROSE
TRACHELOSPERMUM JASMINOIDES / STAR JASMINE

EXISTING LMD PLANTING TO REMAIN
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Project Design Features

The amended Specific Plan requires that light industrial warehousing projects include various measures from the California Attorney General's *Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act*[2], which are listed below as PDF AQ-1 through PDF AQ-28.

In addition, PDFs related to geology, hydrology and water quality, public services, transportation, and utilities that were originally from the 2017 Final EIR and included in the Final Subsequent EIR with minor revisions are applicable to the proposed Project and are included and listed below. The City will include these PDFs along with mitigation measures in the Mitigation Monitoring and Reporting Program (MMRP) for the proposed Project to ensure their implementation.

California Attorney General's Warehouse Projects Best Practices Project Design Features

PDF AQ-1: The Project Applicant/Developer/Operator shall post both interior and exterior facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, SCAQMD, and the building manager.

PDF AQ-2: During Project grading operations, Project contractors shall limit the amount of daily grading disturbance area to not exceed the assumptions specified in the Draft Subsequent EIR Air Quality Impact Analysis.

PDF AQ-3: Project construction plans and specifications shall require on-road heavy-duty haul trucks to be model year 2010 or newer if diesel-fueled, if such equipment is widely available and economically feasible.

PDF AQ-4: The Project shall provide electrical hook ups to the power grid, rather than use diesel-fueled generators, for electric construction tools, such as saws, drills, and compressors, and shall use electric tools whenever feasible.

PDF AQ-5: The construction plans and specifications shall prohibit off-road diesel powered construction equipment from being in the "on" position for more than 10 hours per day during Project construction.

PDF AQ-6: During Project construction, the Project contractors shall keep all equipment maintenance records and data sheets, including design specifications and emission control tier classifications, onsite or at the contractor's office and shall furnish documents to the Lead Agency or other regulators, upon request.

PDF AQ-7: The Project Applicant/Developer shall provide information on transit and ridesharing programs and services to construction employees.

PDF AQ-8: The Project Applicant/Developer shall provide meal options onsite or shuttles between the construction site and nearby meal destinations for construction employees.

PDF AQ-9: The Project Applicant/Developer/Tenant shall require that all facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site meet or exceed 2010 model-year emissions equivalent engine standards as currently defined in California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators which own vehicles subject to Section 2025 shall maintain records on-site demonstrating compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request.

[2] Some of the Best Practices have not been agreed to, or have been modified, when such Best Practices do not constitute feasible measures.

PDF AQ-10: The Project Applicant/Developer/Tenant shall require that all heavy-duty trucks entering or operated on the project site to be zero-emission beginning in 2030, if such trucks are widely available and economically feasible[3].

PDF AQ-11: The Project Applicant/Developer/Tenant shall require all on-site equipment, such as forklifts and yard trucks, to be electric, propane or natural gas with the necessary electrical charging stations provided.

PDF AQ-12: The Project Applicant/Developer/Owner shall require tenants to use zero-emission light- and medium-duty trucks as part of business operations, if such trucks are widely available and economically feasible.

PDF AQ-13: The Project Applicant/Developer shall construct electric truck charging infrastructure consisting of infrastructure (i.e., conduit) to support future installation of charging stations, when such trucks are widely available and economically feasible.

PDF AQ-14: The Project Applicant/Developer shall construct electric light-duty truck charging infrastructure consisting of infrastructure (i.e., conduit) proportional, i.e., conduit for one charging station for every five light-duty truck parking spaces at the Project.

PDF AQ-15: The Project Applicant/Developer shall install all necessary infrastructure (i.e., wiring, reinforced roofs) to allow solar photovoltaic systems on the project site to be installed in the future, with a specified electrical generation capacity, such as equal to the building's projected energy needs.

PDF AQ-16: The Project Applicant/Developer/Owner shall require all stand-by emergency generators to be powered by a non-diesel fuel.

PDF AQ-17: The Project owner shall require facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.

PDF AQ-18: The Project owner shall require operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.

PDF AQ-19: The Project shall meet CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.

PDF AQ-20: The Project will achieve certification of compliance or demonstrate equivalency with LEED green building standards.

PDF AQ-21: The Project Owner/Tenant shall provide meal options onsite or shuttles between the facility and nearby meal destinations.

PDF AQ-22: The Project Applicant/Developer/Owner shall post signs at every truck exit driveway providing directional information to the truck route.

PDF AQ-23: The Project Applicant/Developer/Owner shall require 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, if the tenant/facility operator owns its own fleet of vehicles, subject to 13 California

3 On June 25, 2020, CARB approved the Advanced Clean Trucks Regulation. The regulation requires manufacturers to start the transition from diesel trucks and vans to zero-emission trucks beginning in 2024. The rule is expected to result in about 100,000 electric trucks in California by the end of 2030 and about 300,000 by 2035. CARB is expected to consider a fleet regulation in 2021 that would be compatible with the Advanced Clean Trucks regulation, requiring fleets to purchase a certain percentage of zero-emission trucks and vans for their fleet operations. https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks

Code of Regulations section 2025, require such tenants/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.

PDF AQ-24: The Project Applicant/Developer/Owner shall encourage tenants to enroll in the United States Environmental Protection Agency's SmartWay program and encourage tenants to use carriers that are SmartWay carriers.

PDF AQ-25: The Project Applicant/Developer/Owner shall provide tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.

PDF AQ-26: The Project Applicant/Developer/Owner shall post signs that all parking of trucks must be within designated on-site areas and not within the surrounding community or public streets. Install signs in residential areas noting that truck and employee parking is prohibited.

PDF AQ-27: The Project Applicant/Developer/Owner shall identify a person to act as a community liaison concerning onsite construction activities and operations and provide contact information for the community liaison to the surrounding community.

PDF AQ-28: The Project Applicant/Developer/Contractor shall prohibit grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone in the Project area.

2017 Final EIR Project Design Features

DF GEO-1: Geotechnical Investigation. Prior to the approval of a precise grading permit for any building within the Project Site, a subsequent site- and design-specific geotechnical and geologic report prepared by a licensed geologist shall be submitted to the City Engineer for review and approval. The report shall document the feasibility of each proposed use and the appropriate geotechnical, geologic, and seismic conditions associated with that use. The geologic investigation shall demonstrate that buildings for human occupancy will not be constructed across active faults and must be setback in accordance with Alquist-Priolo Earthquake Fault Zoning Act requirements. For residential uses, setback distances may vary, but a minimum 50-foot setback is required.

To demonstrate compliance with the Alquist-Priolo Earthquake Fault Zoning Act requirements, the analysis shall include the results of a subsurface investigation, including on-site trenching activities as necessary, to delineate the precise location(s) of any fault traces that could impact buildings on the future development. Unless otherwise modified, any conditions, recommendations, or construction measures contained therein, including the imposition of specified setback requirements for proposed development activities within Alquist-Priolo Earthquake Fault Zones, shall become conditions of approval for the requested use. The report shall comply with all applicable State and local code requirements, including the current building code in effect at the time of precise grading permit issuance.

DF GEO-2: Geotechnical Disclosures. Pursuant to the requirements of the Natural Hazards Disclosure Act, under Sec. 1103 of the California Civil Code, real estate sellers and brokers shall disclose to future buyers that if the Project lies within one or more state or locally mapped hazard areas, including an earthquake fault zone. This hazard shall also be disclosed on a statutory form called the Natural Hazard Disclosure Statement (NHDS) to all prospective buyers within the Project site.

DF HAZ-1: Soil Investigation. Soil samples shall be collected for new development within the Project Site prior to issuance of grading permits and analyzed for the presence of organochlorine pesticides and Title 22 Metals. Sampling and analysis shall be conducted in accordance with appropriate California guidelines (e.g., Department of Toxic Substances Control, 2008, Interim Guidance for Sampling Agricultural Properties). Soils with elevated organochlorine pesticides or metals compared with these guidelines shall be removed and disposed offsite in accordance applicable federal, state, and local regulations.

DF HYDRO-1: SWPPP. A Storm Water Pollution Prevention Plan (SWPPP) shall be developed by the applicant of each future development proposed within the Specific Plan that disturbs 1 or more acre. The SWPPP shall comply current Construction General Permit (CGP) and associated local National Pollutant Discharge Elimination System (NPDES) regulations at the time of development to ensure that the potential for soil erosion and short-term water quality impacts is minimized on a project-by-project basis.

DF HYDRO-2: WQMP. A Water Quality Management Plan (WQMP) shall be developed by the applicant of each future development proposed within the Specific Plan. The WQMP shall comply with all applicable provisions of the San Bernardino County Technical Guidance Document for Water Quality Management Plan (TGD-WQMP), WQMP Template (Template), and Transportation Project BMP Guidance, as required under Section XI.D.2 of Order No. R8-2010-0036. The WQMP shall include, but not be limited to, the following:

- Incorporation of site design/Low Impact Development (LID) strategies and source control measures in a systematic manner that maximize the use of LID features to provide treatment of stormwater and reduce runoff. For those areas of the Project Site where LID features are not feasible or do not meet the feasibility criteria, treatment control Best Management Practices (BMPs) with biotreatment enhancement design features shall be utilized to provide treatment. LID features shall be sized to infiltrate the required design capture volume (DCV) to reduce impacts of pollutants and runoff volumes to downstream receiving waters.
- Assuming complete build-out of the Project, the entire Project site shall require approximately 5.4 acre-feet of runoff to be infiltrated to retain the runoff from the 85th percentile, 24-hour rain event. Individual developments shall be responsible for their proportionate share. Infiltration BMPs would be sized in accordance with Form 4.3-3 of the TGD for WQMPs.
- Should infiltration prove infeasible based on future geotechnical studies associated with the site-specific plans, harvest and reuse BMPs shall be evaluated as part of the future site-specific plans and WQMPs.

DF HYDRO-3: Storm Drain Infrastructure. Precise drainage conveyance system design would be analyzed as part of the Water Quality Management Plan for each future, precise development consistent with State and City requirements for storm water conveyance.

Developers would enter into a development agreement to delineate their fair share cost of design and construction of the facilities, as applicable. If the northerly portion within either system is developed prior to the southerly portion, the owner would be responsible to do one of the following:

1. Install the proposed retention/detention system within the southerly portion of the Project Site (within their respective system) as well as any drainage conveyances to and from the basin system, sized to accommodate the south site as well. This could require a development agreement for reimbursement of the fair share of costs and shared land use between both owners; or

2. Install drainage and water quality facilities to accommodate only the north portion of their respective system. This would most likely require the design and implementation of an interim grading and drainage plan to mitigate any impacts to the southerly owner.

In this scenario, if the southerly portion of either system is developed prior to the northerly portion, the southern property owner would be responsible to install a drainage and water quality system within the southerly portion to include the anticipated demand and capacity contributed from the northerly site (within their respective system). Specifically, the proposed stormwater conveyances and retention/detention basin within each system would be sized per stormwater and water quality demand for the either the entire West system (Planning Areas 5, 6, 7 and 8) or entire East system (Planning Areas 1, 10, 2 and 3). As such, a development agreement between owners within each system would be implemented for the reimbursement of the fair share of costs.

DF HYDRO-4: Storm Drain Fees. The applicant of each future development proposed within the Project Site shall be responsible for paying development impacts fees per Title 3 – Revenue and Finance, Chapter 3.33 – Development Impact Fees, Section 3.33.270 – Storm Drain Facilities Development Impact Fee of the Municipal Code.

DF SERVICE - 1: Construction Management Plan. A construction management plan shall be developed by the applicant or contractor of each future developments proposed within the Specific Plan area and approved by the City of Rialto Public Works Department prior to construction activities. The construction management plan shall include, at a minimum, the following:

- Identify the locations of the off-site truck staging and provide measures to ensure that trucks use the specified haul route, as applicable, and do not travel through nearby residential neighborhoods or schools;
- Schedule vehicle movements to ensure that there are no vehicles waiting off-site and impeding public traffic flow on surrounding streets;
- Establish requirements for loading/unloading and storage of materials on the Project Site;
- Coordinate with the City and emergency service providers to ensure adequate access is maintained to and around the Project Site; and
- During construction activities when construction worker parking cannot be accommodated on the Project Site, a Construction Worker Parking Plan shall be prepared which identifies alternate parking location(s) for construction workers and the method of transportation to and from the Project Site (if beyond walking distance) for approval by the City. The Construction Worker Parking Plan shall prohibit construction worker parking on residential streets and prohibit on-street parking, except as approved by the City.

DF SERVICE - 2: Fire Fees. The applicant of each applicable future developments proposed within the Specific Plan shall be responsible for paying development impacts fees per Title 3 – Revenue and Finance, Chapter 3.33 – Development Impact Fees, Section 3.33.220 – Fire Protection Facilities Development Fee of the Municipal Code.

DF SERVICE - 3: Police Fees. The applicant of each applicable future development proposed within the Project Site shall be responsible for paying development impacts fees per Title 3 – Revenue and Finance, Chapter 3.33 – Development Impact Fees, Section 3.33.210 – Law Enforcement Facilities Development Impact Fee of the Municipal Code.

DF SERVICE - 4: Schools Fees. The applicant of each applicable future development proposed within the Project Site shall be responsible for paying development impacts fees to the Rialto Unified School District (RUSD) as full mitigation for potential impacts to schools pursuant to SB 50 (Section 65995 of the Government Code) and Title 17 – Subdivisions, Chapter 17.22 – School Facilities Fee, Section 17.22.120 – Facilities Fee and Section 17.22.140 – Dedication or Provision of Facilities in Lieu of Fees, of the Municipal Code.

DF SERVICE - 5: Parks. The applicant of each future residential development proposed within the Project Site shall be responsible for meeting the parkland dedication or fee requirements pursuant to the Quimby Act and Title 3 – Revenue and Finance, Chapter 3.33 – Development Impact Fees, Section 3.33.150 – Parks and Recreation Development Impact Fees and Title 17 – Subdivisions, Chapter 17.23 – Park and Recreational Facilities Dedication of the Municipal Code.

DF SERVICE - 6: Library Fees. The applicant of each applicable future development proposed within the Project Site shall be responsible for paying applicable development impacts fees Title 3 – Revenue and

Finance, Chapter 3.33 – Development Impact Fees, Section 3.33.200 – Library Facilities Development Impact Fee of the Municipal Code.

DF TRAF-1: Pepper Avenue / Northerly Right-In/Right-Out (RIRO) Driveway to PA 5. Install stop sign control on the EB approach, design the intersection to restrict left-in access to the Project driveway and left-out access from the Project driveway, and construct the intersection with the following geometrics:

- NB Approach: Provide two through lanes.
- SB Approach: Provide one through lane and one shared through-right turn lane.
- EB Approach: Provide a right turn lane.

DF TRAF-2: Pepper Avenue / Main Driveway (Intersection #23) to PA 1, PA 2, PA 5, and PA 6. Install traffic signal control and construct the intersection with the following geometrics:

- NB Approach: Provide one left turn lane, one through lane, and one shared through right lane.
- SB Approach: Provide one left turn lanes with 175 feet of storage, one through lane, and one shared through right lane.
- EB Approach: Provide one left turn lane and one shared through-right lane.
- WB Approach: Provide one left turn lane, one through lane, and one right turn lane.

DF TRAF-3: Pepper Avenue / Southerly RIRO Driveway to PA 6. Install stop sign control on the EB approach, design the intersection to restrict left-in access to the Project driveway and left out access from the Project driveway, and construct the intersection with the following geometrics:

- NB Approach: Provide two through lanes.
- SB Approach: Provide one through lane and one shared through-right turn lane.
- EB Approach: Provide a right turn lane.

EIR DF TRAF-4: Pepper Avenue / South Driveway (Intersection #24) to PA 2 and 3. At complete buildout, or as otherwise determined by traffic needs, install traffic signal control and construct the intersection with the following geometrics:

- NB Approach: Provide one through lane and one shared through-right lane.
- SB Approach: Provide one left turn lane and two through lanes.
- WB Approach: Provide one right turn lane.

DF WATER-1: Water Infrastructure. Future development within the Project Site shall provide connections to the water servicing line from both sides of Pepper Avenue. These future connections shall lie north of the WVWD Lord Ranch Facility and require either a direct connection to the existing 30-inch transmission line in Pepper Avenue or extending the 12-inch line to the connection points. The water system shall be designed to deliver the peak hour domestic demand to each service point with a residual pressure of 40 pounds per square inch (psi) and to deliver specified fire flow plus the peak day domestic demand with a minimum residual pressure of 20 psi. The fire flow requirement for the Project Site is 3,000 gallons per minute (gpm) for three hours (for commercial/office/high density residential areas). The maximum operating pressure in mains shall not exceed 130 psi with pressure reducers required on service connections having pressure greater than 80 psi. All water lines shall be looped where possible. All dead-end lines shall not exceed 660 feet in length or the current design requirements at the time of design.

DF WATER-2: Water Fees. The applicant of each applicable future development proposed within the Project Site shall be responsible for paying development impacts fees per Title 3 – Revenue and Finance, Chapter

3.33 – Development Impact Fees, Section 3.33.260 – Domestic and Recycled Water Facilities Development Impact Fee of the Municipal Code.

DF SEWER-1: Sewer Infrastructure. The sewer system for the Project shall consist of two systems, the East and West systems. The East system shall gravity flow southerly within the future commercial development area (east of pepper Avenue) and then westerly to a proposed lift station on the east side of Pepper Avenue. The East system shall consist of 8-inch and 6-inch laterals. The West system (west of Pepper Avenue) shall gravity flow easterly towards Pepper Avenue and join an existing 12-inch VCP sewer line in Pepper Avenue.

An on-site sewer lift station on the east side of Pepper Avenue shall be required to pump sewage flows southerly via a force main into the gravity sewer system in Winchester Drive. The future lift station shall be sized to accommodate the peak sewer flows from the Project as well as any potential offsite future developments that may be tributary to the lift station, including the Caltrans-maintained area north of the 210 Freeway and south of Highland Area (which consists of 7.4 acres). Future development of this 7.4-acre area would likely add additional sewer flows of approximately 9 percent of the above peak flow to the lift station. Therefore, the proposed lift station shall be designed to accommodate the calculated peak flow plus 9 percent.

The on-site sewer system for the Specific Plan area may reach depths of 20-25 feet, therefore the future lift station shall be designed to have sufficient power to siphon sewer flows from these depths. Furthermore, there would be approximately 35-40 feet of vertical change and approximately 1,100 feet of horizontal length between the lift station and the point of connection into the existing sewer system in Winchester Drive. The final engineering and design specifications shall ensure the lift station can accommodate these constraints.

DF SEWER-2: Sewer Fees. The applicant of each applicable future development proposed within the Project Site shall be responsible for paying development impacts fees per Title 3 – Revenue and Finance, Chapter 3.33 – Development Impact Fees, Section 3.33.240 – Sewage Collection Facilities Development Impact Fee and Section 3.33.250 – Sewage Treatment Facilities Development Impact Fee of the Municipal Code.

Project Operations

Although individual users have not been identified, the proposed retail commercial and light industrial buildings are anticipated to operate up to 7 days a week. The proposed uses could include multiple shifts with operational activities 24 hours per day. Operations would primarily be conducted within the enclosed buildings, except for traffic movement, parking, operation of the proposed drive-throughs, operation of the gas station, and the loading and unloading of trucks at designated loading bays.

Project Construction

Construction activities for the Project would take approximately 14 months and include site preparation, grading, building construction, paving, and architectural coatings, as shown in Table 3-1. Site excavation is anticipated to occur to depths of five feet below the existing grade, and four feet below the proposed building pad subgrade elevation.

Construction activities would occur pursuant to the requirements of the Rialto Municipal Code Section 9.50.050(F), which states that construction activity shall occur between 7:00 a.m. to 5:30 p.m. Monday through Friday from October 1st to April 30th, 6:00 a.m. to 7:00 p.m. Monday through Friday from May 1st to September 30th, and 8:00 a.m. to 5:00 p.m. on Saturdays any time of year. No construction activity is permitted on Sundays or state holidays. However, the Project may include early morning concrete pour activities, which would be coordinated with the City for appropriate permitting.

Table 3-3: Construction Schedule

Activity	Total Working Days
Site Preparation	10
Grading	30
Building Construction	170
Paving	20
Architectural Coating	40

Discretionary Approvals, Permits, and Studies

The discretionary actions to be considered by the City as part of the proposed Project include:

- Conditional Development Permit
- Precise Plan of Design
- Tentative Parcel Map

In addition, the proposed Project will require ministerial approvals by other agencies that include, but are not limited to, the following:

- Regional Water Quality Control Board for approval of a Stormwater Pollution Prevention Plan and a Water Quality Management Plan
- West Valley Water District permits
- South Coast Air Quality Management District construction permits

4 ENVIRONMENTAL CHECKLIST

This section includes the completed environmental checklist form. The checklist form is used to assist in evaluating the potential environmental impacts of the proposed Project. The checklist form identifies potential Project effects as follows: 1) Substantial Change in Project or Circumstances Resulting in New Significant Effects; 2) New Information Showing Greater Significant Effects than Previous EIR; 3) New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined; 4) Minor Technical Changes or Additions; and 5) No New Impact/No Impact. Substantiation and clarification for each checklist response is provided in Section 5 (Environmental Evaluation). Included in the discussion for each topic are standard condition/regulations and mitigation measures, if necessary, that are recommended for implementation as part of the proposed Project.

4.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The subject areas checked below (☒) were determined to be new significant environmental effects or to be previously identified effects that have a substantial increase in severity either due to a change in project, change in circumstances or new information of substantial importance, as indicated by the checklist and discussion on the following pages.

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

4.2 DETERMINATION

On the basis of this initial evaluation:

☐ No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous approved ND or MND or certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously adopted ND or MND or previously certified EIR adequately discusses the potential impacts of the project without modification.

☒ The Checklist/Addendum concludes that none of the conditions or circumstances that would require preparation of a subsequent or supplemental EIR pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15162 exists in connection with the design of the Project. No substantial changes have been proposed to the project described in the Final Subsequent EIR that require major revisions to Final Subsequent EIR. No new significant environmental effects or substantial increase in the severity of previously identified significant environmental effects would occur. The Checklist/Addendum also indicates that there have not been any substantial changes with respect to the circumstances under which development of the project site, including the project, would be undertaken that would require major revisions to the Final Subsequent EIR. The Checklist/Addendum concludes that no substantial changes with respect to circumstances under which the project is undertaken have occurred that have not already been accounted for. The Checklist/Addendum also concludes that no new information of substantial importance, which was not known and could not have been known at the time that the Final Subsequent EIR was certified, shows that the project would cause or substantially worsen significant environmental impacts discussed in the Final Subsequent EIR, that mitigation measures or alternatives found infeasible in the Final Subsequent EIR would in fact be feasible, or that different mitigation measures or alternatives from those analyzed in the Final Subsequent EIR would substantially reduce one or more significant environmental effects found in the Final Subsequent EIR.

☐ Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous ND, MND or EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However, all new potentially significant environmental effects or substantial increases in the severity of previously identified significant effects are clearly reduced to below a level of significance through the incorporation of mitigation measures agreed to by the project applicant. Therefore, a SUBSEQUENT EIR is required.

☐ Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However, only minor changes or additions or changes would be necessary to make the previous EIR adequate for the project in the changed situation. Therefore, a SUPPLEMENTAL EIR is required.

☐ Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3) such as one or more significant effects not discussed in the previous EIR. Therefore, a SUBSEQUENT EIR is required.

Signature Date

Printed Name For

4.3 EVALUATION OF ENVIRONMENTAL IMPACTS

The evaluation of environmental impacts in this addendum summarizes conclusions made in the Final Subsequent EIR and compares them to the impacts of the proposed Project. Mitigation measures referenced are from the MMRP adopted as part of the Final Subsequent EIR, which includes mitigation measures from the 2017 Final EIR and are described as either being previously implemented, applicable to the proposed Project, or not applicable.

This comparative analysis has been undertaken pursuant to the provisions of CEQA and the State CEQA Guidelines, to provide the factual basis for determining whether the proposed Project, or any new information that has come to light that permits or requires the preparation of a subsequent or supplemental EIR.

The analysis herein follows the outline and format, and applies the impact thresholds of, the Final Subsequent EIR, as required by CEQA. (*Citizens Against Airport Pollution v. City of San Jose* (2014) 227 Cal.App.4th 788.) As discussed previously in Section 1.2 *Environmental Procedures*, pursuant to State CEQA Guidelines Section 15162, when an EIR has been previously certified that includes the scope of development of a site or area, no subsequent or supplemental EIR shall be prepared for the project unless the lead agency determines that one or more of the following three conditions are met: 1) the project would result in new or substantially more severe impacts than were disclosed in the previous EIR; 2) changes in the circumstances surrounding the project result in new or substantially more severe impacts than were disclosed in the previous EIR; or 3) new information has come to light showing that new or substantially more severe impacts than were disclosed in the previous EIR will occur.

Terminology Used in the Checklist

For each question listed in the Environmental Checklist, a determination of the level of significance of the impact is provided. Impacts are categorized in the following categories:

Substantial Change in Project or Circumstances Resulting in New Significant Effects. A Subsequent EIR is required when 1) substantial project changes are proposed or substantial changes to the circumstances under which the project is undertaken, and 2) those changes result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects, and 3) project changes require major revisions of the EIR.[4]

New Information Showing Greater Significant Effects than Previous EIR. A Subsequent EIR is required if new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified, shows 1) the project will have one or more significant effects not discussed in the EIR; or 2) significant effects previously examined will be substantially more severe than shown in the EIR.[5]

New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined. A Subsequent EIR is required if new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified shows 1) mitigation measures or alternatives previously found not to be feasible would in fact be feasible (or new mitigation measures or alternatives are considerably different) and would substantially reduce one or more

[4] CEQA Guidelines. California Code of Regulations (CCR), Title 14, Division 6, Chapter 3, § 15162, as amended.
[5] CEQA Guidelines. § 15162.

significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.[6]

With regard to the foregoing three categories, a Supplement to an EIR can be prepared if the criterion for a Subsequent EIR is met, and only minor additions or changes would be necessary to make the EIR adequately apply to the proposed Project.[7]

Minor Technical Changes or Additions. An Addendum to the EIR is required if only minor technical changes or additions are necessary and none of the criteria for a subsequent EIR is met.[8]

No Impact. A designation of *no impact* is given when the proposed Project would have no changes in the environment as compared to the original project analyzed in the EIR.

[6] CEQA Guidelines. § 15162.
[7] CEQA Guidelines. § 15163.
[8] CEQA Guidelines. § 15164.

5 ENVIRONMENTAL ANALYSIS

This section provides evidence to substantiate the conclusions in the environmental checklist. The section briefly summarizes the conclusions of the Final Subsequent EIR, and then discuss whether or not the proposed Project is consistent with the findings contained in the Final Subsequent EIR, or if further analysis is required in a supplemental or another subsequent EIR. Mitigation measures referenced herein are from the Final Subsequent EIR, which includes mitigation measures from the 2017 Final EIR for the Pepper Avenue Specific Plan.

5.1 AESTHETICS

	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact /No Impact
Would the project:					
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	☐	☐	☐	☐	☒
c) 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 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?	☐	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☐	☒

Summary of Impacts Identified in the Final Subsequent EIR

The Final Subsequent EIR determined that maximum building heights would remain at 4 stories / 55 feet and that buildings would be required to have a minimum front setback from Pepper Avenue of 25 feet and a one-foot setback for each one foot in building height for every foot above 25 feet; and therefore, development pursuant to the Specific Plan Amendment, including development of PA 10 would not block north- and northeasterly-facing views of the San Bernardino Mountains. Similarly, the Final Subsequent EIR determined that development of the Specific Plan area would not hinder public views of the La Loma Hills, Jurupa Hills, and Box Spring Mountains that are located to the south of I-10, and that impacts related to effects on a scenic vista were less than significant (Draft Subsequent EIR pages 5.1-8 through 5.1-9).

The Final Subsequent EIR describes that the Specific Plan area is not located near a state scenic highway. The nearest eligible state scenic highways are State Route 38 and State Route 330, both approximately 10 miles from the Specific Plan area and not visible from the Specific Plan area. Therefore, the Final Subsequent

EIR determined that no impacts to scenic resources within a state scenic highway would occur (Draft Subsequent EIR Appendix A, Initial Study page 31).

The Final Subsequent EIR describes that the Specific Plan area is urban, and that adherence to the development standards of the Specific Plan, General Plan, and Municipal Code would ensure that impacts related to a conflict with an applicable General Plan policy related to scenic quality would not occur (Draft Subsequent EIR pages 5.1-9 through 5.1-11). In addition, new lighting would be required to meet the City's municipal code standards that require light fixtures to be situated and shielded as not to direct or reflect lighting onto adjacent properties or public rights-of-way to reduce impacts to less than significant. The Final Subsequent EIR also determined that buildings within the Specific Plan area would not use highly reflective surfaces, or glass sided buildings, and that impacts related to glare would be less than significant (Draft Subsequent EIR Appendix A, Initial Study page 32).

Regarding cumulative impacts, the Final Subsequent EIR determined that implementation of the Specific Plan Amendment would result in a coordinated development of an area that has long been anticipated for urban uses, and that implementation of the design guidelines and development standards would ensure that the cumulative change in visual condition from the proposed Project, in combination with future nearby projects would not be considered adverse, and would be a less than cumulatively considerable impact related to scenic quality (Draft Subsequent EIR page 5.1-11).

Impacts Associated with the Proposed Project

a) Have a substantial adverse effect on a scenic vista?

No New Impact. The Final Subsequent EIR determined that future development within the Specific Plan area designated as Community Commercial and Light Industrial would have an allowable maximum building height of 4 stories / 55 feet that would not impact scenic vistas. Public vantage points along Pepper Avenue near the Project site have northerly views of the San Gabriel and San Bernardino Mountain Ranges to the north. In addition, the east terminus of Walnut Avenue, Chestnut Avenue, Terrance Road, and Baseline Road provide northerly views of the mountains. Background views to the south of the Project site include the La Loma Hills, Jurupa Hills, and Box Spring Mountains that are located to the south of I-10.

The Walnut Avenue and Chestnut Avenue vantage point (approximately 1,310 feet amsl) is approximately 30 feet higher in elevation than the Project site, which is approximately 1,280 feet (Phase I, 2022). The proposed development would be east of the Walnut Avenue and Chestnut Avenue vantage point and set back a minimum of 49 feet from the Pepper Avenue right-of-way and not in the direct line of sight toward mountain views from this location. Also, the proposed commercial buildings that are proposed closest to the Pepper Avenue right-of-way would have a maximum height of 30 feet, which is much lower than the allowable 55-foot-high buildings along Pepper Avenue that were determined by the Final Subsequent EIR to not impact scenic vistas. Further, the proposed light industrial warehouse building on PA 10 would have a maximum height of 49 feet and 6 inches and would also not exceed the previously analyzed building height of 55 feet. Therefore, consistent with the findings of the Final Subsequent EIR, the proposed Project would not block north- and northeasterly-facing views of the San Bernardino Mountains. Similarly, the proposed Project would not change the existing public views of the La Loma Hills, Jurupa Hills, and Box Spring Mountains that are located to the south of I-10. There are no public roadways to the east of PA 1 and PA 10 that the new buildings would hinder views from; and views from SR-210 would not be restricted because the proposed building heights would be below 55 feet in height.

Pepper Avenue runs in a north/south direction, adjacent to the west of the Project site. The Specific Plan requires a minimum of a 25-foot setback from Pepper Avenue right-of-way. The proposed Project would provide a setback of 49 feet to the closest building. Thus, the roadway would continue to provide a north-

facing view corridor with implementation of the proposed Project. As with the Walnut and Chestnut Avenue vantage point, there is a vantage point on Pepper Avenue just to the north of Winchester Drive/Terrace Drive that currently provides views of the San Bernardino Mountains to the north and the La Loma Hills, Jurupa Hills, and Box Spring Mountains to the south and, is more than 20 feet higher in elevation than the Project site. Given the maximum building heights of 30 feet on PA 1 and 49 feet and 6 inches on PA 10, which is set behind PA 1, are lower in height than the previously approved buildings in this area, views of the mountains would also not be blocked by the proposed Project. Other north-facing views are farther to the south and include potential views of the West Valley Water District (WVWD) water storage tanks to the south of PA 2 and PA 3 (that are approved for development of a light industrial warehouse), and traffic along the Pepper Avenue corridor. In addition, south facing views of the La Loma Hills, Jurupa Hills, and Box Spring Mountains would not change because the proposed Project is located in the opposite (northern) direction from this viewpoint and because the proposed development would be set back a minimum of 49feet from Pepper Avenue. As such, the proposed Project would result in less than significant impacts related to effects on a scenic vista. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

b) Substantially damage scenic resources, including, trees, rock outcroppings, and historic buildings within a state scenic highway?

No New Impact. The Project site is not located within view of a state scenic highway, as there are no designated state scenic highways within the vicinity of the site. The nearest eligible state scenic highways are Route 38 and Route 330, which are approximately 10 miles from the Project site. The Project would not result in impacts to trees, rock outcroppings, or historic buildings within a state scenic highway. Therefore, no impacts to scenic resources within a state scenic highway would occur.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR. Impacts of the proposed Project would be consistent with those identified in the Final Subsequent EIR.

c) 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 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?

No New Impact. As described in the Final Subsequent EIR, the Specific Plan area (including Project site) is located in an area that meets the U.S. Census Bureau's definition of an "urbanized area" and is planned for urban uses by the City General Plan and the Pepper Avenue Specific Plan; therefore, for purposes of evaluation herein the proposed Project is considered to be located in an urbanized area.

Specific Plan Regulations. The Specific Plan design guidelines and development standards provide the applicable zoning and other regulations governing scenic quality and the Project site. The Specific Plan includes various architectural elements. Buildings are required to have scale, massing, fenestration, materials, and colors are consistent with the building's architectural style and compatible with the overall design in the Specific Plan area; not have blank walls; provide articulation toward the street frontage; employ different colors, materials, and/or textures on each building; etc. The conceptual building elevations provided in Figures 6 through 8 have been designed to be consistent with these requirements.

The Specific Plan also requires screened loading doors, service docks, and equipment areas. The Project would screen loading dock and truck parking areas with a combination of walls, fencing, and landscaping. Additionally, the Project's landscape would incorporate low water need plant species that can maintain vibrancy during drought conditions, as shown in Figure 10, *Conceptual Landscape Plan*. These visual features

would ensure that loading activities and parked trucks are screened from adjacent areas and public roadways.

As detailed in Table AES-1, the Project would be consistent with the Specific Plan development standards and would be required through development permitting to implement required landscaping, as shown in Figure 10, *Conceptual Landscape Plan*. Thus, the proposed Project would not conflict with applicable Specific Plan regulations governing scenic quality and impacts would be less than significant.

Table AES-1: Proposed Project Consistency with Specific Plan Development Standards

Standard	Requirement Applicable to Project	Proposed Project
Building Landscape Setbacks to Pepper Avenue ROW	Minimum 25 feet	25-foot landscape setback and 49-foot building setback
Building Landscape Setbacks Other Front Property Line	Minimum 15 feet for Light Industrial	The proposed light industrial warehouse building is set back 65 feet from the boundary with PA 1
Building Landscape Setbacks Side/Rear Property Lines	Minimum 10 feet for Light Industrial	40-foot minimum side building setback 60-foot minimum rear building setback
Maximum Building Height	55 feet	30 feet on PA 1 49 feet, 6 inches on PA 10

Municipal Code Regulations. The Specific Plan standards provide a majority of the regulations related to scenic quality. However, the following municipal code requirements are related to the proposed Project and govern scenic quality. Municipal Code Section 18.61.050 requires that loading areas, trash and storage areas, and roof-mounted equipment be not visible from offsite areas. As detailed previously, and shown on Figure 10, *Conceptual Landscape Plan* the Project would screen loading dock, truck parking areas, trash and storage areas, and roof-mounted equipment with a combination of parapets, walls, fencing, and landscaping.

The proposed Project would be consistent with building design requirements of Municipal Code Section 18.61.060 that require desirable colors on building exteriors, including muted natural colors, earth tone colors, pastel colors, and natural stains. The facade of the proposed light industrial warehouse building would be segmented and well-defined (as shown on Figure 8 *Conceptual Warehouse Elevations*), which is consistent with Municipal Code Section 18.61.080. Also, the proposed Project would be consistent with Section 18.61.100, which requires that materials and colors on building exteriors of all elevations of a building be coordinated to provide a total continuity of design; and with Section 18.61.140, which requires lighting to be designed as an integral part of the overall site and buildings design. Because the proposed Project would be consistent with applicable aesthetic regulations of the Municipal Code, impacts related to regulations governing scenic quality would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR. Impacts from the proposed Project would be consistent with those identified in the Final Subsequent EIR.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No New Impact. The Project site is currently vacant and undeveloped and does not produce light or glare. Existing nighttime lighting in the Project vicinity consists of streetlights along Pepper Avenue and lighting for the WVWD facility in the southeast portion of the Specific Plan area. Lighting adjacent to the Specific Plan area consists of lighting from streetlights, illuminated signage, vehicle lights on the SR-210, headlights on

local and arterial streets, porch lights and light spillage from residences in the surrounding residential neighborhoods, and ballfield and parking lot lights in Frisbie Park. Nighttime illumination is lowest in the area's residential neighborhoods and undeveloped parcels, and highest along the SR-210 corridor and Frisbie Park, particularly during evening use of the ballfields. Sensitive uses with respect to light and glare include the residential neighborhoods located to the west and southwest beyond Pepper Avenue and the Specific Plan area, and to the east and northeast beyond the railroad tracks and WVWD areas.

Glare in the area is limited. No large continuous expanses of highly reflective materials exist within the Specific Plan area or in the vicinity. Activities that would be sensitive to daytime glare from reflected sunlight include motorists traveling on the adjacent roadways or the SR-210 and the residences in the nearby residential area.

The Project would introduce new sources of light from new building lighting, exterior lighting, signage lighting, interior lights shining through building windows, and headlights from nighttime vehicular trips generated by the Project. However, the Project would be located adjacent to roadways that generate light and would only slightly increase lighting and glare compared to the existing condition of the area surrounding the site. Also, new landscaping would be provided throughout the Project site that would limit impacts from new sources of light and glare. For example, perimeter landscaping, including trees, would limit the spill of light onto adjacent properties. Also, as a standard condition of Project approval, the proposed Project would be required to comply with lighting standards detailed in the City's Municipal Code, which would require Project lighting to be shielded, diffused, or indirect to avoid glare to both on offsite residents, pedestrians, motorists. Compliance with the Municipal Code would be implemented through the construction permitting and plan check process. Therefore, impacts associated with new lighting would be less than significant.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR. Impacts from the proposed Project would be consistent with those identified in the Final Subsequent EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding aesthetics. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the previous Final Subsequent EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final Subsequent EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the Final Subsequent EIR.

Plans, Programs, or Policies (PPP)

PPP AES-1: Municipal Code Section 11.08.030, Street Landscaping: The City shall develop and maintain a street tree plan including a master list of trees approved for planting in streets and parkways throughout the City. The plan would include rules and regulations governing the planting, location, spacing and maintenance of the various varieties of the listed trees. No persons shall plant or install any tree upon any

portion of any street, park, parkway, or other public property which does not conform to the type, variety, location and spacing designated by the director for that area.

PPP AES-2: Municipal Code Section 18.61.140, Lighting: Lighting is to be designed as an integral part of the overall site and building design. The design of the light fixtures and their structural supports shall be architecturally compatible with on-site buildings and be architecturally integrated into the design of a building. All exterior lighting shall be coordinated as to style, material, and color and designed to avoid spillover glare beyond the site boundaries, particularly where incompatible uses are located in close proximity. Neutral and earth-tone color lighting fixtures with other appropriate measures to conceal the light source from adjoining properties and adjacent street used by the public shall be required.

PPP AES-3: Municipal Code Section 18.61.160, Loading Areas: Service, storage, and loading areas shall not face onto streets used by the public, wherever possible. When these features must face a street used by the public due to site constraints, they shall be screened with a solid decorative wall, berm, trellises, and/or landscaping.

Project Design Features (PDFs)

No PDFs related to aesthetics are included in the proposed Project.

Mitigation/Monitoring Required

No mitigation measures were included in the Final Subsequent EIR related to aesthetics. No new impacts nor substantially more severe aesthetic impacts would result from implementation of the proposed Project; therefore, no mitigation measures are required for aesthetics. However, PPP AES-1 through PPP AES-3 would be included in the Project MMRP to ensure implementation.

5.2 AGRICULTURE AND FORESTRY RESOURCES

	Subsequent or Supplemental EIR			Addendum to EIR	
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact /No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☐	☒

Summary of Impacts Identified in the Final Subsequent EIR

The Final Subsequent EIR describes that the California Department of Conservation Important Farmland mapping identifies the Specific Plan area as Grazing land. No areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance are located on or adjacent to the Specific Plan area. Therefore, the proposed Project would not have impacts related to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. The Final Subsequent EIR also states that none of the parcels within the Specific Plan area are zoned for agricultural use, nor is there any land under a Williamson Act contract within the Specific Plan area. Therefore, no impact would occur. Additionally, the Final Subsequent EIR determined that the Specific Plan area contains a limited number of trees, does not include forestland or timberland, and does not include areas zoned as forestland. The Final Subsequent EIR concluded the amended Specific Plan would not result in the loss of forest land or the conversion of forest land to non-forest use (Draft Subsequent EIR Appendix A, Initial Study pages 34 and 35).

Impacts Associated with the Proposed Project

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No New Impact. The California Department of Conservation Important Farmland mapping identifies the Project site as Grazing land. No areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance are located on or adjacent to the Project site. The Project site is not used for farmland and is not adjacent to areas that are used for farmland. Therefore, the proposed Project would not have impacts related to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No New Impact. The Williamson Act (California Land Conservation Act of 1965) restricts the use of agricultural and open space lands to farming and ranching by enabling local governments to contract with private landowners for indefinite terms in exchange for reduced property tax assessments. The Project site is not under an active Williamson Act contract. In addition, PA 1 is designated as Community Commercial and PA 10 is designated as Light Industrial, which do not provide for agricultural uses. Therefore, the proposed Project would not result in impacts related to a Williamson Act contract or zoning for agricultural uses.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No New Impact. The Project site is currently undeveloped land that is dominated by ruderal non-native plants that include scattered ornamental trees, such as Mexican fan palms, eucalyptus, pine tree, and coast live oak. The site does not contain forest land and there are no forestland resources in the vicinity of the Project site. PA 1 is designated as Community Commercial and PA 10 is designated as Light Industrial. Thus, the site is not designated or zoned as forest land or timberland or used for timberland production. As a result, the Project would not result in impacts on timberland resources.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No New Impact. As discussed previously, there are no forest or timberland resources on or in the vicinity of the Project site. The proposed Project would not convert forest land to a non-forest use. Therefore, there would be no impacts related to the loss of forest land or the conversion of forest land to non-forest uses.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR. Impacts from the proposed Project would be consistent with those identified in the Final Subsequent EIR.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No New Impact. As previously stated, the Project site is currently undeveloped and not used for either agricultural or forest uses. The site is also not designated or zoned for agricultural purposes or forest land. The proposed Project would not convert farmland to a nonagricultural use or convert forest land to a non-forest use. Therefore, no impacts would occur, and the Project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR. Impacts from the proposed Project would be consistent with those identified in the Final Subsequent EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding agriculture and forest resources. There have not been 1) changes related development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site undertaken that require major revisions of the previous Final Subsequent EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final Subsequent EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the Final Subsequent EIR.

Plans, Programs, or Policies (PPP)

None.

Project Design Features (PDFs)

No PDFs related to agriculture and forest resources are included in the proposed Project.

Mitigation/Monitoring Required

No mitigation measures were included in the Final Subsequent EIR related to agriculture and forest resources. No new impacts nor substantially more severe agriculture and forest resources impacts would result from the proposed Project; therefore, no new or revised mitigation measures are required for agriculture and forest resources.

5.3 AIR QUALITY

	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact /No Impact
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard)?	☐	☐	☐	☐	☒
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☐	☒
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☐	☒

The discussion below is based on the North Pepper Avenue Air Quality, Greenhouse Gas and Energy Assessment, which is included as Appendix A, and the Health Risk Assessment, which is included as Appendix B.

Impacts Identified in the Final Subsequent EIR

The Final Subsequent EIR analyzed programmatic impacts from buildout of the amended Specific Plan related to air quality and determined that the Project would exceed SCAQMD's regional significance thresholds for operation-phase emissions of NOx emissions after implementation of requirements and mitigation measures. Therefore, the Final Subsequent EIR determined that buildout of the amended Specific Plan would result in an increase in the frequency or severity of existing air quality violations and contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP (Draft Subsequent EIR pages 5.2-22 and 5.2-23).

The Final Subsequent EIR describes that over 90 percent of the amended Specific Plan's NOx emissions are derived from heavy duty truck trips. Individual development projects would implement various measures from the California Attorney General's Warehouse Projects: Best Practices and Mitigation Measures as PDFs and Mitigation Measures AQ-3 through AQ-8 were included to reduce the operational NOx emissions. However, these measures would not be sufficient enough to reduce the NOx emissions to below the SCAQMD thresholds. Neither individual project applicants nor the City have regulatory authority to control tailpipe emissions. Thus, no feasible mitigation measures exist that would reduce these emissions to levels that are less-than-significant, and impacts related to regional cumulative air quality emissions were determined to be significant and unavoidable (Draft Subsequent EIR pages 5.2-25 through 5.2-27).

The Final Subsequent EIR evaluated potential impacts of localized emissions at approximately 255 feet (78 meters) from the light industrial development on PA 2 and PA 3, which determined that the peak daily

localized onsite emissions would not exceed the SCAQMD's localized significance thresholds, and impacts would be less than significant. Mitigation Measure AQ-2 was included to require future development projects to provide modeling of the regional and the localized emissions (NOx, CO, PM_{10}, and $PM_{2.5}$) associated with the maximum daily grading and operational activities; and requires grading activity to be limited to ensure that LST thresholds would not be exceeded. Impacts related to localized air quality impacts were determined to be less than significant with implementation of Mitigation Measure AQ-2 (Draft Subsequent EIR pages 5.2-27 through 5.2-33).

The Final Subsequent EIR also details that the Mobile Source Health Risk Assessment was prepared to evaluate the health risk impacts as a result of sensitive receptor exposure to diesel particulate matter (DPM) emissions as a result of construction, operation, and heavy-duty diesel trucks traveling to and from the industrial development. The study determined that emissions would not exceed thresholds, and that operation of all four PAs would not cause a significant human health or cancer risk and impacts would be less than significant.

The Final Subsequent EIR also describes that odors generated by the operation of light industrial and commercial uses are not expected to be significant or highly objectionable and would be required to be in compliance with SCAQMD Rule 402, which would prevent nuisances to sensitive land uses. Therefore, impacts relating to odors were determined to be less than significant (Draft Subsequent EIR Appendix A, Initial Study page 38).

Impacts Associated with the Proposed Project

a) Conflict with or obstruct implementation of the applicable air quality plan?

No New Impact. The Project site is located in the South Coast Air Basin (SCAB), which is under the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD). The SCAQMD and Southern California Association of Governments (SCAG) are responsible for preparing the Air Quality Management Plan (AQMP), which addresses federal and state Clean Air Act (CAA) requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin. In preparation of the AQMP, SCAQMD and SCAG use land use designations contained in General Plan documents to forecast, inventory, and allocate regional emissions from land use and development-related sources.

As described in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993), a project would conflict with the AQMP if a proposed project would have a development density and vehicle trip generation that is substantially greater than what was anticipated in the regional projections, which are based, in part, upon General Plan land use designations. On the other hand, if a project's density is consistent with the regional projections, its emissions would be consistent with the assumptions in the AQMP, and the project would not conflict with SCAQMD's attainment plans. In addition, the SCAQMD considers projects consistent with the AQMP if the project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation.

The Final Subsequent EIR determined that the increase of 478 employees that would result from the amended Specific Plan at buildout would equate to 4.3 percent of the SCAG projected growth, which would not conflict with the applicable air quality plan. As detailed in Section 3, *Project Description*, the proposed fast-food restaurant, convenience store, gas station, and car wash on PA 1 would be 3,927 SF less than what was evaluated in the Final Subsequent EIR; and the proposed light industrial warehouse building on PA 10 would be 23,454 SF less than what was evaluated for buildout of PA 10 in the Final Subsequent EIR. Also, as detailed in Section 5.14, *Population and Housing*, the proposed Project would result in approximately 20 fewer employees than previously evaluated in the Final Subsequent EIR. Because buildout would be less than what was evaluated in the Final Subsequent EIR, the proposed Project would also be consistent with the AQMP and would not conflict with or obstruct implementation of the air quality plan.

Also, as detailed in Section 5.3b below, the proposed Project would result in a reduction in vehicle trips and long-term regional emissions of the criteria pollutants compared to the buildout of PA 1 and PA 10 that was evaluated in the Final Subsequent EIR. Likewise, emissions generated by construction of the proposed Project would not exceed thresholds. Thus, the emissions generated would not conflict with SCAQMD's attainment plans.

As described in the analysis below, the emissions from the Project would be less than those anticipated by the Final Subsequent EIR, and the Project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation beyond those described in the Final Subsequent EIR. Therefore, impacts related to conflict with the AQMP from the proposed Project would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard)?

No New Impact. The SCAB is in a non-attainment status for federal ozone standards, federal carbon monoxide standards, and state and federal particulate matter standards. Any development in the SCAB, including the proposed Project, could cumulatively contribute to these pollutant violations. The methodologies from the SCAQMD CEQA Air Quality Handbook are used in evaluating Project impacts. SCAQMD has established daily mass thresholds for regional pollutant emissions, which are shown in Table AQ-1. Should construction or operation of the proposed Project exceed these thresholds a significant impact could occur; however, if estimated emissions are less than the thresholds, impacts would be considered less than significant.

Table AQ-1: SCAQMD Regional Daily Emissions Thresholds

Pollutant	Construction (lbs/day)	Operations (lbs/day)
NOx	100	*55*
VOC	*75*	*55*
PM_{10}	150	150
$PM_{2.5}$	*55*	*55*
SOx	150	150
CO	*550*	*550*
Lead	3	3

Source: Regional Thresholds presented in this table are based on the SCAQMD Air Quality Significance Thresholds, March 2015

Construction

Construction activities associated with the proposed Project would generate pollutant emissions from the following: (1) site preparation, (2) grading, (3) building construction, (4) paving, and (5) architectural coatings. The quantity of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring. In addition, the Project would generate a need for construction worker vehicle trips to and from the Project site.

It is mandatory for all construction projects to comply with several SCAQMD Rules, including Rule 403 for controlling fugitive dust, PM_{10}, and $PM_{2.5}$ emissions from construction activities. Rule 403 requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the proposed Project site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12 inches, and maintaining effective cover over exposed areas. Compliance with Rule 403 is

included as PPP AQ-2. Also, implementation of SCAQMD Rule 1113, which governs the volatile organic compound (VOC) content in architectural coating, paint, thinners, and solvents is included as PPP AQ-3.

As shown in Table AQ-2, CalEEMod results indicate that construction emissions from the proposed Project would not exceed SCAQMD regional thresholds. Therefore, construction activities would result in a less than significant impact, and no new or increased impacts would occur. Mitigation Measure AQ-1 was adopted for the Final EIR and Final Subsequent EIR and requires use of Tier 4 off-road construction equipment, which was not included in the modeling of the proposed Project to identify a conservative maximum potential level of emissions. The analysis identifies that no new or increased impacts would occur, and no additional mitigation is required.

Table AQ-2: Regional Construction Emissions Summary

Source	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
2025 Summer	33.48	21.63	36.62	0.05	2.88	1.28
2025 Winter	33.44	37.62	34.06	0.09	7.84	4.52
Maximum Daily Emissions	**33.48**	**37.62**	**36.62**	**0.09**	**7.84**	**4.52**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

[1]PM_{10} and $PM_{2.5}$ source emissions reflect 3x daily watering per SCAQMD Rule 403 for fugitive dust.
Source: Air Quality, Greenhouse Gas and Energy Assessment (Appendix A)

Operation

Implementation of the proposed commercial and light industrial warehousing development would result in long-term emissions of criteria air pollutants from truck and vehicular emissions, building natural gas consumption, landscaping, and use of consumer products. As listed in Section 3.2.1, *Project Design Features*, the amended Specific Plan requires that light industrial warehousing projects include various measures from the California Attorney General's Warehouse Projects: *Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act*, to reduce potential impacts (included as PDF AQ-1 through PDF AQ-28). Also, the previously adopted Final Subsequent EIR Mitigation Measures AQ-3 through AQ-8 are required to be implemented. To provide a conservative disclosure of potential Project impacts, no reductions in impacts have been assumed from the incorporation of these PDFs and mitigation measures.

As shown in Table AQ-3, emissions from operation of the proposed commercial and industrial warehouse developments on PA 1 and PA 10 would not exceed the applicable SCAQMD thresholds; and therefore, would not result in a cumulatively considerable net increase of any criteria pollutant impacts.

Table AQ-3: Proposed Project Regional Operational Emissions

Source	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
Mobile Source	16.12	33.55	193.96	0.62	47.40	12.46
Area Source	7.37	0.09	10.25	0.00	0.02	0.01
Energy Source	0.01	0.15	0.13	0.00	0.01	0.01
On-Site Equipment Source	0.12	0.38	16.44	0.00	0.03	0.03
Gasoline Dispensing	11.51	0.00	0.00	0.00	0.00	0.00
Total Maximum Daily Emissions	**35.14**	**34.17**	**220.79**	**0.62**	**47.46**	**12.52**
SCAQMD Regional Threshold	55	55	550	150	150	55

Source	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**
Winter						
Mobile Source	15.11	35.63	159.65	0.59	47.40	12.46
Area Source	5.69	0.00	0.00	0.00	0.00	0.00
Energy Source	0.01	0.15	0.13	0.00	0.01	0.01
On-Site Equipment Source	0.12	0.38	16.44	0.00	0.03	0.03
Gasoline Dispensing	11.51	0.00	0.00	0.00	0.00	0.00
Total Maximum Daily Emissions	**32.44**	**36.16**	**176.22**	**0.59**	**47.44**	**12.50**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Air Quality, Greenhouse Gas and Energy Assessment (Appendix A)

Also, as detailed in Section 3, *Project Description*, the proposed fast-food restaurant, convenience store, gas station, and car wash on PA 1 would be 3,927 SF less than what was evaluated in the Final Subsequent EIR; and the proposed light industrial warehouse building on PA 10 would be 23,454 SF less than what was evaluated for buildout of PA 10 in the Final Subsequent EIR. As described in Section 5.14, *Population and Housing*, the proposed Project would result in approximately 20 fewer employees than previously evaluated in the Final Subsequent EIR. This reduction in square footage and employees in comparison to those evaluated in the Final Subsequent EIR would result in a reduction of approximately 1,289 trips per day (shown in Table T-3), which would reduce the volume of emissions that would be generated by operation of the proposed Project.

Table AQ-4 compares peak operational-source criteria pollutant emissions generated by the proposed Project with peak operational-source criteria pollutant emissions generated by buildout of PA 1 and PA 10 per the amended Specific Plan. As indicated at Table AQ-4, the proposed Project would result in a net decrease in peak operational-source VOC, NOx, CO, SOx, PM_{10}, and $PM_{2.5}$ emissions when compared to peak operational-source criteria pollutant emissions as evaluated in the Final Subsequent EIR.

Table AQ-4: Comparison of Regional Operational Emissions

Source	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
Previously Analyzed Project	49.68	51.55	380.99	1.04	84.46	22.16
Proposed Project	35.14	34.17	220.79	0.62	47.46	12.52
Net Change	**-14.54**	**-17.38**	**-160.20**	**-0.42**	**-37.00**	**-9.64**
Winter						
Previously Analyzed Project	45.90	54.85	306.59	0.99	84.11	22.14
Proposed Project	32.44	36.16	176.22	0.59	47.44	12.50
Net Change	**-13.46**	**-18.69**	**-130.37**	**-0.40**	**-36.67**	**-9.64**

Source: Air Quality, Greenhouse Gas and Energy Assessment (Appendix A)

Therefore, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR. Impacts from the proposed Project would be consistent with those identified in the Final Subsequent EIR.

c) Expose sensitive receptors to substantial pollutant concentrations?

No New Impact. Land uses such as schools, children's daycare centers, hospitals, and convalescent homes are considered to be more sensitive to poor air quality than the general public because the population groups associated with these uses have increased susceptibility to respiratory distress. In addition, residential uses are considered more sensitive to air quality conditions than commercial and industrial uses, because people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. Recreational land uses are considered moderately sensitive to air pollution. Exercise places a high demand on respiratory functions, which can be impaired by air pollution, even though exposure periods during exercise are generally short. In addition, noticeable air pollution can detract from the enjoyment of recreation.

Existing sensitive air quality receptors where someone can remain for 24 hours in the vicinity of the Project site consist of residences. Other receptors where workers can remain an average of 8 hours, include nearby municipal and industrial land uses. The closest receptors to the Project site are listed below and shown in Figure AQ-1.

- Location R1 represents Frisbie Park located at 1901 North Acacia Avenue, approximately 1,484 feet west of the Project site. Receptor R1 is placed in the park's playing field.
- Location R2 represents the existing residence located at 2294 Lincoln Avenue, approximately 1,984 feet east of the Project site. Receptor R2 is placed in the private outdoor living areas (backyard) facing the Project site.
- Location R3 represents the existing residence at 2185 Roosevelt Avenue, approximately 2,896 feet east of the Project site. Receptor R3 is placed in the private outdoor living areas (backyard) facing the Project site.
- Location R4 represents the Riverside Highland Water Company located at 1398 North Lassen Street, approximately 885 feet south of the Project site. Receptor R4 is placed at the building façade.
- Location R5 represents the existing residence at 1698 North Eucalyptus Avenue, approximately 1,543 feet west of the Project site. Receptor R5 is placed in the private outdoor living areas (backyard) facing the Project site.
- Location R6 represents the Vulcan Materials Company located at 2350 West Highland Avenue, approximately 997 feet north of the Project site.
- Location R7 represents the existing residence at 2395 Donald Street, approximately 1,770 feet north of the Project site. Receptor R7 is placed in the private outdoor living areas (backyard) facing the Project site.
- Location R8 represents the existing residence at 770 East Walnut Avenue, approximately 1,495 feet southwest of the Project site. Receptor R8 is placed in the private outdoor living areas (backyard) facing the Project site.

The SCAQMD recommends that the nearest sensitive receptor be considered when determining the Project's potential to cause an individual or cumulatively significant impact. The nearest land use where an individual could remain for 24 hours to the Project site is to be used to determine localized construction and operational air quality impacts for emissions of PM_{10} and $PM_{2.5}$ (since PM_{10} and $PM_{2.5}$ thresholds are based on a 24-hour averaging time). To provide a conservative analysis, the nearest residential receptor was used for evaluation of localized impacts of PM_{10} and $PM_{2.5}$, which is location R8, an existing residence located at 770

East Walnut Street, approximately 1,495 feet (456 meters) west of the Project site. As such, the 456-meter distance is used for evaluation of localized PM_{10} and $PM_{2.5}$.

Consistent with LST Methodology, the nearest industrial/commercial use to the Project site is used to determine construction and operational LST air impacts for emissions of NO_X and CO as the averaging periods for these pollutants are shorter (8 hours or less) and it is reasonable to assume that an individual could be present at these sites for periods of one to 8 hours. To provide a conservative analysis, the nearest receptor was used for evaluation of localized impacts of NO_X and CO which is location R3, a Riverside Highland Water Company facility located at 1398 North Lassen Street, approximately 885 feet (270 meters) southeast of the Project site. As such, the 270-meter distance is used for evaluation of localized NO_X and CO.

The SCAQMD recommends the evaluation of localized NO_2, CO, PM_{10}, and $PM_{2.5}$ construction-related impacts to sensitive receptors in the immediate vicinity of the Project site. Such an evaluation is referred to as a localized significance threshold (LST) analysis. The impacts were analyzed pursuant to the SCAQMD's Final Localized Significance Threshold Methodology. According to the LST Methodology, "off-site mobile emissions from the project should not be included in the emissions compared to the LSTs". SCAQMD has developed LSTs that 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 thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of NOx, CO, PM_{10}, and $PM_{2.5}$ pollutants for each of the 38 Source Receptor Areas (SRAs) in the SCAB. The Project site is located in SRA 34 (Central San Bernardino Valley).

The localized thresholds for development projects were identified using the SCAQMD Fact Sheet for Applying CalEEMod to Localized Significance Threshold[9] and Appendix C of the SCAQMD 2008 Final Localized Significance Threshold Methodology. The thresholds from SCAQMD are for disturbance of one-, two-, or five-acre sites, and distances of sensitive receptors between 25 to 500 meters.

Construction

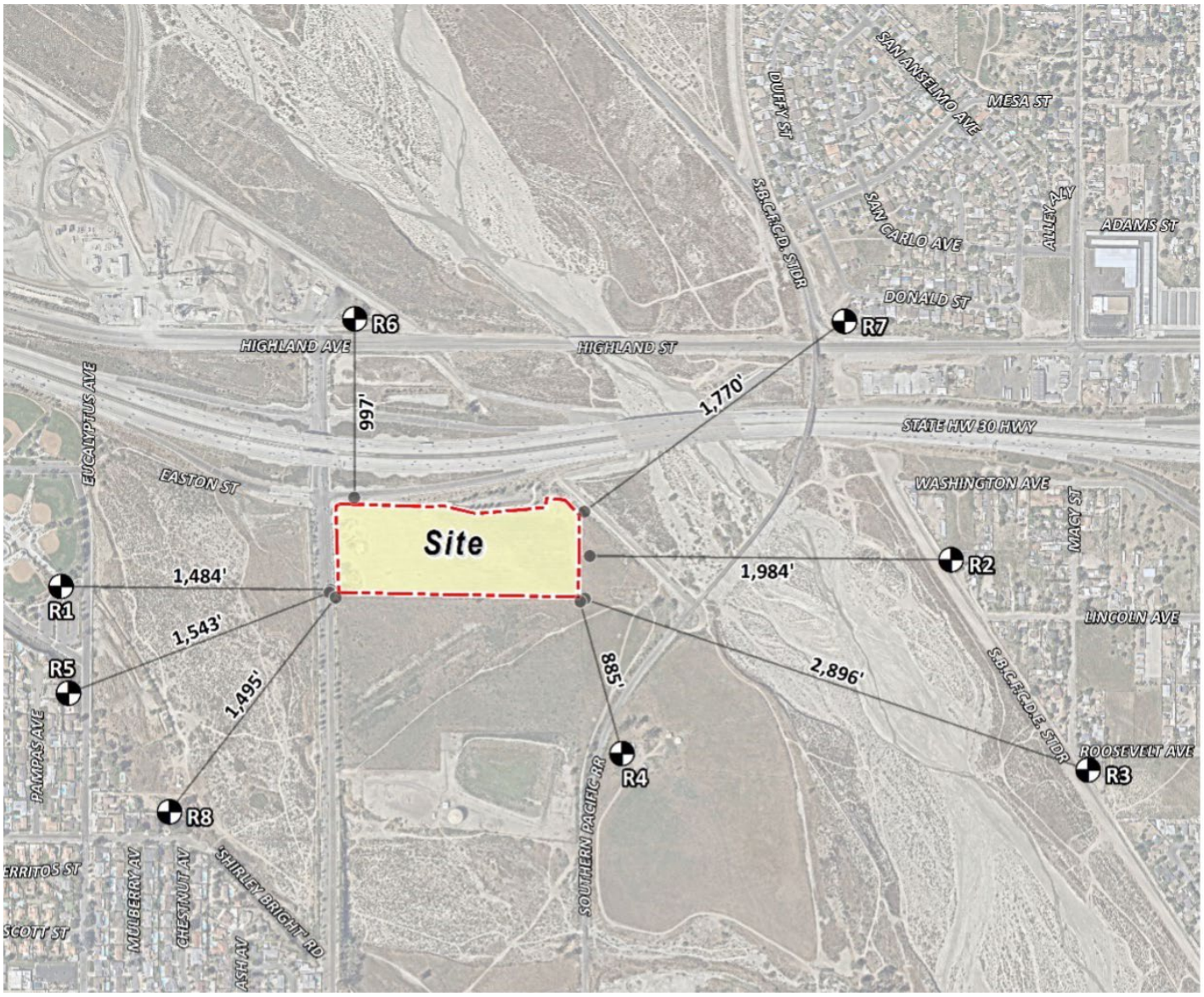
Localized Significance Analysis. Construction of the proposed Project may expose nearby receptors to airborne particulates as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). Emissions associated with site preparation and grading activities are analyzed for LSTs since these phases represent the maximum localized emissions that would occur. Any other construction phases of the Project that overlap would result in less emissions and consequently less impact.

As shown in Table AQ-5, the maximum daily construction emissions from the proposed Project would not exceed the applicable SCAQMD LST thresholds. Thus, impacts related to construction LSTs would be less than significant, and no new or increased impacts would occur.

In addition, Mitigation Measure AQ-1 that was previously adopted with the Final Subsequent EIR would be required to be implemented with the Project, which implements the use of Tier 4 off-road construction equipment. Tier 4 off-road construction equipment was not included in the modeling of the proposed Project to identify a conservative maximum potential level of emissions.

[9] SCAQMD Fact Sheet for Applying CalEEMod to Localized Significance Thresholds. http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf?sfvrsn=2od-guidance.pdf (aqmd.gov)

Sensitive Receptor Locations



LEGEND:

Site Boundary | Receptor Locations | Distance from receptor to Project site boundary (in feet)

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Table AQ-5: Localized Construction Emission Estimates

Emissions	Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Site Preparation				
Maximum Daily Emissions	37.46	32.43	7.59	4.46
SCAQMD Localized Threshold	502	11,651	199	100
Threshold Exceeded?	**No**	**No**	**No**	**No**
Grading				
Maximum Daily Emissions	32.59	29.44	4.19	2.38
SCAQMD Localized Threshold	519	12,101	203	103
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: Air Quality, Greenhouse Gas and Energy Assessment (Appendix A)

Also, as listed below, the Project would be required to include various measures from the California Attorney General's Warehouse Projects: *Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act*, that would further reduce emissions from construction activities. This includes limitations to daily grading, use of newer haul trucks, provision and use of electrical hookups for construction equipment, limitations on use of construction equipment hours per day, transit and ridesharing programs. As such, pollutant emissions from construction of the proposed Project would not have the potential to exceed SCAQMD thresholds, and impacts would be less than significant. No new or increased impacts related to LSTs would occur from construction of the proposed Project.

Operation

Localized Significance Analysis. Operation of the proposed Project would include emissions from vehicles traveling to the Project site and from vehicles in the parking lots and loading areas. According to SCAQMD LST methodology, LSTs would apply to the operational phase of a proposed project, if the project includes stationary sources, or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., transfer facilities and warehouse buildings).

As shown on Table AQ-6, emissions from operation of the proposed light industrial warehouse on PA 10 would not exceed the SCAQMD's localized significance thresholds for any criteria pollutant at the nearest receptor location of 270 meters. Therefore, implementation of the proposed Project would result in a less than significant impact related to localized operational emissions. No new or increased impacts related to LSTs would occur from the operation of the proposed Project.

Table AQ-6: Proposed Project Localized Significance Operation Emissions

Emissions	Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Summer	10.25	85.67	9.88	2.63
Winter	10.74	70.86	9.86	2.61
Maximum Daily Emissions	**10.74**	**85.67**	**9.88**	**2.63**
SCAQMD Localized Threshold	554	13,000	51	26
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: Air Quality, Greenhouse Gas and Energy Assessment (Appendix A)

The trucks associated with the proposed light industrial warehouse building on PA 10 would not queue or idle at the site for long periods of time. As detailed in Section 3.2.1, *Project Design Features*, and listed below, the Project would include various measures from the California Attorney General's Warehouse Projects: *Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act*, that limit idling. This includes regulations for timing of truck activities, electrical hook ups, installation of electrical charging infrastructure for trucks, solar infrastructure, CalGreen Tier 2 green building standards, and truck routing and signage.

Further, the Project would be required to implement Final Subsequent EIR Mitigation Measures AQ-3 through AQ-8 that include truck idling regulation signage, requirements for EPA SmartWay features, energy efficient vendor trucks, electric vehicle charging stations and carpool parking spaces, electric powered interior vehicles/forklifts, and a transportation management program. Emissions reductions related to these PDFs and mitigation measures were not included in Table AQ-5; and thus, would reduce emissions beyond those identified. No new or increased impacts would occur.

Diesel Mobile Source Health Risk

A Mobile Source Health Risk Assessment, included as Appendix B, was prepared to evaluate the health risk impacts as a result of exposure to DPM from heavy-duty diesel trucks traveling to and from the Project site, maneuvering onsite, and entering and leaving the site during construction and operation of the proposed commercial and light industrial warehousing uses on PA 1 and PA 10. On-site truck idling was estimated to occur as trucks enter and travel through the facility. Although the proposed uses are required to comply with the California Air Resources Board's (CARB) idling limit of 5 minutes, SCAQMD recommends that the on-site idling emissions should be estimated for 15 minutes of truck idling, which takes into account on-site idling that occurs while the trucks are waiting to pull up to the truck bays, idling at the bays, idling at check-in and check-out, etc. As such, this analysis estimated truck idling at 15 minutes, consistent with SCAQMD's recommendation.

SCAQMD recommends using a 10 in one million threshold for cancer risk. A risk level of 10 in one million implies a likelihood that up to 10 people, out of one million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the levels of toxic air contaminants over a specified duration of time.

Construction

The land use with the greatest potential exposure to construction DPM source emissions from the proposed Project is the existing residence at 2395 Donald Street, approximately 1,770 feet northeast of the Project site, identified as R7 on Figure AQ-2. Although Location R7 is not the nearest residential receptor, due to meteorological conditions (wind speed and direction) in the vicinity of the Project site, it would experience the highest concentrations of DPM during Project construction. The maximum incremental cancer risk attributable to construction DPM source emissions from the proposed Project is estimated at 0.23 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable threshold of 1.0. As such, construction of the Project would not cause significant human health or cancer risks to adjacent land uses. All other receptors during construction activity would experience less risk than what is identified for this location.

Operation

Residential Exposure. The land use with the greatest potential exposure to emissions from operation of the proposed Project is Location R8 which is located approximately 1,495 feet southwest of the Project site at an existing residence located at 770 E. Walnut Avenue. Receptor R8 is placed in the private outdoor living areas (backyard) facing the Project site. The Mobile Source Health Risk modeling identified the maximum incremental cancer risk at this location is estimated at 0.19 in one million, which is less than the SCAQMD's

significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. As such, operation of the proposed Project would not cause a significant human health or cancer risk to nearby residences and impacts would be less than significant.

Workers Exposure. The worker receptor land use where employees are typically onsite 8 hours per day with the greatest potential exposure to DPM source emissions is approximately 997 feet north of the Project site, identified as R6 on Figure AQ-1. At the maximally exposed individual worker (MEIW), the maximum incremental cancer risk impact is 0.02 in one million which is less than the SCAQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. As such, operation of the proposed Project would not cause a significant human health or cancer risk to adjacent workers and impacts would be less than significant.

School Children Exposure. Proximity to sources of toxics is critical to determining potential impacts. California freeway studies show that about a 70-percent drop-off in particulate pollution levels at 500 feet. Also, CARB and SCAQMD emissions and modeling analyses show that an 80-percent drop-off in pollutant concentrations is expected at approximately 1,000 feet from a distribution center.

A one-quarter mile radius, or 1,320 feet, is commonly utilized for identifying sensitive receptors, such as schools, that may be impacted by a proposed project. This radius is more conservative than, and therefore provides a more health protective scenario for evaluation than the 1,000-foot impact radius identified by CARB and SCAQMD.

There are no schools located within 0.25 mile of the Project site. The nearest school is Frisbie Middle School, which is located approximately 2,600 feet southwest of the site. Because there is no reasonable potential that TAC emissions would cause significant health impacts at distances of more than 0.25 mile from the air pollution source, there would be no potential of significant impacts to schools in the vicinity of the proposed Project. Impacts related to school locations would be less than significant.

Combined Construction and Operational Impacts

The land use with the greatest potential exposure to both Project construction-source and operational-source DPM emissions is the Riverside Highland Water Company facility at 1398 North Lassen Street (Location R7) that is located approximately 885 feet southeast of the Project site. At the MEIR, the maximum incremental cancer risk attributable to Project construction-source and operational-source DPM emissions is estimated at 0.33 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be ≤0.01, which would not exceed the applicable threshold of 1.0. As such, the proposed Project would not cause a significant human health or cancer risk to adjacent land uses as a result of both Project construction and operational activity. All other receptors during both construction and operational activity would experience less risk than what is identified for this location.

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds.

With the turnover of older vehicles and introduction of cleaner fuels, electric vehicles, and vehicles with stop-start systems (where the engine shuts down when the vehicle is stopped and restarts when the brake pedal

is released), as well as implementation of control technology on industrial facilities, CO concentrations in the South Coast Air Basin and the state have steadily declined.

The analysis of CO hotspots compares the volume of traffic that has the potential to generate a CO hotspot (exceedance the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm) and the volume of traffic with implementation of the proposed Project. In 2003, the SCAQMD estimated that a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to exceed state standards and generate a CO hot spot.

As detailed in Section 5.17, *Transportation*, shown on Table T-3, the proposed Project would generate a net negative 1,289 vehicle trips (-63 AM peak hour and -40 PM peak hour). Thus, the proposed Project would not result in an increase in traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix and would not generate a CO hotspot. Therefore, the impacts related to CO hotspots from operation of the proposed Project would be less than significant.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR. Impacts from the proposed Project would be consistent with those identified in the Final Subsequent EIR.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

No New Impact. The proposed Project does not contain land uses typically associated with emitting objectionable odors. The Project site is not located near existing agricultural uses. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities. However, any construction odors would be temporary in nature.

Standard construction requirements would minimize odor impacts from construction, such as odors associated with diesel-powered equipment, materials from demolition activities and asphalt during paving. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant.

Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. Odors from the proposed gas station would be limited and localized to areas around the gas pumps. However, the gas station would be required to adhere to California vapor recovery system requirements implemented by the California Air Resources Board (CARB), which reduce odors, along with hazardous vapors. Adherence to the requirements for vapor recovery would be verified during the operational permitting process.

Additionally, the proposed Project would be required to implement CARB Rule 2485 regulations that limit idling to 5 minutes (13 CCR, Chapter 10 Section 2485), which would reduce odors from the smell of truck exhaust. The proposed Project would also be required to comply with SCAQMD Rule 402 (PPP AQ-1), which prohibits any persons from discharging air contaminants or other materials that may cause injury, detriment, nuisance, or annoyance to the public, to prevent occurrences of public nuisances associated with odors. Therefore, odor impacts associated with the proposed Project's construction and operations would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding air quality. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project is undertaken that require major revisions of the previous Final Subsequent EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final Subsequent EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the Final Subsequent EIR.

Plans, Programs, or Policies (PPP)

PPP AQ-1: Rule 402. The construction plans and specifications shall state that the Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 402. The Project 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.

PPP AQ-2: SCAQMD Rule 403. The following measures shall be incorporated into construction plans and specifications as implementation of SCAQMD Rule 403:

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.
- The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less.

PPP AQ-3: SCAQMD Rule 1113. The following measure shall be incorporated into construction plans and specifications as implementation of SCAQMD Rule 1113. The Project shall only use "Low-Volatile Organic Compounds (VOC)" paints (no more than 50 gram/liter of VOC) consistent with SCAQMD Rule 1113.

Project Design Features (PDFs)

Adopted Specific Plan Project Design Features

PDF AQ-1: The Project Applicant/Developer/Operator shall post both interior and exterior facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, SCAQMD, and the building manager.

PDF AQ-2: During Project grading operations, Project contractors shall limit the amount of daily grading disturbance area to not exceed the assumptions specified in the Draft Subsequent EIR Air Quality Impact Analysis.

PDF AQ-3: Project construction plans and specifications shall require on-road heavy-duty haul trucks to be model year 2010 or newer if diesel-fueled, if such equipment is widely available and economically feasible.

PDF AQ-4: The Project shall provide electrical hook ups to the power grid, rather than use diesel-fueled generators, for electric construction tools, such as saws, drills, and compressors, and shall use electric tools whenever feasible.

PDF AQ-5: The construction plans and specifications shall prohibit off-road diesel powered construction equipment from being in the "on" position for more than 10 hours per day during Project construction.

PDF AQ-6: During Project construction, the Project contractors shall keep all equipment maintenance records and data sheets, including design specifications and emission control tier classifications, onsite or at the contractor's office and shall furnish documents to the Lead Agency or other regulators, upon request.

PDF AQ-7: The Project Applicant/Developer shall provide information on transit and ridesharing programs and services to construction employees.

PDF AQ-8: The Project Applicant/Developer shall provide meal options onsite or shuttles between the construction site and nearby meal destinations for construction employees.

PDF AQ-9: The Project Applicant/Developer/Tenant shall require that all facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site meet or exceed 2010 model-year emissions equivalent engine standards as currently defined in California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators which own vehicles subject to Section 2025 shall maintain records on-site demonstrating compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request.

PDF AQ-10: The Project Applicant/Developer/Tenant shall require that all heavy-duty trucks entering or operated on the project site to be zero-emission beginning in 2030, if such trucks are widely available and economically feasible.[10]

PDF AQ-11: The Project Applicant/Developer/Tenant shall require all on-site equipment, such as forklifts and yard trucks, to be electric, propane or natural gas with the necessary electrical charging stations provided.

PDF AQ-12: The Project Applicant/Developer/Owner shall require tenants to use zero-emission light- and medium-duty trucks as part of business operations, if such trucks are widely available and economically feasible.

PDF AQ-13: The Project Applicant/Developer shall construct electric truck charging infrastructure consisting of infrastructure (i.e., conduit) to support future installation of charging stations, when such trucks are widely available and economically feasible.

[10] On June 25, 2020, CARB approved the Advanced Clean Trucks Regulation. The regulation requires manufacturers to start the transition from diesel trucks and vans to zero-emission trucks beginning in 2024. The rule is expected to result in about 100,000 electric trucks in California by the end of 2030 and about 300,000 by 2035. CARB is expected to consider a fleet regulation in 2021 that would be compatible with the Advanced Clean Trucks regulation, requiring fleets to purchase a certain percentage of zero-emission trucks and vans for their fleet operations. https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks

PDF AQ-14: The Project Applicant/Developer shall construct electric light-duty truck charging infrastructure consisting of infrastructure (i.e., conduit) proportional, i.e., conduit for one charging station for every five light-duty truck parking spaces at the Project.

PDF AQ-15: The Project Applicant/Developer shall install all necessary infrastructure (i.e., wiring, reinforced roofs) to allow solar photovoltaic systems on the project site to be installed in the future, with a specified electrical generation capacity, such as equal to the building's projected energy needs.

PDF AQ-16: The Project Applicant/Developer/Owner shall require all stand-by emergency generators to be powered by a non-diesel fuel.

PDF AQ-17: The Project owner shall require facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.

PDF AQ-18: The Project owner shall require operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.

PDF AQ-19: The Project shall meet CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.

PDF AQ-20: The Project will achieve certification of compliance or demonstrate equivalency with LEED green building standards.

PDF AQ-21: The Project Owner/Tenant shall provide meal options onsite or shuttles between the facility and nearby meal destinations.

PDF AQ-22: The Project Applicant/Developer/Owner shall post signs at every truck exit driveway providing directional information to the truck route.

PDF AQ-23: The Project Applicant/Developer/Owner shall require 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, if the tenant/facility operator owns its own fleet of vehicles, subject to 13 California Code of Regulations section 2025, require such tenants/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.

PDF AQ-24: The Project Applicant/Developer/Owner shall encourage tenants to enroll in the United States Environmental Protection Agency's SmartWay program and encourage tenants to use carriers that are SmartWay carriers.

PDF AQ-25: The Project Applicant/Developer/Owner shall provide tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.

PDF AQ-26: The Project Applicant/Developer/Owner shall post signs that all parking of trucks must be within designated on-site areas and not within the surrounding community or public streets. Install signs in residential areas noting that truck and employee parking is prohibited.

PDF AQ-27: The Project Applicant/Developer/Owner shall identify a person to act as a community liaison concerning onsite construction activities and operations and provide contact information for the community liaison to the surrounding community.

PDF AQ-28: The Project Applicant/Developer/Contractor shall prohibit grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone in the Project area.

Mitigation/Monitoring Required

Previously Adopted Mitigation Measures Applicable to the Project

Mitigation Measure AQ-1: Tier 4. All off-road construction equipment with a horsepower (HP) greater than 50 shall be required to have USEPA certified Tier 4 interim engines or engines that are certified to meet or exceed the emission ratings for USEPA Tier 4 engines. In the event that all construction equipment cannot meet the Tier 4 engine certification, the applicant must demonstrate through future study with written findings supported by substantial evidence that is approved by the Lead Agency before using other technologies/strategies that reductions in the daily NOx and $PM_{2.5}$ emissions can be achieved by other technologies/strategies so that emissions from all concurrent construction would not exceed applicable SCAQMD daily emission thresholds. Alternative measures may include but would not be limited to: reduction in the number and/or horsepower rating of construction equipment, limiting the number of daily construction haul truck trips to and from the Specific Plan area, using cleaner vehicle fuel, and/or limiting the number of individual construction project phases occurring simultaneously.

Proposed Project Applicability: Mitigation Measure AQ-1 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of the City grading permit requirements.

Mitigation Measure AQ-2: PA 1 and PA 10 - Emissions Modeling. Prior to approval of a construction permit for development within PA 1 and PA 10, the applicant shall be responsible for submitting a focused project-level air quality assessment that includes the modeling of regional construction emissions and localized on-site emissions associated with daily grading activities required for construction and operations of PA 1 and PA 10. During the City's review process of development applications in the PA 1 and PA 10 areas, the applicant shall conduct or shall have conducted modeling of the regional and the localized emissions (nitrogen oxides [NO_X], carbon monoxide [CO], Particulate Matter 10 microns in diameter or less [PM_{10}], and Particulate Matter 2.5 microns in diameter or less [$PM_{2.5}$]) associated with the maximum daily grading and other construction and operational activities estimated for the proposed individual developments. If the modeling shows that emissions would exceed the SCAQMD's significance thresholds for those emissions, the maximum daily grading and/or operational activities of the proposed development shall be limited to the extent that could occur without resulting in emissions in excess of SCAQMD's significance thresholds for those emissions; and/or use of higher tiered construction equipment shall be required to reduce the exceedance of emissions to below the SCAQMD thresholds.

Proposed Project Applicability: Mitigation Measure AQ-2 is applicable to the proposed Project and has been completed as part of the Air Quality Impact Analysis included in Appendix A.

Mitigation Measure AQ-3: Idling Regulation Signage. The Project plans and specifications shall include signs at loading dock facilities that include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for trucks drivers to restrict idling to no more than 5 minutes once the vehicle is stopped, the transmission is set to "neutral" or "park", and the parking brake is engaged pursuant to Title 13 of the California Code of Regulations, Section 2485; and 3) telephone numbers of the building facilities manager and CARB to report violations. Signs shall be installed prior to receipt of an occupancy permit.

Proposed Project Applicability: Mitigation Measure AQ-3 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of the operational permitting requirements.

Mitigation Measure AQ-4: Environmental Protection Agency (EPA) SmartWay Features. The Project plans and specifications shall include requirements (by contract specifications) that building operators/tenants to ensure that haul trucks incorporate EPA SmartWay features, as required by CARB. Tenants shall be required to maintain a daily log of incoming and outgoing haul trucks that are fitted with the combination of

aerodynamic kits and low rolling resistance tires to reduce fuel consumption. The daily logs shall be submitted to the City Public Works Division regularly for verification.

Proposed Project Applicability: Mitigation Measure AQ-4 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of the operational permitting requirements.

Mitigation Measure AQ-5: Energy Efficient Vendor Trucks. The Project plans and specifications shall include requirements (by contract specifications) that vendor trucks for the industrial buildings include energy efficiency improvement features through the Carl Moyer Program—including truck modernization, retrofits, and/or aerodynamic kits and low rolling resistance tires—to reduce fuel consumption.

Proposed Project Applicability: Mitigation Measure AQ-5 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of the operational permitting requirements.

Mitigation Measure AQ-6: Electric Vehicle Charging Stations and Carpool Parking. The Project plans and specifications for the industrial buildings shall include electric vehicle charging stations and a minimum of 5 carpool parking spaces at each building for employees and the public to use.

Proposed Project Applicability: Mitigation Measure AQ-6 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of the operational permitting requirements.

Mitigation Measure AQ-7: Electric Interior Vehicles. The Project plans and specifications for all of the industrial buildings shall include infrastructure to support use of electric-powered forklifts and/or other interior vehicles.

Proposed Project Applicability: Mitigation Measure AQ-7 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of the operational permitting requirements.

Mitigation Measure AQ-8: Transportation Management. The Project plans and specifications for the industrial buildings shall require that a Transportation Management Association (TMA) or similar mechanism shall be established by the Project to encourage and coordinate carpooling. The TMA shall advertise its services to the building occupants. The TMA shall offer transit incentives to employees and shall provide shuttle service to and from public transit, should a minimum of 5 employees request and use such service from a transit stop at the same drop-off and/or pickup time. The TMA shall distribute public transportation information to its employees. The TMA shall provide electronic message board space for coordination rides.

Proposed Project Applicability: Mitigation Measure AQ-8 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of the operational permitting requirements.

Proposed Project Mitigation Measures

No new impacts nor substantially more severe air quality impacts would result from implementation of the proposed Project; therefore, no additional mitigation measures are required for air quality.

5.4 BIOLOGICAL RESOURCES

	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☐	☒

The Project-specific information in this section is based on the General Biological Assessment included as Appendix C.

Summary of Impacts Identified in the Final Subsequent EIR

The Final Subsequent EIR described that the potential impacts related to biological resources that would result from development of the Specific Plan area would be less than significant with implementation of Mitigation Measures BIO-1 through BIO-9 related to Riversidean alluvial fan sage scrub habitat, the Santa Ana River woollystar, San Bernardino Kangaroo Rat, burrowing owl, and related habitat areas. The Final Subsequent EIR determined that the Specific Plan area is not located within a designated wildlife corridor or linkage. The site is flat land surrounded by residential uses to the north, water facilities to the south, I-210 to the north, the railroad to the east, and Pepper Avenue to the east, and does not function as a wildlife

movement corridor. Thus, the Final Subsequent EIR determined that impacts related to wildlife corridors would not occur.

The Final Subsequent EIR described that the Specific Plan area contains trees and shrubs that could be utilized by nesting birds and raptors during the nesting bird season. Thus, Mitigation Measure BIO-9 would be implemented to require nesting bird surveys occur prior to vegetation removal during nesting season, and impacts would be less than significant. In addition, the Final Subsequent EIR details that public trees in Rialto are protected by Chapter 11.08 of the Municipal Code, which was established to preserve, protect, and maintain public trees to reduce potential impacts to less than significant; and that the Specific Plan area is not within the study area of an adopted Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Overall, impacts were determined to be less than significant with implementation of mitigation and existing regulations (Draft Subsequent EIR Appendix A, Initial Study pages 41 through 50).

Impacts Associated with the Proposed Project

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No New Impact. A General Biological Assessment was prepared for the proposed Project, which included a field survey and literature review of the Project area (Appendix C). The General Biological Assessment described that the Project site is dominated by non-native ruderal habitat of mostly shortpod mustard with other plants such as deerweed (A*cmispon glaber*), tree of heaven (*Ailanthus altissima*), common fiddleneck (*Amsinckia intermedia*), maltese star-thistle (C*entaurea melitensis*), white goosefoot (*Chenopodium album*), dove weed (C*roton setigerus*), jimsonweed (*Datura stramonium*), California buckwheat (*Eriogonum fasciculatum*), common sunflower (*Helianthus annus*), and London rocket (*Sisymbrium irio*). General wildlife species documented on the Project site or within the vicinity of the site include the common raven (C*orvus corax*), black-tailed jackrabbit (*Lepus californicus*), California ground squirrel (*Otospermophilus beecheyi*), and mourning dove (*Zenaida macroura*).

According to the California Natural Diversity Database (CNDDB), a total of 59 special-status plant species and 66 special-status wildlife species have the potential to occur on or within the vicinity of the Project area. These include those species listed or candidates for listing by the U. S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW) and California Native Plant Society (CNPS). All habitats with the potential to be used by sensitive species were evaluated during the field survey for their presence or potential presence.

Sensitive Plant Species

A total of 13 plant species are listed as state and/or federal Threatened, Endangered, or Candidate species; are 1B.1 listed plants on the CNPS Rare Plant Inventory; or have been found to have a potential to exist within the Project area. None of the 13 plant species were observed on the Project site during the field investigation. Additionally, based on habitat requirements for specific species and the availability and quality of on-site habitats, it was determined no special-status plant species would be impacted by implementation of the proposed Project (Appendix C).

Sensitive Animal Species

According to the CNDDB, a total of 21 animal species that are listed as state or federally Threatened, Endangered, or Candidate have the potential to occur within the Project region. None of the 21 animal species were observed during the field investigation and it was determined that the Project site does not contain potentially suitable habitat for any of the species. The General Biological Assessment determined

that no sensitive species have the potential to occur on the Project site. Thus, significant impacts to sensitive species would not occur.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR. Impacts from the proposed Project would be consistent with those identified in the Final Subsequent EIR.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No New Impact. Riparian habitats are those occurring along the banks of rivers and streams. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies, known to provide habitat for sensitive animal or plant species, or known to be important wildlife corridors.

As described above, the Project site consists of non-native ruderal habitat. No riparian habitat exists on the site. The Project site does not contain habitat to support any sensitive plant or animal species. The biological resource surveys did not identify evidence of any sensitive natural community identified in local or regional plans, policies, or regulations (Appendix C). Therefore, no significant impacts related to riparian habitat or other sensitive natural communities identified in local or regional plans would result from proposed Project implementation, and no mitigation is required. Thus, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No New Impact. As described previously, the Project site consists of non-native ruderal habitat. No natural hydrologic features or federally protected wetlands as defined by Section 404 of the Clean Water Act occur onsite, and the Project site does not meet the Army Corps of Engineers criteria for wetlands and waters of the U.S. (Appendix C). Therefore, no direct removal, filling, or hydrological interruption of a wetland area would occur with development of the Project site, and no impact would occur. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No New Impact. Wildlife movement corridors can be local or regional in scale; their functions may vary temporally and spatially based on conditions and species present. Wildlife corridors represent areas where wildlife movement is concentrated due to natural or anthropogenic constraints. Local corridors provide access to resources such as food, water, and shelter. Animals use these corridors, which are often hillsides or riparian areas, to move between different habitats. Regional corridors provide these functions and link two or more large habitat areas. They provide avenues for wildlife dispersal, migration, and contact between otherwise distinct populations.

The General Biological Assessment determined that the Project site is not located within a designated wildlife corridor or linkage. The site is flat land surrounded by the I-210 to the north, the railroad to the east, Pepper Avenue to the west, and water district facilities to the south, and does not function as a wildlife movement corridor. Thus, impacts related to wildlife corridors would not occur.

However, the site contains trees and shrubs that could be utilized by nesting birds and raptors during the nesting bird season. Thus, as required by the Final Subsequent EIR, Mitigation Measure BIO-9 would be implemented to require nesting bird surveys occur prior to vegetation removal during nesting season. Consistent with the findings of the Final Subsequent EIR, with implementation of Mitigation Measure BIO-9, potential impacts related to nesting birds would be less than significant. Therefore, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

e) Conflict with any local policies or ordinances protecting biological resources?

No New Impact. The Project site includes a variety of scattered non-native ornamental trees. The proposed Project would be required to be implemented in compliance with the City's municipal code; including Municipal Code Chapter 11.08 that provides regulations related to removal and planting public street trees. The existing ornamental trees would be removed and replaced with implementation of the proposed Project. Public trees in Rialto are protected by Chapter 11.08 of the Municipal Code, which was established to preserve, protect, and maintain public trees. The proposed Project would include removal and replacement of trees within the Pepper Avenue right-of-way and would be required to comply with the municipal code requirements as part of the City permitting process, which would ensure that the Project does not conflict with local policies or ordinances protecting trees. As a result, no impact would occur.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No New Impact. The Project site is not within the study area of an adopted Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, implementation of the proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

No new impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR. Impacts from the proposed Project would be consistent with those identified in the Final Subsequent EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding biological resources. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the Final Subsequent EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final Subsequent EIR was certified as completed.

Plans, Programs, or Policies (PPP)

PPP BIO-1: Tree Removal and Planting Permit. Rialto Municipal Code Chapter 11.08 provides regulations related to removal and planting of public street trees. The Project shall include plans for removal and landscaping pursuant to the requirements of Municipal Code Chapter 11.08. Any public trees removed shall be replaced with a species designated by the staff according to the Municipal Code Chapter 11.08.

Project Design Features (PDFs)

No PDFs related to biological resources are included in the proposed Project.

Mitigation/Monitoring Required

Previously Adopted Mitigation Measures Applicable to the Project

Mitigation Measure BIO-1: Prior to and during construction within and adjacent to Riversidean Alluvial Fan Sage Scrub (RAFSS) habitat the following measures shall be implemented to minimize temporary direct and indirect effects to special-status plant and wildlife species:

- Construction limits shall be temporarily fenced prior to construction activities to avoid the inadvertent disturbance of areas adjacent to the construction limits. This fence shall be constructed as SBKR proof within alluvial fan sage scrub habitat (see Mitigation Measure BIO-2);
- A biological monitor shall be present during clearing and grubbing of the Project Site;
- All movement of construction contractors, including ingress and egress of equipment and personnel, shall be limited to the designated construction zones;
- Construction staging areas shall be located as far from the wash area as feasible;
- The use or rodenticides, herbicides, insecticides, or other chemicals that could potentially harm special-status plant and animal species shall be prohibited;
- The proposed use and disposal of oil, gasoline, and diesel fuel shall be enforced;
- Orientation meetings shall be conducted for construction personnel to review construction limits, conservation measures, and the locations of any listed species that must be avoided; and
- Best Management Practices (BMPs) shall be implemented with a storm water pollution prevention plan to avoid and minimize impacts to biological resources outside of construction areas.

Proposed Project Applicability: Mitigation Measure BIO-1 is not applicable to the proposed Project because no RAFSS habitat is located within or adjacent to the Project site as detailed in the General Biological Assessment (Appendix C). This measure would not be included in the Project MMRP.

Mitigation Measure BIO-2: Prior to construction within and adjacent to Riversidean Alluvial Fan Sage Scrub (RAFSS) habitat the following design features shall be implemented to minimize long-term indirect effects to San Bernardino kangaroo rat (SBKR) and the Santa Ana River woollystar (SARWS):

- The Project shall be designed to avoid Riversidean alluvial fan sage scrub habitat, where possible.
- The pedestrian crossing shall be designed to minimize changes in the hydrology that could impact the ability of the SARWS to disperse or to establish in sandy soils created by scour, and also minimize the amount of habitat that could become less suitable for SBKR with reduced scour.
- Water runoff from impervious surfaces shall be captured to ensure that the hydrological regime is not altered from the existing condition. Capturing the flows would also help reduce the number of road contaminants that enter the wash.
- Temporary impact areas shall require a weed abatement program for approximately 5-years to ensure it remains suitable to SARWS and SBKR.

Proposed Project Applicability: Mitigation Measure BIO-2 is not applicable to the proposed Project because no RAFSS habitat is located within or adjacent to the Project site. In addition, no SBKR or SARWS were identified within or adjacent to the site as detailed in the General Biological Assessment (Appendix C). This measure would not be included in the Project MMRP.

Mitigation Measure BIO-3: Prior to any permanent or temporary direct impacts to the Santa Ana River woollystar (SARWS) and where avoidance of impacts through Project design is not possible, the following measures shall be implemented:

- Seeds from all the SARWS proposed for impacts shall be collected from the Project Site and deposited at the Rancho Santa Ana Botanic Garden. The seeds shall be collected in September before the first sizeable rain event (i.e., one of ½ inch or more) to increase the ability to collect the seeds and to ensure a high rate of germination.
- The Rancho Santa Ana Botanic Garden shall divide the seeds for three uses: 1) for a permanent seed bank; 2) for germination and growing seedlings; and 3) to preserve for later seeding or authorized research purposes.
- The propagated seedlings and a portion of preserved seeds shall be replanted within any temporary impact areas once construction has ceased, and any permanent impacts to individual plants shall be replaced at a minimum 1:1 ratio within the proposed avoidance area (PA 9). Planting shall be conducted October to December or as close to the winter rainy season as possible. All replanting shall be conducted pursuant to an approved mitigation and monitoring plan prepared and overseen by a qualified biologist. The plan should include, at minimum, a map of the restoration areas, a description of any irrigation methodology, measures to control exotic vegetation, specific success criteria, a detailed monitoring program, contingency measures should the success criteria not be met, and identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity. Monitoring of restoration areas should extend across a sufficient time frame to ensure that the new habitat is established, self-sustaining, and capable of surviving drought.

Proposed Project Applicability: Mitigation Measure BIO-3 is not applicable to the proposed Project because no SARWS is located within or adjacent to the Project site as detailed in the General Biological Assessment (Appendix C). This measure would not be included in the Project MMRP.

Mitigation Measure BIO-4: Prior to construction within San Bernardino Kangaroo Rat (SBKR) critical habitat, which consists of Riversidean Alluvial Fan Sage Scrub (RAFSS), the project applicant shall purchase mitigation credits from the Vulcan Materials mitigation land bank in Cajon Wash or equivalent preserved SBKR RAFSS habitat to offset permanent impacts to occupied SBKR critical habitat at a 3:1 ratio, and temporary or indirect impacts at a 1:1 ratio.

Proposed Project Applicability: Mitigation Measure BIO-4 is not applicable to the proposed Project because no RAFSS or SBKR is located within or adjacent to the Project site as detailed in the General Biological Assessment (Appendix C). This measure would not be included in the Project MMRP.

Mitigation Measure BIO-5: Prior to construction within Riversidean alluvial fan sage scrub habitat the following measures shall be implemented to minimize temporary direct and indirect effects to San Bernardino kangaroo rat (SBKR):

- A 4-foot high, 0.5-inch temporary steel mesh SBKR exclusionary fence shall be placed along the perimeter footprint where suitable SBKR habitat exists. The bottom of the exclusionary fence shall be buried below ground a minimum depth of 24 inches to minimize the potential that SBKR can re- enter the construction area and to preclude impacts to adjacent habitat. Trapping shall be conducted for SBKR within 30 days prior to ground disturbing activities. Any SBKR or other sensitive mammal species that

are captured shall be relocated outside the exclusionary fencing. Trapping shall be conducted by a permitted biologist and according to protocol;

- The temporary SBKR exclusionary fencing shall be maintained in place throughout the duration of construction in these areas to minimize take of SBKR during the construction phase and preclude the inadvertent disturbance of outlying areas by construction personnel. Access to SBKR habitat outside of the construction limits shall be prohibited and posted accordingly. The exclusionary fence shall be inspected weekly and repaired as necessary so that there are no gaps greater than 0.5 inch on any portion of the fence that could allow SBKR entry into the Project Site;
- All the construction equipment shall meet applicable noise ordinances. Compliance with this requirement would minimize noise stress to SBKR in the vicinity of the Project Site; and
- Contractor pets shall be prohibited in and adjacent to the construction area.

Proposed Project Applicability: Mitigation Measure BIO-5 is not applicable to the proposed Project because no RAFSS or SBKR are located within or adjacent to the Project site. This measure would not be included in the Project MMRP.

Mitigation Measure BIO-6: Prior to construction within and adjacent to Riversidean alluvial fan sage scrub habitat the following design features shall be implemented to minimize long-term indirect effects to San Bernardino kangaroo rat (SBKR):

- The pedestrian bridge supports shall be designed to minimize impacts to SBKR habitat and allow continued movement of SBKR.
- Temporary impacts areas shall be revegetated with native shrub vegetation through container plantings to reestablish SBKR habitat and provide cover and facilitate movement of small mammals. All replanting shall be conducted pursuant to a mitigation and monitoring plan prepared and overseen by a qualified biologist.
- To minimize light and noise pollution, no night lighting shall be directed into the open space areas and noise levels should not exceed City standards.

Proposed Project Applicability: Mitigation Measure BIO-6 is not applicable to the proposed Project because no RAFSS is located within or adjacent to the Project site. This measure would not be included in the Project MMRP.

Mitigation Measure BIO-7: Protocol survey for burrowing owl shall be required prior to any ground disturbing activities within disturbed and non-native grassland habitats. The surveys shall be conducted pursuant to the protocol provided as Appendix D of the Staff Report on Burrowing Owl Mitigation published by the California Department of Fish and Wildlife (CDFW) dated March 7, 2012. A qualified biologist, as defined in the CDFW Staff Report, shall conduct the surveys. Surveys shall preferably be conducted during the breeding season which requires 4 site visits, including at least one site visit between February 15 and April 15; and a minimum of three site visits at least three weeks apart between April 15 and July 15, with at least one visit after June 15.

If burrowing owls are determined present during the focused survey, occupied burrows and habitat shall be avoided if feasible following the guidelines in the above referenced CDFW Staff Report. This includes, but is not limited to, avoiding direct or indirect destruction of burrows, implementing a worker awareness program, biological monitoring, establishing avoidance buffers, and flagging burrows for avoidance with visible markers. Avoidance measures shall be implemented under the direction of the qualified biologist. If occupied burrows or habitat cannot be avoided, appropriate compensation measures shall be determined by the qualified biologist in accordance with the guidelines detailed in the CDFW staff report and subject to approval by CDFW. This includes a Burrowing Owl Exclusion Plan for temporary or permanent exclusion

of owls from occupied burrows, and/or a Mitigation Land Management Plan for permanent conservation of similar vegetation communities to provide for burrowing owl nesting, foraging, wintering and dispersal comparable to or of higher quality than the impact area.

Proposed Project Applicability: Mitigation Measure BIO-7 is applicable to the proposed Project and has been implemented as part of the General Biological Assessment, which is included as Appendix C.

Mitigation Measure BIO-8: Prior to the issuance of any grading permit for permanent or temporary impacts in the areas designated as jurisdictional features, the project applicant shall obtain regulatory permits from the USACE, RWQCB, and CDFW, as applicable. The following shall be incorporated into the permitting, subject to approval by the regulatory agencies:

1. On-site and/or off-site creation, enhancement, and/or restoration of USACE/RWQCB jurisdictional "waters of the U.S."/"waters of the State" within the Santa Ana Watershed at a ratio no less than 1:1 or within an adjacent watershed at a ratio no less than 2:1 for permanent impacts, and for any temporary impacts to restore the impact area to pre-Project conditions (i.e., pre-Project contours and revegetate where applicable). Off-site mitigation may occur on land acquired for the purpose of in-perpetuity preservation, or through the purchase of mitigation credits at an agency-approved off-site mitigation bank.
2. On-site and/or off-site replacement and/or restoration of CDFW jurisdictional streambed and associated riparian habitat within the Santa Ana Watershed at a ratio no less than 2:1 or within an adjacent watershed at a ratio no less than 3:1 for permanent impacts, and for any temporary impacts to restore the impact area to pre-Project conditions (i.e., pre-Project contours and revegetate where applicable). Any off-site mitigation may occur on land acquired for the purpose of in-perpetuity preservation, or through the purchase of mitigation credits at an agency-approved off-site mitigation bank.
3. Any purchase of mitigation credits through an agency approved mitigation bank or in-lieu fee program shall occur prior to any impacts to jurisdictional drainages. If off-site mitigation is proposed on land acquired for the purpose of in-perpetuity mitigation that is not part of an agency-approved mitigation bank or in-lieu fee program shall include the preservation, creation, restoration, and/or enhancement of similar habitat pursuant to a Habitat Mitigation and Monitoring Plan (HMMP). A HMMP shall also be prepared for on-site mitigation. The HMMP shall be prepared prior to any impacts to jurisdictional features, and shall provide details as to the implementation of the mitigation, maintenance, and future monitoring. The goal of the mitigation shall be to preserve, create, restore, and/or enhance similar habitat with equal or greater function and value than the impacted habitat.

Proposed Project Applicability: Mitigation Measure BIO-8 is not applicable to the proposed Project because no areas under the jurisdiction of the USACE, RWQCB, and/or CDFW are located within or adjacent to the Project site. This measure would not be included in the Project MMRP.

Mitigation Measure BIO-9: Prior to the issuance of any grading permit that would remove potentially suitable nesting habitat for raptors or songbirds, the project applicant shall demonstrate to the satisfaction of the City of Rialto that either of the following have been or will be accomplished.

1. Vegetation removal activities shall be scheduled outside the nesting season (i.e., September 1 to February 14 for songbirds; September 1 to January 14 for raptors) to avoid potential impacts to nesting birds.
2. Any construction activities that occur during the nesting season (i.e., February 15 to August 31 for songbirds; January 15 to August 31 for raptors) would require that all suitable habitat be thoroughly surveyed for the presence of nesting birds by a qualified biologist before commencement of clearing. If any active nests are detected a buffer of 100 feet (300 feet for raptors) around the nest adjacent to

construction, or as determined appropriate by the biologist, shall be delineated, flagged, and avoided until the nesting cycle is complete. An appropriate buffer shall be determined by the biological monitor to minimize impacts to the nesting bird(s) accounting for factors such as the species, type of construction activities, in addition to habitat and topography that may provide natural sound attenuation. The buffer may be modified and/or other recommendations proposed as determined appropriate by the biologist to minimize impacts.

Proposed Project Applicability: Mitigation Measure BIO-9 is applicable to the proposed Project and would be included in the Project MMRP and implemented prior to issuance of grading permits.

Proposed Project Mitigation Measures

No new impacts nor substantially more severe biological resources impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for biological resources.

5.5 CULTURAL RESOURCES

	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☐	☒
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☐	☒

The Project-specific information in this section is based on the Cultural Resources Assessment Study, which is included as Appendix D.

Summary of Impacts Identified in the Final Subsequent EIR

The Final Subsequent EIR describes that there are no historic resources within areas that are proposed for development by the Specific Plan, and no impacts related to historic resources would occur (Draft Subsequent EIR Appendix A, Initial Study page 52). However, previously identified archeological Resource P-36-026760 is located within PA 1. Therefore, the Subsequent EIR determined that the area is considered moderately sensitive to archaeological resources, and it is possible that ground-disturbing constructing activities in PA 1 and PA 10 could uncover archaeological resources. Resource P-36-026760 was previously formally evaluated for listing in the CRHR and determined to be ineligible for listing due to a lack of integrity and unknown association with the Cox family. Mitigation Measure CUL-4 requires archaeological and tribal monitoring, Mitigation Measure CUL-5 includes provisions for incidental discoveries of previously unknown resources, and Mitigation Measure CUL-6 requires an Archeological Monitoring Report for developments in PA 1 and proposed PA 10. With implementation of Mitigation Measures CUL-4 through CUL-6, the Subsequent Final EIR determined that potential impacts to archaeological resources within PA 1 and proposed PA 10 would be less than significant (Draft Subsequent EIR pages 5.3-6 through 5.3-10).

The Final Subsequent EIR also describes that there are no known human remains within the Specific Plan area. The site is not part of a formal cemetery, is not known to have been used for disposal of human remains, and the ground has been previously disturbed by agricultural uses. Thus, human remains are not expected to be encountered during construction of the proposed Project. In addition, existing state regulations (California Health and Safety Code Section 7050.5) related to the discovery of human remains were included in Mitigation Measure CUL-7, and impacts related to human remains were determined to be less than significant (Draft Subsequent EIR Appendix A, Initial Study page 53).

Impacts Associated with the Proposed Project

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

No New Impact. According to the *State CEQA Guidelines*, a historical resource is defined as something that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register of Historical Resources; (2) listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resources survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by the Project's Lead Agency. Implementation of the proposed Project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State CEQA Guidelines, as there are no eligible historical resources on the Project site.

The California Register of Historical Resources defines a "historical resource" as a resource that meets one or more of the following criteria: (1) associated with events that have made a significant contribution to the broad patterns or local or regional history of the cultural heritage of California or the United States; (2) associated with the lives of persons important to local, California, or national history; (3) embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values; or (4) has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Currently, the Project site is undeveloped and contains disturbed ruderal habitat and a modern concrete foundation from a previous residence and an associated asphalt driveway and wooden electrical/telephone poles within PA 1. The Cultural Resources Assessment Study (Appendix D) describes that the Project site was previously used as agricultural land (an orchard) with a residence since at least the 1930s. The Phase I Environmental Site Assessment (Appendix F) describes that the orchard was removed from the site by the mid-1980s and that the site has remained vacant and undeveloped since then.

The records search completed for the Cultural Resources Assessment Study (Appendix D) identified the large cement slab foundation with an asphalt driveway, several outbuildings, a linear concrete wall foundation, a smaller concrete pad, two reutilized wooden electrical/telephone poles, and an earthen ditch as a historic-era resource. However, it identified the resource as heavily disturbed. The Cultural Resources Assessment Study review of historic records indicates that there were improvements on the site as early as 1918 and that structures were present through 1946. Historic aerials from 1938 depict orchards throughout the site as well as a "small clearing". The Cultural Resources Assessment Study states that improvements to the site may have been associated with Aaron Ashbury Cox, a well-known orange grower and prominent citizen in San Bernardino, although Mr. Cox had a large home on Mt. Vernon Avenue in San Bernardino. The Cultural Resources Assessment Study details that the resource was subject to formal evaluation for listing to the CRHR and was determined to be ineligible due to lack of site integrity and unknown association with the Cox Family (Appendix D). Therefore, the Cultural Resources Assessment Study (Appendix D) determined that there are no historic resources on the Project site. Thus, no impacts to historic resources would occur. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

No New Impact. Pursuant to the Final Subsequent EIR Mitigation Measure CUL-1, a Cultural Resources Assessment (Appendix D) was prepared for the Project site, which included a cultural record search and cultural resources survey. No prehistoric or historic-period archaeological resources were identified during the pedestrian and reconnaissance surveys. However, previously recorded prehistoric and historical

archaeological sites have been identified within the site's vicinity and within PA 1. Therefore, the area is considered moderately sensitive to archaeological resources. Construction of the proposed Project would require excavation to depths of five feet below the existing grade, and four feet below the proposed building pad subgrade elevation. Although artificial fill soils were identified throughout the site to depths between 2.5 to approximately eight feet in depth, it is possible that ground-disturbing construction for the proposed Project could uncover archaeological resources. As there have been a number of previously recorded prehistoric and historical archaeological sites proximate to the Specific Plan area, PA 1 and PA 10 are considered sensitive for archaeological resources, and impacts are potentially significant. The previously adopted Mitigation Measure CUL-4 requires archaeological and tribal monitoring, Mitigation Measure CUL-5 includes provisions for incidental discoveries of previously unknown resources, and Mitigation Measure CUL-6 requires an Archeological Monitoring Report for development within the Project site. With implementation of the Final Subsequent EIR Mitigation Measures CUL-4 through CUL-6, potential impacts to archaeological resources from development of the proposed Project would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

c) Disturb any human remains, including those interred outside of formal cemeteries?

No New Impact. The Project site has been previously disturbed, as described above, and has not been previously used as a cemetery. It is not anticipated that implementation of the proposed Project would result in the disturbance of human remains. However, in the unlikely event that human remains are encountered during earth removal or disturbance activities, the California Health and Safety Code Section 7050.5 (included as Mitigation Measure CUL-7) requires that disturbance of the site shall halt until the coroner has conducted an investigation into 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. The Coroner would also be contacted pursuant to Sections 5097.98 and 5097.99 of the Public Resources Code relative to Native American remains. In the event the Coroner determines the human remains to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC would then be required to contact the most likely descendant of the deceased Native American, who would then serve as a consultant on how to proceed with the remains. Compliance with the established regulatory framework (i.e., California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98) that is also included as existing mitigation would ensure that potential impacts involving disturbance to human remains would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate proposed Project impacts or mitigation measures exist regarding cultural resources. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the Final Subsequent EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final Subsequent EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts,

State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the Final Subsequent EIR.

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

No PDFs related to cultural resources are included in the proposed Project.

Mitigation/Monitoring Required

Previously Adopted Mitigation Measures Applicable to the Project

Mitigation Measure CUL-1: Conduct a Phase I Archaeological/ Historical Resources Assessment. For specific development proposals that are initiated under the Project that require excavation (e.g., clearing/grubbing, grading, trenching, or boring) or demolition activities, the City shall require Phase I Archaeological Resources Assessments on a project-by-project basis within the Specific Plan area to identify any archaeological resources within the footprint or immediate vicinity. The level of effort for a Phase I assessment shall include a Sacred Lands File search through the California Native American Heritage Commission (NAHC) and a full-coverage pedestrian survey of the Project Site. In addition, the assessment shall include: a review available geotechnical studies, site plans, and drilling/grading studies to determine the nature and depth of the construction activities to assist in determining the depths of fill versus native soils across the improvement footprint. If no resources are identified as a result of the pedestrian survey, it does not preclude the existence of buried resources within the improvement footprint. If this is the case, a qualified archaeologist shall determine the potential for the Project to encounter buried resources during construction based on the results of the record searches, depth of native versus fill soils, and proposed excavation parameters. The following scenarios shall be followed depending on the results of the Phase I assessment:

- If resources are identified during the Phase I assessment, then a Phase II evaluation shall be required, as described in CUL-2.
- If no resources are identified as part of the assessment, no further analyses or mitigation shall be warranted, unless it can be determined that the project has a moderate to high potential to encounter buried archaeological resources.
- If it is determined that there is a moderate or high potential to encounter buried archaeological resources, appropriate mitigation such as construction monitoring shall be required as described in CUL-4, -5, and -6.

Proposed Project Applicability: Mitigation Measure CUL-1 is applicable to the proposed Project and was satisfied through preparation of the Cultural Resources Assessment, included as Appendix D.

Mitigation Measure CUL-2: Conduct a Phase II Archaeological/Historical Resources Evaluation. If resources are identified during the Phase I assessment, a Phase II Archaeological Resources Evaluation may be warranted if impacts from the improvements cannot be avoided. The Phase II assessment shall evaluate the resource(s) for listing in the California Register and to determine whether the resource qualifies as a "unique archaeological resource" pursuant to CEQA. If enough data is obtained from the Phase I assessment to conduct a proper evaluation, a Phase II evaluation may not be necessary. Methodologies for evaluating a resource can include but are not limited to: subsurface archaeological test excavations, additional background research, property history research, and coordination with Native Americans and other interested individuals in the community.

Proposed Project Applicability: Mitigation Measure CUL-2 is not applicable to the proposed Project because the Cultural Resources Assessment (Appendix D) that was prepared for the Project site did not identify any new potential resources that would require a Phase II Archaeological Resources Evaluation. This measure would not be included in the MMRP for the Project.

Mitigation Measure CUL-3: Conduct a Phase III Assessment if Resources are Eligible. If, as a result of the Phase II evaluation, resources are determined eligible for listing in the California Register or are considered "unique archaeological resources" pursuant to Section 21083.2 of the Public Resources Code, potential impacts to the resources shall be analyzed and if impacts are significant (i.e., the improvement will cause a "substantial adverse change" to the resource) and cannot be avoided, mitigation measures shall be developed and implemented, such as archaeological data recovery excavations to reduce impacts to the resources to a level that is less than significant.

Proposed Project Applicability: Mitigation Measure CUL-3 is not applicable to the proposed Project because the Cultural Resources Assessment (Appendix D) that was prepared for the Project site did not identify any new potential resources that would require a Phase III assessment. This measure would not be included in the MMRP for the Project.

Mitigation Measure CUL-4: Conduct Archaeological and Native American Construction Monitoring. If it is determined by the qualified archaeologist preparing the Phase I Archaeological Resources Assessment that there is a moderate or high potential to encounter buried archaeological resources; and 2) that construction monitoring is required during construction excavations such as clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the proposed improvements, then the City shall require future development/Project applicants on a project-by-project basis within the Specific Plan area to retain a qualified archaeological monitor and/or Native American monitor who shall be present during construction excavation activities. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (native versus fill soils), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the archaeological monitor.

Proposed Project Applicability: Mitigation Measure CUL-4 is applicable to the proposed Project and would be included in the MMRP and implemented during Project construction.

Mitigation Measure CUL-5: Cease Ground-Disturbing Activities and Implement Treatment Plan if Archaeological Resources Are Encountered. In the event that archaeological resources are unearthed during ground-disturbing activities, the archaeological monitor shall be empowered to halt or redirect ground-disturbing activities away from the vicinity of the find so that the find can be evaluated. Work shall be allowed to continue outside of the vicinity of the find. All archaeological resources unearthed by Project construction activities shall be evaluated by the archaeologist. The Applicant and City shall coordinate with the archaeologist and Native American monitor (if the resources are prehistoric in age) to develop an appropriate treatment plan for the resources. Treatment may include implementation of archaeological data recovery excavations to remove the resource or preserve it in place. The Applicant, in consultation with the archaeologist and Native American monitor (if the resources are prehistoric in age), shall designate repositories in the event that archaeological material is recovered.

Proposed Project Applicability: Mitigation Measure CUL-5 is applicable to the proposed Project and would be included in the Project MMRP and implemented as necessary during Project construction.

Mitigation Measure CUL-6: Prepare Archaeological Monitoring Report. The archaeological monitor shall prepare a final report at the conclusion of archaeological monitoring. The report shall be submitted to the

City and the San Bernardino Archaeological Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures. The report shall include a description of resources unearthed, if any, evaluation of the resources with respect to the California Register of Historical Resources and CEQA, and treatment of the resources.

Proposed Project Applicability: Mitigation Measure CUL-6 is applicable to the proposed Project and would be included in the Project MMRP and implemented during Project construction.

Mitigation Measure CUL-7: Cease Ground-Disturbing Activities and Notify County Coroner If Human Remains Are Encountered. If human remains are unearthed during construction exaction activities, the construction contractor shall comply with State Health and Safety Code Section 7050.5. The contractor and Project applicant shall immediately notify the County Coroner and no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the NAHC. The NAHC shall then identify the person(s) thought to be the Most Likely Descendent (MLD). The MLD may, with the permission of the landowner, inspect the site of the discovery of the Native American remains and may recommend to the landowner means for treating or disposing, with appropriate dignity, the human remains and any associated funerary objects. The MLD shall complete their inspection and make their recommendation within 48 hours of being granted access by the landowner to inspect the discovery. The recommendation may include the scientific removal and nondestructive analysis of human remains and cultural items associated with Native American burials. Upon the discovery of the Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in this mitigation measure, with the MLD regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment. MLDs in the region typically recommend reburial of the remains as close to the original burial location as feasible accompanied by a ceremony. The MLD shall file a record of the reburial with the NAHC and the Project archaeologist shall file a record of the reburial with the CHRIS-SBAIC.

If the NAHC is unable to identify a MLD, or the MLD identified fails to make a recommendation, or the landowner rejects the recommendation of the MLD and the mediation provided for in Subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall inter the human remains and items associated with Native American human remains with appropriate dignity on the facility property in a location not subject to further and future subsurface disturbance. A record of the reburial shall be filed with the NAHC and the CHRIS-SBAIC.

Proposed Project Applicability: Mitigation Measure CUL-7 is applicable to the proposed Project and would be included in the Project MMRP.

Mitigation Measure CUL-8: If a tribe formally requests, in writing, to be notified of future specific development proposals that are initiated under the Project, the City shall begin AB 52 consultations with those particular tribes for all future development proposals within the Project Site. The purpose of those consultations would be to identify, evaluate, and mitigate impacts to tribal cultural resources from a given development proposal.

Proposed Project Applicability: Mitigation Measure CUL-8 is not applicable to the proposed Project because AB 52 does not apply to an Addendum. This measure would not be included in the MMRP for the Project.

Proposed Project Mitigation Measures

No new impacts nor substantially more severe cultural resource impacts would result from implementation of the proposed Project; therefore, no additional cultural resource mitigation measures are required.

5.6 ENERGY

	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
Would the project:					
a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☐	☒

The discussion below is based on the North Pepper Avenue Air Quality, Greenhouse Gas and Energy Assessment, which is included as Appendix A.

Summary of Impacts Identified in the Final Subsequent EIR

The Final Subsequent EIR determined that construction activities would require limited energy consumption and would comply with all existing regulations. Thus, impacts related to construction energy usage would be less than significant. Also, the Final Subsequent EIR determined that use of energy by the amended Specific Plan buildout is typical for urban development, no operational activities or land uses would occur that would result in extraordinary energy consumption. Through City permitting assurance would be provided that existing regulations related to energy efficiency and consumption, such as Title 24 regulations and CCR Title 13, Motor Vehicles, section 2449(d)(3) related to idling, would be implemented. Therefore, impacts related to operational energy consumption were determined to be less than significant (Draft Subsequent EIR pages 5.4-5 through 5.4-11).

Impacts Associated with the Proposed Project

a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

No New Impact.

Construction

During construction, the proposed Project would consume energy in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the Project site, construction worker travel to and from the Project site, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric equipment; and
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction activities would be permitted to require compliance with existing fuel standards, machinery efficiency standards, and CARB requirements that limit idling of trucks, such as CARB Rule 2485 regulations

that limit idling to 5 minutes (13 CCR, Chapter 10 Section 2485). Through compliance with existing standards the Project would not result in demand for fuel greater on a per-development basis than other development projects in Southern California. There are no unusual Project characteristics that would cause the use of construction equipment that would be less energy efficient compared with other similar construction sites in other parts of the state. Conversely, the Project would implement energy efficient measures during construction; including PDF AQ-3 that requires newer construction haul trucks, PDF AQ-4 that provides electrical hook ups for construction equipment, and PDF AQ-5 that limits the hours of diesel-powered construction equipment, which ensure that construction-related energy usage is not inefficient, wasteful, or unnecessary. The energy analysis modeling for the construction of the proposed Project details that the total construction electricity usage would be approximately 92,427 kWh.

Table E-1: Proposed Project Construction Energy Usage

Land Use	Project Construction Electricity Usage (kWh)
Warehouse	39,757
Fast Food Restaurant w/ Drive Thru	686
Automated Car Wash	256
Convenience Store/Gas Station	649
Parking	16,318
Other Asphalt Surfaces	34,807
Total Project Construction Electricity Usage	**92,473**

Source: Air Quality, Greenhouse Gas and Energy Assessment (Appendix A)

Table E-2 shows that construction activities would consume an estimated 34,102 gallons of diesel fuel. Table E-3 shows that construction workers would use approximately 12,320 gallons of fuel to travel to and from the Project site. Table E-4 shows that approximately 8,103 gallons of fuel would be used by vendor trucks (vehicles that deliver materials to the site during construction) and hauling during construction.

Table E-2: Project Construction Equipment Fuel Consumption

Activity	Duration (Days)	Equipment	HP Rating	Quantity	Load Factor	HP-hrs/day	Total Fuel Consumption
Site Preparation	10	Rubber Tired Dozers	367	3	0.40	3,523	1,904
		Crawler Tractors	87	4	0.43	1,197	647
Grading	30	Excavators	36	2	0.38	219	355
		Graders	148	1	0.41	485	787
		Rubber Tired Dozers	367	1	0.40	1,174	1,904
		Scrapers	423	2	0.48	3,249	5,268
		Crawler Tractors	87	2	0.43	599	971
Building Construction	170	Cranes	367	1	0.29	851	7,824
		Forklifts	82	3	0.20	394	3,617
		Generator Sets	14	1	0.74	83	762
		Tractors/Loaders/Backhoes	84	3	0.37	746	6,854
		Welders	46	1	0.45	166	1,522
Paving	20	Pavers	81	2	0.42	544	588
		Paving Equipment	89	2	0.36	513	554
		Rollers	36	2	0.38	219	237

Activity	Duration (Days)	Equipment	HP Rating	Quantity	Load Factor	HP-hrs/day	Total Fuel Consumption
Architectural Coating	40	Air Compressors	37	1	0.48	142	307
Total Project Construction Diesel Fuel Usage							**34,102**

Source: Air Quality, Greenhouse Gas and Energy Assessment (Appendix A)

Table E-3: Estimated Construction Worker Fuel Consumption for the Proposed Project

Construction Activity	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
LDA						
Site Preparation	10	9	18.5	1,665	32.57	51
Grading	30	10	18.5	5,550	32.57	170
Building Construction	170	50	18.5	157,250	32.57	4,828
Paving	20	8	18.5	2,960	32.57	91
Architectural Coating	40	10	18.5	7,400	32.57	227
LDT1						
Site Preparation	10	5	18.5	925	25.11	37
Grading	30	5	18.5	2,775	25.11	110
Building Construction	170	25	18.5	78,625	25.11	3,131
Paving	20	4	18.5	1,480	25.11	59
Architectural Coating	40	5	18.5	3,700	25.11	147
LDT2						
Site Preparation	10	5	18.5	925	25.24	37
Grading	30	5	18.5	2,775	25.24	110
Building Construction	170	25	18.5	78,625	25.24	3,115
Paving	20	4	18.5	1,480	25.24	59
Architectural Coating	40	5	18.5	3,700	25.24	147
Total Project Construction Worker Fuel Consumption						**12,320**

Source: Air Quality, Greenhouse Gas and Energy Assessment (Appendix A)

Table E-4: Estimated Construction Vendor Fuel Consumption for the Proposed Project

Construction Activity	Duration (Days)	Vendor/ Hauling Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
MHDT						
Site Preparation	10	1	10.2	102	8.43	12
Grading	30	3	10.2	918	8.43	109
Building Construction	170	16	10.2	27,744	8.43	3,290
HHDT (Vendor)						
Site Preparation	10	1	10.2	102	6.13	17
Grading	30	3	10.2	918	6.13	150

Construction Activity	Duration (Days)	Vendor/ Hauling Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Building Construction	170	16	10.2	27,744	6.13	4,526
Total Project Construction Vendor Fuel Consumption						**8,103**

Source: Air Quality, Greenhouse Gas and Energy Assessment (Appendix A)

Overall, with implementation of existing regulations and PDFs as verified through the City's development review and permitting process, construction-related fuel consumption by the Project would not be anticipated to result in inefficient, wasteful, or unnecessary energy use and impacts would be less than significant. Thus, no new or increased impacts related to construction energy would occur from implementation of the proposed Project.

Operation

Once operational, the proposed Project would generate demand for electricity, natural gas, as well as gasoline for motor vehicle trips. Operational use of energy includes the heating, cooling, and lighting of buildings, water heating, operation of electrical systems and plug-in appliances within buildings, parking lot and outdoor lighting, and the transport of electricity, natural gas, and water to the areas where they would be consumed. This use of energy is typical for urban development, and no operational activities or land uses would occur that would result in extraordinary energy consumption. Conversely, the Project would implement energy efficient measures; including PDFs AQ-7 and AQ-8 that provides ridesharing, transit, and meal programs, PDFs AQ-9, AQ-10, AQ-12, and AQ-23 that requires use of newer trucks, and PDF AQ-19 that provides CalGreen Tier 2 green building standards, which ensure that construction-related energy usage is not inefficient, wasteful, or unnecessary. As detailed in Table E-5, operation of the proposed Project is estimated to annually use 881,594 gallons of fuel. CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of vehicles to no more than 5 minutes, which is also implemented by PDF AQ-1. The idling restrictions would preclude unnecessary and wasteful consumption of fuel due to unproductive idling of trucks.

Table E-5: Estimated Annual Operational Vehicle Fuel Consumption

Vehicle Type	Average Vehicle Fuel Economy (mpg)	Annual VMT	Estimated Annual Fuel Consumption (gallons)
LDA	33.47	8,559,865	255,713
LDT1	25.64	675,453	26,339
LDT2	25.93	3,568,408	137,602
MDV	21.11	2,627,688	124,494
LHDT1	16.62	481,891	28,994
LHDT2	15.58	131,639	8,450
MHDT	8.56	656,084	76,616
HHDT	6.24	1,231,498	197,348
OBUS	6.31	9,869	1,563
UBUS	5.04	5,046	1,001
MCY	42.30	359,056	8,489
SBUS	6.46	17,648	2,730
MH	5.80	71,087	12,254
Total Annual Fuel Consumption		**18,395,234**	**881,594**

Source: Air Quality, Greenhouse Gas and Energy Assessment (Appendix A)

As detailed in Section 3, *Project Description*, the proposed fast-food restaurant, convenience store, gas station and car wash on PA 1 would be 3,927 SF less than what was evaluated in the Final Subsequent EIR; and the proposed light industrial warehouse building on PA 10 would be 23,454 SF less than what was evaluated for buildout of PA 10 in the Final Subsequent EIR. As described in Section 5.14, *Population and Housing*, the proposed Project would result in over 20 fewer employees than previously evaluated in the Final Subsequent EIR. This reduction in square footage and employees in comparison to those evaluated in the Final Subsequent EIR would result in a reduction of approximately 1,289 trips per day (shown in Table T-3), which would reduce the volume of fuel consumption from operation of the proposed Project. As shown in Table E-6, the Project would result in a reduction of 4,933 annual gallons of fuel compared to the buildout of PA 1 and PA 10 that was evaluated in the Final Subsequent EIR.

Table E-6: Comparison of Fuel Consumption

Source	Estimated Annual Fuel Consumption (gallons)
Previously Analyzed	886,527
Proposed	881,594
Net Transportation Fuel Demands	**-4,933**

Source: Air Quality, Greenhouse Gas and Energy Assessment (Appendix A)

Table E-7 details that operation of the proposed Project would use approximately 1,399,478 thousand British thermal units (kBTU) per year of natural gas and 572,354 kWh per year of electricity.

Table E-7: Estimated Operational Annual Natural Gas (kBTU/year) and Electricity (kWh/year) Demand

Land Use	Natural Gas Demand (kBTU/year)	Electricity Demand (kWh/year)
Warehouse	0	1,047,203
Fast Food Restaurant w/ Drive Thru	447,370	137,286
Automated Car Wash	62,528	13,906
Convenience Store/Gas Station	62,456	119,424
Parking	0	81,659
Other Asphalt Surfaces	0	0
Total Annual Natural Gas and Electricity Consumption	**572,354**	**1,399,478**

Source: Air Quality, Greenhouse Gas and Energy Assessment (Appendix A).

As described previously, the reduction in square footage and employees in comparison to those evaluated in the Final Subsequent EIR would result in a reduction of approximately 1,289 trips per day (shown in Table T-3), which would reduce the volume of energy that would be consumed by operation of the proposed Project. As shown in Table E-8, the Project would result in a reduction of 75,018 kBTU and 107,890 kWh annually compared to the buildout of PA 1 and PA 10 that was evaluated in the Final Subsequent EIR.

Table E-8: Comparison of Energy Consumption

Source	Natural Gas Demand (kBTU/year)	Electricity Demand (kWh/year)
Final Subsequent EIR Buildout of PA 1 and PA 10	647,372	1,507,368
Proposed Project	572,354	1,399,478
Net Energy Demand	**-75,018**	**-107,890**

Source: Air Quality, Greenhouse Gas and Energy Assessment (Appendix A)

Because this use of energy is typical for urban development, no operational activities or land uses would occur that would result in extraordinary energy consumption. Through City permitting, assurance would be provided that existing regulations related to energy efficiency and consumption, such as Title 24 regulations and CCR Title 13, Motor Vehicles, section 2449(d)(3) related to idling, would be implemented. Therefore, impacts related to operational energy consumption would be less than significant.

As described previously, the Project includes PDFs for efficient use or energy and various measures from the California Attorney General's Warehouse Projects Best Practices that were not included in the previous energy calculations to provide for a conservative analysis of potential energy consumption. Thus, operation of the Project would not use large amounts of energy or fuel in a wasteful manner, and impacts related to operational use of energy would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No New Impact. As described previously, the proposed Project would be required to meet the Title 24 energy efficiency standards in effect during permitting. The City's administration of the Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. In addition, the Project would not conflict with or obstruct opportunities to use renewable energy, such as solar energy. The proposed buildings would be solar ready and would have infrastructure as required by Title 24 requirements. In addition, the Project incorporates various measures from the California Attorney General's Warehouse Projects Best Practices that would reduce energy consumption during both construction and operation of the Project. These features include development of buildings per CalGreen Tier 2 green building standards (PDF-19) and LEED green building standards (PDF-20). Thus, the proposed Project would not obstruct the use of renewable energy or energy efficiency. Overall, the proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and no impacts would occur. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate proposed Project impacts or mitigation measures exist regarding energy. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the Final Subsequent EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final Subsequent EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the Final Subsequent EIR.

Plans, Programs, or Policies (PPPs)

PPP GHG-1: Title 24 Standards. The Project shall be designed in accordance with the applicable Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6) in effect at time of permitting. The City Building and Safety Division shall ensure compliance prior to the issuance of each building permit.

PPP GHG-2: CALGreen Standards. Projects shall be designed in accordance with the applicable California Green Building Standards (CALGreen) Code (24 CCR 11). The City Building and Safety Division shall ensure compliance prior to the issuance of each building permit.

Project Design Features (PDFs)

Adopted Specific Plan Project Design Features

PDF AQ-1 through PDF AQ-28. As listed in Section 5.3, *Air Quality*.

Mitigation/Monitoring Required

No mitigation measures were included in the Final Subsequent EIR related to energy. No new impacts nor substantially more severe energy impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for energy.

5.7 GEOLOGY AND SOILS

	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☐	☒
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☐	☒

The Project-specific information in this section is based on the Geotechnical Investigation included as Appendix E.

Summary of Impacts Identified in the Final Subsequent EIR

The Final Subsequent EIR described that the Specific Plan area is within the Alquist-Priolo Earthquake Fault Zone for the San Jacinto fault and that the design features from the 2017 Final EIR (DF GEO-1 and DF GEO-2) would continue to be applicable to the amended Specific Plan, and that implementation of existing regulations would reduce potential impacts related to fault rupture and seismic shaking to a less than significant level. The Final Subsequent EIR also describes that the Specific Plan area has a low potential for liquefaction, which would be further reduced through conformance with design-specific geotechnical and geologic reports (included as DF GEO-1) and the California Building Code (CBC). Likewise, the Final Subsequent EIR determined that effects related to landslides or unstable geologic units would be reduced to a less than significant level with compliance with the CBC and site-specific geologic reports (that are included as DF GEO-1). The Final Subsequent EIR determined that soils within the Specific Plan area (sand and gravel to silty sand), have a very low expansion potential; and that development projects would connect to existing sewers, and septic systems would not be used that could result in impacts (Draft Subsequent EIR Appendix A, Initial Study pages 61 through 68).

Impacts Associated with the Proposed Project

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

No New Impact. In 1972, the Alquist-Priolo Special Studies Zones Act was signed into law and renamed the Alquist-Priolo Earthquake Fault Zoning Act (A-P Act) in 1994. The primary purpose of the Act is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy access the trace of an active fault. The A-P Act requires the State Geologist (Chief of the California Geology Survey) to delineate "Earthquake Fault Zones" along with faults that are "sufficiently active" and "well-defined." The boundary of an "Earthquake Fault Zone" is generally about 500 feet from major active faults and 200 to 300 feet from well-defined minor faults. The A-P Act dictates that cities and counties withhold development permits for sites within an Alquist-Priolo Earthquake Zone until geologic investigations demonstrate that the site zones are not threatened by surface displacements from future faulting.

As described in the Final Subsequent EIR, the Specific Plan area, including the Project site, is within the Alquist-Priolo Earthquake Fault Zone for the San Jacinto fault. The Alquist-Priolo Earthquake Fault Zoning Act requires a fault trenching investigation to determine the presence of any active or potentially active fault and to determine the need for a structural setback, which is also required by Design Feature DF GEO-1. A Fault Study was prepared for PA 2 and PA 3, which is adjacent to the south of the Project site, which describes that a segment of the San Jacinto fault is mapped 650± feet to the southwest and another segment of the San Jacinto fault is mapped 7500± feet to the northeast but that no faults transect the site. Based on these studies, no faults would transect the proposed Project on PA 1 and PA 10 either. As a result, potential impacts related to fault rupture would not occur. Further, the relevant CBC regulations, including required setbacks and foundation engineering, would become conditions of approval that would be ensured through the City's development permitting process. Thus, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

ii. Strong seismic ground shaking?

No New Impact. The Project site, like most of southern California, could be subject to seismically related strong ground shaking. Ground shaking is a major cause of structural damage from earthquakes. The amount of motion expected at a building site can vary from none to forceful depending upon the distance to the fault, the magnitude of the earthquake, and the local geology.

The closest fault is the San Jacinto fault that is mapped 650± feet to the southwest of the Project site. A major earthquake along this fault or another regional fault could cause substantial seismic ground shaking at the site. However, structures built in the City are required to be built in compliance with the CBC (California Code of Regulations, Title 24, Part 2) that provides provisions for earthquake safety based on factors including building occupancy type, the types of soils onsite, and the probable strength of ground motion. Compliance with the CBC would require the incorporation of: 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structure so that it would withstand the effects of strong ground shaking. As required by Design Feature DF GEO-1, a site-specific geotechnical investigation has been completed (included as Appendix E) with recommendations for construction to withstand seismic ground shaking.

The City's permitting process would ensure that all required CBC seismic safety measures are incorporated into the building. Compliance with the CBC, as verified by the City's review process and included in Design Feature DF GEO-1, would reduce impacts related to strong seismic ground shaking to a less than significant level, which is consistent with the findings of the Final Subsequent EIR. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

iii. Seismic-related ground failure, including liquefaction?

No New Impact. Soil liquefaction is a phenomenon in which saturated, cohesionless soils layers, located within approximately 50 feet of the ground surface, lose strength due to cyclic pore water pressure generation from seismic shaking or other large cyclic loading. During the loss of stress, the soil acquires "mobility" sufficient to permit both horizontal and vertical movements. Soil properties and soil conditions such as type, age, texture, color, and consistency, along with historical depths to ground water are used to identify, characterize, and correlate liquefaction susceptible soils. Soils that are most susceptible to liquefaction are clean, loose, saturated, and uniformly graded fine-grained sands that lie below the groundwater table within approximately 50 feet below ground surface. Lateral spreading is a form of seismic ground failure due to liquefaction in a subsurface layer.

As described in the Final Subsequent EIR, the Specific Plan area has a low potential for liquefaction, which would be further reduced through conformance with the CBC requirements. The Geotechnical Investigation (Appendix E) for the Project site did not identify groundwater within the 50-foot-deep borings and describes that water level readings at the nearest groundwater well show a high groundwater level of 420 feet below the ground surface. Thus, high groundwater (within 50 feet of the ground surface) does not exist, and onsite liquefaction would not occur. In addition, the Geotechnical Investigation conducted a liquefaction evaluation through testing of boring materials and describes that the very dense alluvial soils on the site are not conducive to liquefaction. Therefore, potential impacts related to liquefaction would be less than significant. Further, the Project would comply with CBC standards (PPP GEO-1), as required by the City's Municipal Code, which would require the removal and/or replacement and recompaction of soils and the implementation of stable foundational soil conditions to limit any potential ground failure during seismic activity. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

iv. Landslides?

No New Impact. Landslides and other slope failures are secondary seismic effects that are common during or soon after earthquakes. Areas that are most susceptible to earthquake-induced landslides are steep slopes underlain by loose, weak soils, and areas on or adjacent to existing landslide deposits. The Geotechnical Investigation (Appendix E) for the proposed Project describes that there are no hills or substantial changes to topography on the development site. The overall site topography is described as flat with a gentle slope downward to the southeast at a gradient of less than two percent. The site topography has an elevation of approximately 1,280 feet above mean sea level (msl). Due to the lack of substantial slopes on or adjacent to the Project site, impacts related to landslides would not occur. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

b) Result in soil erosion or the loss of topsoil?

No New Impact. Construction of the proposed Project has the potential to contribute to soil erosion and the loss of topsoil. Grading and excavation activities that would be required would expose and loosen topsoil, which could be eroded by wind or water. However, the Final Supplemental EIR DF HYDRO-1 implements the requirements of the NDPES Storm Water Permit that all projects in the City are required to conform to. To reduce the potential for soil erosion and the loss of topsoil, a Stormwater Pollution Prevention Plan (SWPPP) is required by the Regional Water Quality Control Board (RWQCB) regulations to be developed by a QSD (Qualified SWPPP Developer). The SWPPP is required to address site-specific conditions related to specific grading and construction activities. The SWPPP is required to identify potential sources of erosion and sedimentation and loss of topsoil during construction, identify erosion control BMPs to reduce or eliminate the erosion and loss of topsoil, such as use of silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding. With implementation of the SWPPP, included as DF HYDRO-1, construction impacts related to erosion and loss of topsoil would be less than significant, which is consistent with the findings of the Final Supplemental EIR.

In addition, the proposed Project includes installation of landscaping, such that during operation of the proposed Project, large areas of loose topsoil that could erode would not exist. As described in Section 5.10, *Hydrology and Water Quality*, the onsite drainage features that would be installed by the proposed Project have been designed to slow, filter, and infiltrate stormwater, which would also reduce the potential for stormwater to erode topsoil during operations. Furthermore, implementation of the proposed Project requires City approval of a site-specific Water Quality Management Plan (WQMP), included as DF HYDRO-2, which would ensure that appropriate operational BMPs would be implemented to minimize or eliminate the potential for soil erosion or loss of topsoil to occur. As a result, potential impacts related to substantial soil erosion or loss of topsoil would be less than significant, which is consistent with the findings of the Final Subsequent EIR. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?

No New Impact. As described previously the Project site does not contain, nor is it adjacent to, large slopes and impacts related to landslides would not occur. Also, the Geotechnical Investigation (Appendix E) describes that the site does not have potential for liquefaction due to lack of groundwater and the existing very dense alluvial soils on the site. Thus, the related impacts of lateral spreading and subsidence would also not occur. In addition, the Geotechnical Investigation provides CBC design criteria (per PPP GEO-1) to limit the potential for soils movement or collapse. Therefore, consistent with the findings of the Final Subsequent

EIR, impacts would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

d) Be located on expansive soil, as defined in in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

No New Impact. Expansive soils contain certain types of clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experience, such as southern California, have a higher potential of expansive soils than areas with higher rainfall and more constant soil moisture.

The Final Subsequent EIR described that the soils within the Specific Plan area (sand and gravel to silty sand), have a very low expansion potential. In addition, the Geotechnical Investigation (Appendix E) performed expansion testing on the soils within the proposed industrial development site, which determined that soils are very low to non-expansive. Therefore, no impacts related to expansive soils would occur. In addition, as described previously, compliance with the CBC would be incorporated into grading plans and building specifications as a condition of construction permit approval to ensure that Project structures would withstand the effects related to ground movement, including expansive soils. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No New Impact. The proposed Project would construct private domestic water and sewer lines onsite that would connect to an existing 12-inch sewer line located in Pepper Avenue. No septic tanks are proposed; thus, no impacts would occur. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No New Impact. As detailed in the Final EIR for the Specific Plan, the Project Site is located within surface exposures of Holocene-aged (11,000 YBP to present day) wash sediments that overlie Holocene-aged younger alluvium. These units are not old enough to have potential for yielding paleontological resources. Therefore, consistent with the determinations of the previous Final EIRs, implementation of the Project or any future development proposals within the Project site would have no impact on paleontological resources.

No new or substantially greater impacts would occur with implementation of the proposed Project. Impacts of the proposed Project would be consistent with those identified in the Final Subsequent EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding geology and soils. There have not been 1) changes to the Project that require major revisions of the Final Subsequent EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the Project is undertaken that require major revisions of the Final Subsequent EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final Subsequent EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the Final Subsequent EIR.

Project Design Features (PDFs)

Adopted Specific Plan Project Design Features

Design Feature DF GEO-1: Geotechnical Investigation – Prior to the approval of a precise grading permit for any building within the Project Site, a subsequent site- and design-specific geotechnical and geologic report prepared by a licensed geologist shall be submitted to the City Engineer for review and approval. The report shall document the feasibility of each proposed use and the appropriate geotechnical, geologic, and seismic conditions associated with that use. The geologic investigation shall demonstrate that buildings for human occupancy will not be constructed across active faults and must be setback in accordance with Alquist-Priolo Earthquake Fault Zoning Act requirements. For residential uses, setback distances may vary, but a minimum 50-foot setback is required.

To demonstrate compliance with the Alquist-Priolo Earthquake Fault Zoning Act requirements, the analysis shall include the results of a subsurface investigation, including on-site trenching activities as necessary, to delineate the precise location(s) of any fault traces that could impact buildings on the future development. Unless otherwise modified, any conditions, recommendations, or construction measures contained therein, including the imposition of specified setback requirements for proposed development activities within Alquist-Priolo Earthquake Fault Zones, shall become conditions of approval for the requested use. The report shall comply with all applicable State and local code requirements, including the current building code in effect at the time of precise grading permit issuance.

Design Feature DF GEO-2: Geotechnical Disclosures. Pursuant to the requirements of the Natural Hazards Disclosure Act, under Sec. 1103 of the California Civil Code, real estate sellers and brokers shall disclose to future buyers that if the Project lies within one or more state or locally mapped hazard areas, including an earthquake fault zone. This hazard shall also be disclosed on a statutory form called the Natural Hazard Disclosure Statement (NHDS) to all prospective buyers within the Project site.

Design Features DF HYDRO-1 and DF HYDRO-2. As listed in H. *Hydrology and Water Quality*.

Plans, Programs, or Policies (PPPs)

PPP GEO-1 The Project shall be designed and constructed in compliance with the California Building Code (CBC) Design Parameters, or the most current CBC adopted in the City's Municipal Code Section 15.08.060.

Mitigation/Monitoring Required

No mitigation measures were included in the Final Subsequent EIR related to geology and soils. No new impacts nor substantially more severe geology and soils impacts would result from implementation of the proposed Project; therefore, no new mitigation measures are required for geology and soils. However, PPP GEO-1, and Design Features DF GEO-2, DF HYDRO-1, and DF HYDRO-2 would be included in the Project MMRP to ensure implementation.

5.8 GREENHOUSE GAS EMISSIONS

	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☐	☒
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☐	☒

The discussion below is based on the North Pepper Avenue Air Quality, Greenhouse Gas and Energy Assessment, which is included as Appendix A.

Summary of Impacts Identified in the Final Subsequent EIR

The Final Subsequent EIR determined that operation of the Specific Plan Amendment at buildout would generate emissions that would generate greenhouse gas (GHG) emissions, which would exceed the 3,000 MTCO2e/yr screening threshold and would therefore, result in a significant impact. This does not include reductions in emissions that would be achieved by implementation of the AQMD Rule 2305, which is tenant-specific and cannot be quantified at this time, and the California Attorney General's Warehouse Projects Best Practices included as PDFs that have not been quantified to provide a conservative analysis of GHG emissions. Because construction and operation of the amended Specific Plan would exceed 3,000 MTCO2e/yr at buildout, Mitigation Measures AQ-3 through AQ-8 were included to require implementation of various measures to reduce GHG emissions. However, these measures would not be sufficient enough to reduce the GHG emissions to below the threshold. The large majority (79 percent) of GHG emissions would be generated by vehicles traveling to and from the Specific Plan area that neither project applicants nor the City have the ability to reduce emissions of. Therefore, GHG emissions from implementation of the amended Specific Plan were determined to be significant and unavoidable. (Draft Subsequent EIR pages 5.5-11 through 5.5-13).

The Final Subsequent EIR determined that development pursuant to the amended Specific Plan would include sustainable design features related to reduction of GHG emissions that would meet existing regulatory requirements and be consistent with CARB's Scoping Plans that provide measures to reduce GHG emissions, and the amended Specific Plan would not conflict with the CARB Scoping Plans and related regulations. The Final Subsequent EIR also determined that the amended Specific Plan is consistent with AB 32 and SB 32 through implementation of measures that address GHG emissions related to building energy, solid waste management, wastewater, and water conveyance. Thus, the amended Specific Plan would be consistent with the State's requirements for GHG reductions and would not result in a conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs (Draft Subsequent EIR pages 5.5-13 through 5.5-22).

Background and Thresholds

Global climate change describes alterations in weather features (e.g., temperature, wind patterns, precipitation, and storms) that occur across the Earth as a whole. Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough GHG emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

The principal GHGs of concern contributing to the greenhouse effect are CO2, CH4, N2O, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF6). GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal. The large majority of GHG emissions generated from commercial and industrial projects are related to vehicle trips.

Section 15364.5 of the California Code of Regulations defines GHGs to include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. Transportation is responsible for 37 percent of the state's greenhouse gas emissions, followed by electricity generation. Emissions of CO_2 and N_2O are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO_2, where CO_2 is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean.

California has passed several bills and the Governor has signed at least three executive orders regarding greenhouse gases. GHG statues and executive orders (EO) include AB 32, SB 1368, EO S-03-05, EO S-20-06 and EO S-01-07. These regulations require the use of alternative energy, such as solar power. Solar projects produce electricity with no GHG emissions and assist in offsetting GHG emissions produced by fossil-fuel-fired power plants.

The SCAQMD formed a working group to identify greenhouse gas emissions thresholds for land use projects that could be used by local lead agencies in the Basin in 2008. SCAQMD used the Executive Order S-3-05-year 2050 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO2 concentrations at 450 ppm, thus stabilizing global climate.

As detailed in the Final Subsequent EIR, the City of Rialto has not adopted project-specific significance thresholds. The City has opted to use a non-zero threshold approach based on Approach 2 of the CAPCOA CEQA and Climate Change handbook, which is the SCAQMD screening value of 3,000 MTCO2e per year that is recommended by SCAQMD staff for residential and commercial projects. Threshold 2.5 (Unit-Based Thresholds Based on Market Capture) of the CAPCOA CEQA and Climate Change handbook establishes a numerical threshold based on capture of approximately 90% of emissions from future development. The latest threshold developed by SCAQMD using this method is the 3,000 MTCO2e/yr screening threshold.

Thus, if Project-related GHG emissions do not exceed the 3,000 MTCO2e per year threshold, then Project-related GHG emissions would have a less-than-significant impact pursuant to Impact GHG-1, below. On the other hand, if Project-related GHG emissions exceed 3,000 MTCO2e per year, the Project would result in a significant impact related to GHG emissions.

It should be noted that the City has not selected to evaluate Project-related GHG emissions against the numerical threshold that SCAQMD adopted for industrial projects for which SCAQMD is the lead agency (i.e., 10,000 MTCO2e per year). The industrial threshold adopted by SCAQMD is a widely accepted threshold used by numerous lead agencies in the SCAB and was established based on the recommendations from CAPCOA contained in a report titled "CEQA and Climate Change" (dated January 2008), which serves

as a resource for public agencies as they establish agency procedures for reviewing GHG emissions from projects under CEQA. The CAPCOA report provides three recommendations for evaluating a development project's GHG emissions. When establishing their significance threshold, SCAQMD selected the CAPCOA non-zero approach which establishes a numerical threshold based on capture of approximately 90 percent of emissions from future development (Approach 2, Threshold 2.5). A 90 percent emission capture rate means that 90 percent of total emissions from all new or modified projects would be subject to evaluation under CEQA.

Based on SCAQMD's research of 1,297 major, industrial source point (i.e., stationary) emission sources in the SCAB, SCAQMD found that source point industrial facilities that generate at least 10,000 MTCO2e per year produce approximately 90 percent of the carbon dioxide equivalent emissions in the SCAB per year. As such, SCAQMD established their significance criterion at 10,000 MTCO2e as that threshold would capture 90 percent of total emissions from future industrial development in accordance with CAPCOA recommendations (CAPCOA, 2008, pp. 46-47; SCAQMD, 2008, pp. 3-5). Although the SCAQMD demonstrated that reliance on the numerical significance threshold of 10,000 MTCO2e per year adequately addresses the potential environmental effects from industrial-source GHG emissions, the City of Rialto selected to rely on a more stringent/protective numerical significance threshold, 3,000 MTCO2e per year, to ensure that the previous Final Subsequent EIR and this Addendum provide a conservative analysis of Project-related environmental effects.

Impacts Associated with the Proposed Project

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

No New Impact. As detailed in Section 3.0, *Project Description*, the previous Specific Plan Amendment included measures that are required to be implemented as performance standards and conditions of approval for industrial development projects and various measures from the California Attorney General's Warehouse Projects Best Practices, which would be implemented for the proposed light industrial warehouse development on PA 10. Also, the Project would implement CalGreen building standards, as verified through the City's permitting process, that include requirements such as solar photovoltaic systems, increased energy and water efficiency, which would be required for both PA 1 and PA 10.

The proposed Project includes sustainable design features (PDF AQ-1 through PDF AQ-28) related to reduction of GHG emissions that would meet existing regulatory requirements and be consistent with CARB's Scoping Plan that provide measures to reduce GHG emissions. Thus, the proposed Project would not conflict with the CARB Scoping Plan and related regulations, including the following.

- Pavley emissions standard and Low Carbon Fuel Standard: Pavley emissions standards (AB 1493) apply to all new passenger vehicles starting with model year 2009, and the Low Carbon Fuel Standard became effective in 2010 and regulates the transportation fuel used. The second phase of implementation of the Pavley regulations per AB 1493 is referred to as the Advanced Clean Car program, which combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025. The regulation will reduce GHGs from new cars by 34 percent from 2016 levels by 2025. The proposed Project is consistent with these requirements as they apply to all new passenger vehicles and vehicle fuel purchased in California.

- Medium/Heavy-Duty Vehicle Regulations: Medium/heavy-duty vehicle regulations are implemented by the State to reduce emissions from trucks. Since the proposed Project has a large truck component, these regulations would aid in reducing GHG emissions from the Project. The proposed Project is consistent with this measure and its implementation as medium and heavy-duty vehicles associated with

construction and operation of the Project would be required to comply with the requirements of this regulation.

- Tractor-Trailer Greenhouse Gas Regulation: Tractor-trailers subject to this State regulation are primarily 53-foot or longer box-type trailers, are required to be either use EPA SmartWay certified tractors and trailers or retrofit their existing fleet with SmartWay verified technologies. The proposed Project is consistent with this regulation (included as PDF AQ-24), as it applies to specific trucks that are used throughout the State.

- Energy Efficiency – Title 24/CalGreen: The proposed Project is subject to the CalGreen Code Title 24 building energy efficiency requirements that offer builders better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption. Compliance with the CalGreen standards would be verified by the City during building permitting process. In addition, PDF AQ-19 states that the Project shall meet CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking; and PDF AQ-20 states that Project buildings will achieve certification of compliance or demonstrate equivalency with LEED green building standards.

- Renewable Portfolio Standard: As a customer of Southern California Edison (SCE), the proposed Project would purchase from an increasing supply of renewable energy sources and more efficient baseload generations, reduce GHG emissions, and be consistent with this requirement.

- Million Solar Roofs Program: The proposed Project is consistent with this scoping plan measure as the structures would provide either solar powered or solar ready roofs, as appliable to each structure (PDF AQ-15).

- Water Efficiency and Waste Diversion: Development and operation of the proposed Project would be implemented in consistency with water conservation requirements (as included in Title 24) and solid waste recycling and landfill diversion requirements of the State.

During construction of the proposed Project, temporary sources of GHG emissions include construction equipment and workers' commutes to and from the site. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. As shown on Table GHG-1, the Project has the potential to generate a total of approximately 17.74 MTCO2e per year from construction emissions amortized over 30 years per SCAQMD methodology.

During operations, the proposed Project would generate long-term GHG emissions from vehicular trips; water, natural gas, and electricity consumption; and solid waste generation. Natural gas use results in the emission of two GHGs: CH_4 (the major component of natural gas) and CO_2 (from the combustion of natural gas). Electricity use can result in GHG production if the electricity is generated by combusting fossil fuel. Table GHG-1 shows the Project's operation GHG emissions. As shown in Table GHG-1, the Project would generate approximately 8,643.45 MTCO2e per year, which is greater than the SCAQMD threshold of 3,000 MTCO2e. Therefore, impacts would be potentially significant.

Table GHG-1: Proposed Project Operational GHG Emissions

Source	Emission (lbs/day)				
	CO_2	CH_4	N_2O	R	Total CO_2e
Annual construction-related emissions amortized over 30 years	17.53	8.29E-04	6.29E-04	0.01	17.74
Mobile Source	7,902.10	0.41	0.57	11.35	8,093.42
Area Source	4.78	0.00	0.00	0.00	4.80
Energy Source	250.13	0.02	0.00	0.00	251.50
Water Usage	77.73	1.80	0.04	0.00	135.65
Waste	24.53	2.45	0.00	0.00	85.82
Refrigerants	0.00	0.00	0.00	7.14	7.14
On-Site Equipment	0.00	0.00	0.00	0.00	47.38
Total CO_2e (All Sources)	**8,643.45**				

Source: Air Quality, Greenhouse Gas and Energy Assessment (Appendix A)

Also, as detailed in Section 3, *Project Description*, the proposed fast-food restaurant, convenience store, gas station and car wash on PA 1 would be 3,927 SF less than what was evaluated in the Final Subsequent EIR; and the proposed light industrial warehouse building on PA 10 would be 23,454 SF less than what was evaluated for buildout of PA 10 in the Final Subsequent EIR. As described in Section 5.14, *Population and Housing*, the proposed Project would result in over 20 fewer employees than previously evaluated in the Final Subsequent EIR. This reduction in square footage and employees in comparison to those evaluated in the Final Subsequent EIR would result in a reduction of approximately 1,289 trips per day (shown in Table T-3), which would reduce the volume of emissions that would be generated by operation of the proposed Project.

Table GHG-3 shows the comparison of operational GHG emissions that would result from buildout of the PA 1 and PA 10 with the proposed Project versus buildout as evaluated in the Final Subsequent EIR. As shown in Table GHG-3, the proposed Project would result in a net decrease of 543.98 MTCO2e per year compared to buildout as analyzed in the Final Subsequent EIR.

Table GHG-2: Comparison of Greenhouse Gas Emissions

Source	Emission (MT/yr)
	Total CO_2e
Previously Analyzed Project	9,187.43
Proposed Project	8,643.45
Net Change	**-543.98**

Source: Air Quality, Greenhouse Gas and Energy Assessment (Appendix A)

Therefore, the proposed Project would result in fewer $MTCO_2e$ than the previously approved Project. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

No New Impact. The proposed Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. As detailed in Section 3.0, *Project Description*, the proposed Project would implement existing energy reduction regulations and the proposed

light industrial warehouse is required to implement various measures from the California Attorney General's Warehouse Projects Best Practices. Also, the Project would implement CalGreen building standards, as verified through the City's permitting process, that include requirements such as solar photovoltaic systems, increased energy and water efficiency. The development resulting from the proposed Project would include sustainable design features related to reduction of GHG emissions that would meet existing regulatory requirements, including the following:

- Pavley emissions standard and Low Carbon Fuel Standard: Pavley emissions standards (AB 1493) apply to all new passenger vehicles starting with model year 2009, and the Low Carbon Fuel Standard became effective in 2010 and regulates the transportation fuel used. The second phase of implementation of the Pavley regulations per AB 1493 is referred to as the Advanced Clean Car program, which combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025. The regulation reduces GHGs from new cars by 34 percent from 2016 levels by 2025. The proposed Project is consistent with these requirements as they apply to all new passenger vehicles and vehicle fuel purchased in California.
- Medium/Heavy-Duty Vehicle Regulations: Medium/heavy-duty vehicle regulations are implemented by the State to reduce emissions from trucks. These regulations would aid in reducing GHG emissions from the Project. The proposed Project is consistent with this measure and its implementation as medium and heavy-duty vehicles associated with construction and operation of the Project would be required to comply with the requirements of this regulation.
- Tractor-Trailer Greenhouse Gas Regulation: Tractor-trailers subject to this State regulation are primarily 53-foot or longer box-type trailers, are required to be either use EPA SmartWay certified tractors and trailers or retrofit their existing fleet with SmartWay verified technologies. The proposed Project is consistent with this regulation (included as PDF AQ-24), as it applies to specific trucks that are used throughout the State.
- Energy Efficiency – Title 24/CalGreen: The proposed Project is subject to the CalGreen Code Title 24 building energy efficiency requirements that implement energy efficient windows, insulation, lighting, ventilation systems, and other features. Compliance with the CalGreen standards would be verified by the City during building permitting process. In addition, PDF AQ-19 states that the Project shall meet CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking; and PDF AQ-20 states that Project buildings will achieve certification of compliance or demonstrate equivalency with LEED green building standards.
- Renewable Portfolio Standard: As a customer of Southern California Edison (SCE), the proposed Project would purchase from an increasing supply of renewable energy sources and more efficient baseload generations, reduce GHG emissions, and be consistent with this requirement.
- Million Solar Roofs Program: The proposed Project is consistent with this scoping plan measure as the structures would provide either solar powered or solar ready roofs, as applicable to each structure (PDF AQ-15).
- Water Efficiency and Waste Diversion: Development and operation of the proposed Project would be implemented in consistency with water conservation requirements (as included in Title 24) and solid waste recycling and landfill diversion requirements of the State.

CARB's 2022 Scoping Plan reflects the 2045 target of an 85 percent reduction below 1990 levels, set by Executive Order B-55-18, and codified by AB 1279. The Project would be consistent with CARB's Scoping Plan that provides measures to reduce GHG emissions, as detailed in Table GHG-3. Thus, the proposed Project would not conflict with the CARB Scoping Plans and related regulations.

Table GHG-3: Project Consistency with the CARB 2022 Scoping Plan

Action	Consistency
GHG Emissions Reductions Relative to the SB 32 Target	
40 percent below 1990 levels by 2030.	**Consistent.** The proposed Project would comply with the Title 24, Part 6 building energy requirements along with other local and state initiatives that aim to achieve the 40 percent below 1990 levels by 2030 goal. This would be ensured through the City's existing development permitting process. Further, the proposed Project would implement all of the PDFs and air quality related mitigation measures, which requires the proposed Project to be designed to achieve LEED certification or exceed CALGreen Tier 2 standards, and other measures that to reduce GHGs.
Smart Growth/Vehicle Miles Traveled VMT	
VMT per capita reduced 25 percent below 2019 levels by 2030, and 30 percent below 2019 levels by 2045.	**Consistent.** As discussed in Section 5.17, *Transportation*, the proposed Project site is located within low VMT area, and the Project would reduce vehicular trips in comparison to the previously anticipated buildout of the site; and therefore, would result in less than significant impacts related to VMT. Hence, the proposed Project would be consistent with policies aimed at reducing VMT.
Light-Duty Vehicle (LDV) Zero-Emission Vehicles (ZEVs)	
100 percent of LDV sales are ZEV by 2035.	**Consistent.** The proposed Project would be designed and constructed in accordance with the Title 24 Part 6 and Part 11 requirements, which includes ZEV designated parking spaces and charging stations. Charging stations are provided for in PDF 11, PDF 13, PDF 14, and PDF 19.
Truck ZEVs	
100 percent of medium-duty (MDV)/HDC sales are ZEV by 2040 (AB 74 University of California Institute of Transportation Studies [ITS] report).	**Consistent.** The proposed Project would be designed and constructed in accordance with the current Title 24 regulations, which includes prewiring for truck ZEV charging stations and/or providing electrical plug-ins at designated commercial loading docks. Charging stations are provided for in PDF 11, PDF 13, PDF 14, and PDF 19.
Aviation	
20 percent of aviation fuel demand is met by electricity (batteries) or hydrogen (fuel cells) in 2045. Sustainable aviation fuel meets most or the rest of the aviation fuel demand that has not already transitioned to hydrogen or batteries.	**Not Applicable.** The proposed Project would not utilize aviation fuel.
Ocean-going Vessels (OGV)	
2020 OGV At-Berth regulation fully implemented, with most OGVs utilizing shore power by 2027. 25 percent of OGVs utilize hydrogen fuel cell electric technology by 2045.	**Not Applicable.** The proposed Project would not utilize any OGVs.
Port Operations	
100 percent of cargo handling equipment is zero-emission by 2037. 100 percent of drayage trucks are zero emission by 2035.	**Not Applicable.** The proposed Project would not impact any operations at any ports.
Freight and Passenger Rail	
100 percent of passenger and other locomotive sales are ZEV by 2030. 100 percent of line haul locomotive sales are ZEV by 2035. Line haul and passenger rail rely primarily on hydrogen fuel cell technology, and others primarily utilize electricity.	**Not Applicable.** The proposed Project would not involve any rail operations.

Action	Consistency
Oil and Gas Extraction	
Reduce oil and gas extraction operations in line with petroleum demand by 2045.	**Not Applicable.** The proposed Project would not involve any oil or gas extraction.
Petroleum Refining	
CCS on majority of operations by 2030, beginning in 2028. Production reduced in line with petroleum demand.	**Not Applicable.** The proposed Project would not involve any petroleum refining.
Electricity Generation	
Sector GHG target of 38 million metric tons of carbon dioxide equivalent ($MTCO_2e$) in 2030 and 30 $MTCO_2e$ in 2035. Retail sales load coverage134 20 gigawatts (GW) of offshore wind by 2045. Meet increased demand for electrification without new fossil gas-fired resources.	**Consistent.** The proposed Project would comply with the Title 24, Part 6 building requirements, including related to renewable energy generation requirements as well as improved insulation reducing energy consumption. In addition, the proposed Project would implement PDF AQ-15 that includes the installation of solar photovoltaic panels onsite to provide for electrification without new fossil gas-fired resources.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030.	**Consistent.** The proposed Project would comply with the Title 24, Part 6 building energy requirements and would implement CalGreen Tier 2 green building standards and PDF AQ-15 that includes the installation of solar photovoltaic panels onsite to provide for electric appliances.
Existing Residential Buildings	
80 percent of appliance sales are electric by 2030 and 100 percent of appliance sales are electric by 2035. Appliances are replaced at end of life such that by 2030 there are 3 million all-electric and electric-ready homes—and by 2035, 7 million homes—as well as contributing to 6 million heat pumps installed statewide by 2030.	**Not Applicable.** The proposed Project does not involve the operation any existing residential buildings.
Existing Commercial Buildings	
80 percent of appliance sales are electric by 2030, and 100 percent of appliance sales are electric by 2045. Appliances are replaced at end of life, contributing to 6 million heat pumps installed statewide by 2030.	**Not Applicable.** The proposed Project would not involve any continued operations of existing commercial buildings.
Food Products	
7.5 percent of energy demand electrified directly and/or indirectly by 2030; 75 percent by 2045.	**Consistent.** The proposed Project would implement CalGreen Tier 2 green building standards and PDF AQ-15 that includes the installation of solar photovoltaic panels to provide onsite electricity.
Construction Equipment	
25 percent of energy demand electrified by 2030 and 75 percent electrified by 2045.	**Consistent.** Through City permitting the proposed Project would be required to use construction equipment that is registered by CARB and meet CARB's standards. CARB sets its standards to be in line with the goal of reducing energy demand by 25 percent in 2030 and 75 percent in 2045. In addition, PDFs require newer construction equipment, electrically powered equipment, and vehicle/truck charging onsite.
Chemicals and Allied Products; Pulp and Paper	
Electrify 0 percent of boilers by 2030 and 100 percent of boilers by 2045. Hydrogen for 25 percent of process heat by 2035 and 100 percent by 2045. Electrify 100 percent of other energy demand by 2045.	**Not Applicable.** The proposed Project would not be utilized for pulp and/or paper products food products. The proposed Project would comply with the CalGreen Tier 2 green building standards, including installing electrical wiring for all built in appliances, electric outlets for

Action	Consistency
	landscape equipment, solar panels on the maximum roof area available to support the buildings energy demand, and provision of electric charging stations.
Stone, Clay, Glass, and Cement	
CCS on 40 percent of operations by 2035 and on all facilities by 2045. Process emissions reduced through alternative materials and CCS.	**Not Applicable**. The proposed Project would not include manufacturing or storage of stone, clay, glass, or cement.
Other Industrial Manufacturing	
0 percent energy demand electrified by 2030 and 50 percent by 2045.	**Not Applicable**. The proposed Project does not include industrial manufacturing but would comply with the CalGreen Tier 2 green building standards, including renewable energy generation requirements as well as improved insulation reducing energy consumption.
Combined Heat and Power	
Facilities retire by 2040.	**Not Applicable.** The proposed Project does not involve any existing combined heat and power facilities.
Agriculture Energy Use	
25 percent energy demand electrified by 2030 and 75 percent by 2045.	**Not Applicable.** The proposed Project does not involve any agricultural uses.
Low Carbon Fuels for Transportation	
Biomass supply is used to produce conventional and advanced biofuels, as well as hydrogen.	**Not Applicable.** The proposed Project does not involve any production of biofuels.
Low Carbon Fuels for Buildings and Industry	
In 2030s, biomethane135 blended in pipeline Renewable hydrogen blended in fossil gas pipeline at 7 percent energy (~20 percent by volume), ramping up between 2030 and 2040. In 2030s, dedicated hydrogen pipelines constructed to serve certain industrial clusters	**Not Applicable.** The proposed Project does not involve any production of fuels for buildings and industry.
Non-combustion Methane Emissions	
Increase landfill and dairy digester methane capture. Some alternative manure management deployed for smaller dairies. Moderate adoption of enteric strategies by 2030. Divert 75 percent of organic waste from landfills by 2025. Oil and gas fugitive methane emissions reduced 50 percent by 2030 and further reductions as infrastructure components retire in line with reduced fossil gas demand.	**Not Applicable.** The proposed Project does not involve any landfill and/or dairy uses.
High GWP Potential Emissions	
Low GWP refrigerants introduced as building electrification increases, mitigating HFC emissions.	**Consistent.** The proposed Project would comply with the CalGreen Tier 2 green building standards building energy requirements, including use of low GWP refrigerants, which would be verified through the City's existing development permitting process.

Scoping Plan Appendix D, Local Actions

The 2022 CARB Scoping Plan includes a set of Local Actions set forth in Appendix D to the Scoping Plan, which aim at providing local jurisdictions with tools to reduce GHG emissions in order to assist the state in reaching the reduction targets set forth in the 2022 Scoping Plan. Appendix D to the 2022 Scoping Plan includes a section for evaluating plan-level and project-level alignment with the State's Climate Goals within

CEQA GHG analyses. Within this section, CARB identifies multiple recommendations and strategies that should be considered for new development in order to demonstrate consistency with the 2022 Scoping Plan.

The proposed Project would include a number of the example project design features from the 2022 CARB Scoping Plan for construction and operation. For instance, the Scoping Plan's construction measures include enforcing idling time restrictions on construction vehicles, requiring construction vehicles to operate tier 4 engines, diverting and recycling construction waste, minimizing tree removal, and increased use of electric and renewable fuel powered construction equipment. These measures are consistent with the requirements set forth in the Project PDFs (PDF AQ-1, PDF AQ-3, PDF AQ-4, PDF AQ-5, PDF AQ-9).

Appendix D notes that projects that meet the following three priority areas are clearly consistent with the State's goals and would accommodate growth in a manner which is consistent with the State's GHG reduction and equity prioritization goals.

- Transportation Electrification. Table 3 in Appendix D to the 2022 CARB Scoping Plan notes that to be clearly consistent with the State's goals, projects should provide EV charging infrastructure that, at minimum, meets the most ambitious voluntary standard in the CALGreen code. The proposed Project is consistent with this attribute as the Project includes EV and truck charging and would meet CALGreen Tier 2 standards (PDF AQ-19).
- VMT Reduction. The Scoping Plan notes that to be consistent with the VMT reduction attribute, projects should be located on infill sites that are surrounded by existing urban uses and reuses or redevelops previously undeveloped or underutilized land that is presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer); do not result in the loss or conversion of natural and working lands; and consist of transit-supportive densities. The proposed Project is adjacent to existing and planned urban uses that include the freeway, Pepper Avenue, water district and railway infrastructure, and approved light industrial and commercial development projects. The proposed Project does not result in the loss of natural working lands (i.e., the site has not been used for agriculture since 1975) and would provide employees onsite at a transit-supportive density. Also, as discussed in Section 5.17, *Transportation*, the proposed Project site is located within low VMT area, and the Project would reduce vehicular trips in comparison to the previously anticipated buildout of the site. Therefore, the Project would be consistent with VMT reduction 2022 Scoping Plan measure.
- Building Decarbonization. Building decarbonization involves maximizing energy efficiency and eliminating the use of fossil fuel consumption. PDF-15 provides for solar panels on the maximum roof area available onsite, PDF-19 requires the proposed Project to meet CALGreen Tier 2 energy efficiency standards, including electric charging stations, PDF AQ-11 provides for onsite equipment to be electric, PDF AQ-12 requires use of zero emissions trucks, PDF 13 provides for truck charging infrastructure. Therefore, the proposed Project would be developed in a manner that promotes energy efficiency and minimizes the reliance on fossil fuels.

As the proposed Project would implement the project attributes included in Appendix D, the proposed Project would be consistent with the actions and strategies set forth in Appendix D of the 2022 CARB Scoping Plan and would be consistent with the 2022 CARB Scoping Plan and the State's GHG reduction goals. Overall, implementation of the Project would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases and impacts would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding greenhouse gas emissions. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the Final Subsequent EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final Subsequent EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the Final Subsequent EIR.

Plans, Programs, or Policies (PPPs)

PPP GHG-1: Title 24 Standards. The Project shall be designed in accordance with the applicable Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6) in effect at time of permitting. The City Building and Safety Division shall ensure compliance prior to the issuance of each building permit.

PPP GHG-2: CALGreen Standards. Projects shall be designed in accordance with the applicable California Green Building Standards (CALGreen) Code (24 CCR 11). The City Building and Safety Division shall ensure compliance prior to the issuance of each building permit.

Project Design Features (PDFs)

Adopted Specific Plan Project Design Features

PDF AQ-1 through PDF AQ-28. As listed in Section 5.3, *Air Quality*.

Mitigation/Monitoring Required

Previously Adopted Mitigation Measures Applicable to the Project:

Mitigation Measure AQ-1: Tier 4. As listed in Section 5.3, *Air Quality*.

Proposed Project Applicability: Mitigation Measure AQ-1 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of the City grading permit requirements.

Mitigation Measure AQ-3: Idling Regulation Signage. As listed in Section 5.3, *Air Quality*.

Proposed Project Applicability: Mitigation Measure AQ-3 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of the operational permitting requirements.

Mitigation Measure AQ-4: Environmental Protection Agency (EPA) SmartWay Features. As listed in Section 5.3, *Air Quality*.

Proposed Project Applicability: Mitigation Measure AQ-4 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of the operational permitting requirements.

Mitigation Measure AQ-5: Energy Efficient Vendor Trucks. As listed in Section 5.3, *Air Quality*.

Proposed Project Applicability: Mitigation Measure AQ-5 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of the operational permitting requirements.

Mitigation Measure AQ-6: Electric Vehicle Charging Stations and Carpool Parking. As listed in Section 5.3, *Air Quality*.

Proposed Project Applicability: Mitigation Measure AQ-6 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of the operational permitting requirements.

Mitigation Measure AQ-7: Electric Interior Vehicles. As listed in Section 5.3, *Air Quality*.

Proposed Project Applicability: Mitigation Measure AQ-7 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of the operational permitting requirements.

Mitigation Measure AQ-8: Transportation Management. As listed in Section 5.3, *Air Quality*.

Proposed Project Applicability: Mitigation Measure AQ-8 is applicable to the proposed Project and would be included in the Project MMRP and implemented as part of the operational permitting requirements.

Proposed Project Mitigation Measures

No new impacts nor substantially more severe greenhouse gas emissions impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures with respect to greenhouse gas emissions impacts are required.

5.9 HAZARDS AND HAZARDOUS MATERIALS

	Subsequent or Supplemental EIR			Addendum to EIR	
Would the project:	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☐	☒

The site-specific discussion below is based on the Phase I Environmental Site Assessment, included as Appendix F.

Summary of Impacts Identified in the Final Subsequent EIR

The Final Subsequent EIR determined that impacts related to construction and operation of the allowable land uses would be less than significant with compliance with existing regulations that would be ensured through the City's development permitting process. The Final Subsequent EIR describes that the nearest school to the Specific Plan area is Frisbie Middle School, located at 1442 N. Eucalyptus Avenue and the allowable uses by the Specific Plan Amendment and proposed industrial development are not anticipated to release hazardous emissions or handle hazardous or acutely hazardous materials, substances, or wastes in significant quantities. The Specific Plan area does not include a hazardous materials site pursuant to Government Code Section 65965.5. The Specific Plan area is not within an airport land use plan and is located over 6 miles to the northwest of the closest operating public airport or public use airport. The Specific Plan area does not

contain and is not adjacent to any wildland areas or areas identified as having a high fire hazard risk. In addition, the Final Subsequent EIR determined that the allowable Specific Plan would not physically interfere with an adopted emergency response plan or emergency evacuation plan with compliance with existing regulations that would be ensured through the City's development permitting process (Draft Subsequent EIR Appendix A, Initial Study pages 72 through 76).

Impacts Associated with the Proposed Project

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

No New Impact. A hazardous material is defined as any material that, due to its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that regulatory agencies have a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the home, workplace, or environment. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment.

The Phase I Environmental Site Assessment (Phase I) that was prepared for the Project site (Appendix F) describes that the Project site was historically agricultural land that is currently undeveloped vacant land with remnants and a cement pad from a previous residential structure. A portion of the pad has tiles, which could contain asbestos. The Phase I describes that while the Project site was historically used for agricultural purposes and could have had pesticides applied, it would not result in conditions of potential concern for commercial or industrial land uses, and that no hazardous materials were identified on the site. However, the existing adopted Design Feature DF HAZ-1 requires soil samples be collected prior to issuance of grading permits and analyzed for the presence of organochlorine pesticides and Title 22 Metals per California guidelines, and to be removed and disposed offsite, if necessary, in accordance applicable federal, state, and local regulations, which would reduce potential impacts related to transport and disposal of hazardous materials to a less than significant impact.

Construction

The proposed construction activities would involve the routine transport, use, and disposal of hazardous materials such as paints, solvents, oils, grease, and caulking during construction activities. In addition, hazardous materials would routinely be needed for fueling and servicing construction equipment on the site. These types of materials are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by federal and state regulations that are implemented by the City during building permitting for construction activities. Construction of the Project would not require the use of acutely hazardous materials. As such, impacts related to the routine transport, use, or disposal of hazardous materials during construction would be less than significant.

As the Phase I determined that the tiles on a portion of the existing cement pad may contain asbestos, a survey would be required prior to demolition pursuant to the SCAQMD Rule 1403 and CalOSHA Regulation 29 CFR 1926.1101, which are typical regulations for demolition activities that are implemented through the City's permitting process. These requirements were developed to protect human health and the environment from the hazards associated with exposure to airborne asbestos fibers. Compliance with the existing regulations, as included as PPP HAZ-1, would reduce potential impacts related to transport and disposal of asbestos containing materials during construction activities to a less than significant level.

Operation

The proposed operation of the retail, restaurant, car wash, and light industrial warehousing uses would generally involve use and storage of a limited volume of non-acute hazardous materials, such as: cleaning agents, paints, pesticides, batteries, and aerosol cans. Normal routine use of these products would not result in a potentially significant hazard. However, should any future business that occupies the proposed light industrial warehouse building handle acutely hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) the business would require a hazardous materials permit from the Fire Department, as part of City operational permitting procedures. Such businesses are also required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the Fire Department regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business. In addition, any business handling at any one time, greater than 500 pounds of solid, 55 gallons of liquid, or 200 cubic feet of gaseous hazardous material, is required, under Assembly Bill 2185 (AB 2185), to file a Hazardous Materials Business Plan. A Hazardous Materials Business Plan is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. The intent of the Hazardous Materials Business Plan is to satisfy federal and state right-to-know laws, provide procedures for use, disposal, and storage of hazardous materials, and to provide detailed information for use by emergency responders. Overall, if future businesses that use or store hazardous materials occupy the light industrial warehouse building, the business owners and operators would be required to comply with all applicable federal, state, and local regulations, as verified by City operational permitting to reduce potential impacts to a less than significant level.

Similarly, the proposed Project includes construction and operation of a 6-pump gas station that would involve the routine storage and dispensing of gasoline with underground fuel storage tanks, as well as delivery of gasoline and refilling of the tanks. Gasoline is considered a hazardous substance, and therefore the operation of gas pumps and underground fuel storage tanks are regulated by a variety of state and local agencies. Per AB 2185, the proposed gas station would be required to file a Hazardous Materials Business Plan detailing the gas station's compliance with existing regulations (PPP HAZ-2). This includes the USEPA technical regulations for underground storage tanks to prevent releases from the tanks that are contained within California's Underground Storage Tank Act (Chapter 6.7 of the California Health and Safety Code and Title 23 of the California Code of Regulations). Also, Section 2540.7, *Motor Fuel Dispensing Facilities and Service Stations* of the California Occupational Safety and Health Regulations (CalOSHA) provide regulations related to operation of gas station facilities. Further, gas stations are subject to the regional requirements of SCAQMD Rule 461, *Gasoline Transfer and Dispensing*. These regulations were developed to ensure appropriate design, monitoring, maintenance, and emergency response to protect human health and the environment. Compliance with all applicable laws and regulations would be required through both City and state permitting requirements for gas stations. Operating gas stations are also subject to routine inspection by federal, state, and local regulatory agencies with jurisdiction over fuel dispensing facilities to ensure compliance with these regulations that reduce potential hazards related to gas stations to a less than significant level.

The fuel dispensed at the gas station would need to be transported to the site via truck from the adjacent freeway. This is a routine procedure that is not expected to impose excessive risk. The Project would be required to comply with the California Vehicle Code Section 31303, which requires that hazardous materials be transported using routes with the lowest travel time and prohibits the transportation of hazardous materials through residential neighborhoods. Therefore, operational impacts associated with the routine transport, use, or disposal of hazardous materials would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

No New Impact.

Construction

The routine use, storage, transport, and disposal of hazardous materials in accordance with applicable regulations during construction activities would not pose health risks or result in significant impacts. To avoid an impact related to an accidental release, the use of BMPs during construction are implemented as part of a SWPPP as required by the National Pollution Discharge Elimination System General Construction Permit (and included as PPP HWQ-1). Implementation of an SWPPP would minimize potential adverse effects to workers, the public, and the environment. Construction contract specifications would include strict on-site handling rules and BMPs that include, but are not limited to:

- Establishing a dedicated area for fuel storage and refueling and construction dewatering activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

As described in the previous response, any hazardous soils or asbestos containing materials would be removed and disposed of in compliance with existing regulations included as PPP HAZ-1, which would reduce potential impacts to a less than significant level.

Operation

As described previously, operation of the proposed Project includes use of limited hazardous materials, such as solvents, cleaning agents, paints, pesticides, batteries, fertilizers, and aerosol cans. Normal routine use of typical products pursuant to existing regulations would not result in a significant hazard to the environment, residents, or workers in the vicinity of the Project. Should any future business that occupies the proposed light industrial warehouse building handle acutely hazardous or a substantial volume of hazardous materials, the business would require approval of a hazardous materials permit as part of City operational permitting procedures.

Likewise, the proposed gas station would be required to adhere to applicable state health and safety regulations including Section 2540.7, *Motor Fuel Dispensing Facilities and Service Stations* of the CalOSHA Safety and Health Regulations and SCAQMD Rule 461, *Gasoline Transfer and Dispensing*. Further, the California Vehicle Code Section 31303 requires that hazardous materials be transported using routes with the lowest travel time and prohibits the transportation of hazardous materials through residential neighborhoods. With implementation of existing regulations that would be verified through the City's permitting process, potential impacts related to release of hazardous materials would be less than significant.

As a result, operation of the proposed Project would not create a reasonably foreseeable upset and accident condition involving the release of hazardous materials into the environment, and impacts would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

c) Emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No New Impact. Allowable uses proposed by the proposed retail, restaurant, car wash, gas station, and light industrial warehouse development would not produce hazardous emissions or handle acutely hazardous materials, substances, or wastes. The nearest school to the Project site is Frisbie Middle School, located at 1442 N. Eucalyptus Avenue, which is 1,484 feet west of the Project site (Location R1 on Figure AQ-1). As noted in Response a), the allowable uses are not anticipated to release hazardous emissions or handle hazardous or acutely hazardous materials, substances, or wastes in significant quantities; and the proposed gas station would be required to be permitted and inspected per various state regulations that limit the potential of hazardous emissions to occur. Further, the fuel dispensed at the gas station and materials used at the proposed light industrial warehouse would need to be transported to the site via truck from the adjacent freeway, which is to the north in the opposite direction of the school.

Fuel transport to gas stations is a routine procedure that is not expected to impose excessive risk and would be required to comply with the California Vehicle Code Section 31303, which requires that hazardous materials be transported using routes with the lowest travel time. California Vehicle Code Section 31303 further prohibits the transportation of hazardous materials through residential neighborhoods. Frisbie Middle School is located within a residential neighborhood that is not along the route with the lowest travel time to the freeway. Therefore, operation of the proposed Project would not result in potential impacts related hazardous substances within 0.25 mile of a school.

Construction activities associated with the proposed Project would use a limited amount of hazardous and flammable substances/oils during heavy equipment operation for site excavation, grading, and construction. The amount of hazardous chemicals present during construction is limited and would be contained in compliance with existing government regulations. Therefore, impacts related to hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or wastes within 0.25 mile of an existing or proposed school would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No New Impact. The Phase I Environmental Site Assessment, which included a database search of local, regional, state, and federal databases related to hazardous materials, determined that the Project site is not identified as a hazardous materials site. The site is not listed in the California Department of Toxic Substances Control (DTSC) EnviroStor database of hazardous material sites; and the Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5; therefore, impacts would not occur. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

e) For a project within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No New Impact. The Project site is not within an airport land use plan and is located over 6 miles to the northwest of the closest operating public airport or public use airport (San Bernardino International Airport). Additionally, the proposed Project buildings would have a maximum height of 49 feet and 6 inches and would not be of a sufficient height to result in a safety hazard. Hence, the proposed Project would not result in impacts to an airport land use plan, or where such a plan has not been adopted, and would not result in

a safety hazard. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

f) Impair implementation of an adopted emergency response plan or emergency evacuation plan?

No New Impact.

Construction
The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site, and would not restrict access of emergency vehicles to the Project site or adjacent areas. The installation of new driveways and connections to existing and proposed infrastructure systems that would be implemented during construction of the proposed Project would not require closure of Pepper Avenue or adjacent areas. Any temporary lane closures needed for utility connections or driveway construction would be required to implement appropriate measures to facilitate vehicle circulation, as included within construction permits. Thus, implementation of the Project through the City's permitting process would ensure existing regulations are adhered to and would reduce potential construction-related emergency access or evacuation impacts to a less than significant level.

Operation
Direct access to the Project site would be provided via a 4-lane driveway along Pepper Avenue. The Project driveway and internal circulation would be required through the City's permitting procedures to meet the City's design standards to ensure adequate emergency access and evacuation. The Project is also required to provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with Rialto Fire Department standards. The City's Building and Safety Division would review the development plans prior to approval to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9). Therefore, operation of the proposed Project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No New Impact. According to the CalFire Fire Hazard Severity Zone map, the Project site is not within an area identified as a Fire Hazard Area. The proposed Project is within an urban area that is adjacent to an arterial roadway and freeway and would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. In addition, the proposed Project would be constructed in compliance with the California Fire Code and CBC. The safety measures under the California Fire Code include ignition-resistant construction with exterior walls of noncombustible or ignition resistant material from the surface of the ground to the roof system, and sealing any gaps around doors, windows, eaves, and vents to prevent intrusion by flame or embers. The CBC requirements include CCR Title 24, Part 2, which provides specific requirements related to exterior wildfire exposure. Compliance with existing regulatory requirements for implementation of fire protection measures (e.g., ignition-resistant construction materials and measures) would further reduce impacts associated with wildfire spread. Thus, the proposed Project would not result in a significant risk related to exposure of people or structures to significant risk involving wildland fires. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to

evaluate Project impacts or mitigation measures exist regarding hazards and hazardous materials. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the Final Subsequent EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final Subsequent EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the Final Subsequent EIR.

Plans, Programs, or Policies (PPPs)

PPP HWQ-1: Storm Water Pollution Prevention Plan. As listed in Section 5.10, *Hydrology and Water Quality*.

PPP HAZ-1: SCAQMD Rule 1403. Prior to issuance of demolition permits, the Project applicant shall submit verification to the City Building Division that an asbestos survey has been conducted as required by South Coast Air Quality Management District (SCAQMD) Rule 1403. If asbestos or asbestos containing material is found, the Project applicant shall follow all procedural requirements and regulations of the SCAQMD Rule 1403 and CalOSHA Regulation 29 CFR 1926.1101. Rule 1403 regulations require that the following actions be taken: notification of SCAQMD prior to construction activity, asbestos removal in accordance with prescribed procedures, placement of collected asbestos in leak-tight containers or wrapping, and proper disposal. CalOSHA Regulation 29 CFR 1926.1101 regulates potential asbestos exposure and provides construction activity standards to protect human health and the environment.

PPP HAZ-2: Hazardous Materials Business Plan. Prior to issuance of operational permits, for businesses that store or handle hazardous wastes shall have a Hazardous Materials Business Plan approved by the City Fire Department and/or City Building Division. Article 1 of Chapter 6.95 of the California Health and Safety Code (Sections 25500–25520) requires that any business that handles, stores, or disposes of a hazardous substance at a given threshold quantity must prepare a hazardous materials business plan (HMBP). HMBPs are intended to minimize hazards to human health and the environment from fires, explosions, or an unplanned release of hazardous substances into air, soil, or surface water. The HMBP shall include a minimum of three sections: (1) an inventory of hazardous materials, including a site map that details their location; (2) an emergency response plan; and (3) an employee-training program.

Project Design Features (PDFs)

Adopted Specific Plan Project Design Features

Design Feature DF HAZ-1: Soil Investigation. Soil samples shall be collected for new development within the Project Site prior to issuance of grading permits and analyzed for the presence of organochlorine pesticides and Title 22 Metals. Sampling and analysis shall be conducted in accordance with appropriate California guidelines (e.g., Department of Toxic Substances Control, 2008, Interim Guidance for Sampling Agricultural Properties). Soils with elevated organochlorine pesticides or metals compared with these guidelines shall be removed and disposed offsite in accordance applicable federal, state, and local regulations.

Mitigation/Monitoring Required

No mitigation measures were included in the Final Subsequent EIR related to hazards and hazardous materials. No new impacts nor substantially more severe hazards and hazardous materials impacts would result from the proposed Project; therefore, no new mitigation measures are required for hazards and hazardous materials. However, PPP HWQ-1, PPP HAZ-1, PPP HAZ-2, and Design Features DF HYDRO-1 and DF HYDRO-2 would be included in the Project MMRP to ensure implementation.

5.10 HYDROLOGY AND WATER QUALITY

Would the project:	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☐	☐	☒
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☐	☒
c) 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 runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	☐	☒
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?	☐	☐	☐	☐	☒
g) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☐	☒
h) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☐	☒

The discussion below is based on Preliminary Drainage Study included as Appendix G, and the Preliminary Water Quality Management Plan, included as Appendix H.

Summary of Impacts Identified in the Final Subsequent EIR

The Final Subsequent EIR determined that buildout of the Specific Plan, including the Project site, would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Each development would be required to incorporate a WQMP with post-construction (or permanent) Low Impact Development (LID) site design, source control, and treatment control BMPs. The Final Subsequent EIR also determined that development of the Specific Plan area would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge.

Development of the Specific Plan area includes installation of a drainage system pursuant to the approved Design Features and existing regulations that would not substantially alter the existing drainage pattern of the area and would not result in substantial erosion, siltation, flooding, or polluted runoff (Draft Subsequent EIR Appendix A, Initial Study pages 78 through 86).

Impacts Associated with the Proposed Project

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

No New Impact.

The Project site is under the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB), which sets water quality standards for all ground and surface waters within its region. Water quality standards are defined under the Clean Water Act (CWA) to include both the beneficial uses of specific water bodies and the levels of water quality that must be met and maintained to protect those uses (water quality objectives). Water quality standards for all ground and surface waters overseen by the Santa Ana RWQCB are documented in its Basin Plan. The Santa Ana RWQCB regulatory program and the San Bernardino County storm water quality management requirements are designed to minimize and control discharges to surface and groundwater, largely through permitting, such that water quality standards are effectively attained.

The Preliminary Drainage Study (Appendix G) describes that in the existing condition, runoff generally drains in a southeasterly direction to the Lytle Creek Wash and then the Lytle Creek Channel, which eventually drains to Santa Ana River Reach 4, Reach 3, and then to Prado Basin. The Santa Ana River Reach 4 is a 303(d) listed waterway for impairments for indicator bacteria; and Reach 3 is a 303(d) listed waterway for impairments for copper, indicator bacteria, and lead.

Construction

Construction of the proposed Project would be required through City permitting to implement of a grading and erosion control plan that is required by the Construction Activities General Permit (State Water Resources Board Order No. 2022-0057-DWQ, NPDES No. CAS000002), which requires preparation of a SWPPP by a Qualified SWPPP Developer, included as Design Feature DF HYDRO-1. The SWPPP is required for plan check and approval by the City's Building Division, prior to provision of permits for the construction, and would include construction BMPs such as:

- Silt fencing, fiber rolls, or gravel bags
- Street sweeping and vacuuming
- Storm drain inlet protection
- Stabilized construction entrance/exit
- Vehicle and equipment maintenance, cleaning, and fueling
- Hydroseeding
- Material delivery and storage
- Stockpile management
- Spill prevention and control
- Solid waste management
- Concrete waste management

Adherence to the existing requirements and implementation of the appropriate BMPs per the permitting process would ensure that activities associated with construction would not violate any water quality standards. The proposed Project would be required to have an approved grading and erosion control plan

and approval of a SWPPP, which would include construction BMPs to minimize the potential for construction-related sources of pollution, which would be implemented during construction to protect water quality. As a result, impacts related to the degradation of water quality during construction activities would be less than significant, which is consistent with the findings of the Final Subsequent EIR.

Operation

The proposed Project includes operation of retail, restaurant, gas station, car wash, and industrial and warehouse type facilities, which would introduce the potential for pollutants such as, chemicals from cleaners, pesticides and sediment from landscaping, trash and debris, and fuel, oil and grease from vehicles and the gas station and car wash facilities. These pollutants could potentially discharge into surface waters and result in degradation of water quality. However, in accordance with the National Pollutant Discharge Elimination System (NPDES) MS4 permit for the County of San Bernardino (included as City of Rialto Municipal Code Section 12.60.260), the Project would be required to incorporate a WQMP with post-construction (or permanent) Low Impact Development (LID) site design, source control, and treatment control BMPs. The LID site design would minimize impervious surfaces and provide infiltration of runoff into landscaped areas.

The source control BMPs would minimize the introduction of pollutants that may result in water quality impacts; and treatment control BMPs would treat stormwater runoff. The proposed Project would install an onsite infiltration basin to treat stormwater, which would remove coarse sediment, trash, and pollutants (i.e., sediments, nutrients, heavy metals, oxygen demanding substances, oil and grease, bacteria, and pesticides) and allow runoff to infiltrate into the ground. The additional types of BMPs that would be implemented as part of the proposed Project are listed in Table HWQ-1.

Table HWQ-1: Types of BMPs Incorporated into the Project Design

Type of BMP	Description of BMPs
LID Site Design	Optimize the site layout: The site has been designed so that runoff from impervious surfaces would flow over pervious surfaces or to the detention basin. Runoff would be directed to the onsite detention basin that would slow and retain runoff.
	Use pervious surfaces: Landscaping and an onsite detention basin is incorporated into the Project design to increase the amount of pervious area and onsite retention of stormflows.
Source Control	Storm Drain Stenciling: All inlets/catch basins would be stenciled with the words "Only Rain Down the Storm Drain," or equivalent message.
	Need for future indoor & structural pest control: The building would be designed to avoid openings that would encourage entry of pests.
	Landscape/outdoor pesticide use: Final landscape plans would accomplish all of the following: • Design landscaping to minimize irrigation and runoff, to promote surface infiltration where appropriate, and to minimize the use of fertilizers and pesticides that can contribute to storm water pollution. • Consider using pest-resistant plants, especially adjacent to hardscape. • To ensure successful establishment, select plants appropriate to site soils, slopes, climate, sun, wind, rain, land use, air movement, ecological consistency, and plant interactions
	Roofing, gutters and trim: The architectural design would avoid roofing, gutters, and trim made of copper or other unprotected metals that may leach into runoff.
	Sidewalks and parking lots: Sidewalks and parking lots shall be swept regularly to prevent the accumulation of litter and debris. Debris from pressure washing would be collected to prevent entry into the storm drain system. Wash water containing any cleaning agent or degreaser would be collected and discharged to the sanitary sewer and not discharged to a storm drain.

Type of BMP	Description of BMPs
Treatment Control	Biofiltration Systems: The detention basin proposed for the Project would detain runoff, filter it prior to discharge.

In addition, as detailed in Section 5.9, *Hazards and Hazardous Materials*, the proposed gas station and any future business that occupies the proposed light industrial warehouse building handle acutely hazardous materials would be required to implement a Hazardous Materials Business Plan to prevent potential spills that could affect water quality. Also, regulations for underground storage tanks to prevent releases per Chapter 6.7 of the California Health and Safety Code and Title 23 of the California Code of Regulations would reduce the potential of impacts related to fuel spills. The appropriate water quality protection measures related to the gas station facility would be required to be implemented pursuant to existing regulations prior to receipt of operational permits, which would reduce potential impacts to a less than significant level.

With implementation of the operational source and treatment control BMPs that are outlined in the preliminary WQMP (Appendix H) that would be reviewed and approved by the City during the Project permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed Project would not substantially degrade water quality. Therefore, impacts would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No New Impact. The Project site is undeveloped, vacant, and largely pervious. As detailed in the Preliminary Hydrology Study, stormwater currently drains in a southeasterly direction to the Lytle Creek Wash floodplain or infiltrates into the soil. Consistent with the findings of the Final Subsequent EIR, development of the site would result in substantial areas of impervious surfaces and onsite drainage facilities and an infiltration basin would be installed to accommodate the runoff from the hardscaped areas.

As required by existing regulations as included in DF HYDRO-2, a WQMP has been completed to demonstrate that runoff would be infiltrated and retained from at least the 85th percentile, 24-hour rain event. The Preliminary Drainage Study and WQMP (Appendix G and H) show that installation of the proposed infiltration basin would provide low-flow infiltration of stormflows into native soils while accommodating a 100-year storm event. Thus, groundwater recharge would be maintained, and groundwater supplies would not be substantially decreased.

In addition, groundwater within the Project area is adjudicated, which manages groundwater pumping such that substantial depletion of groundwater supplies would not occur. The 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan that includes the West Valley Water District (WVWD) that supplies water to the Project site describes that WVWD draws the majority of its water supply from its wells that extract groundwater from five regional groundwater basins: Bunker Hill and Lytle Creek (which are both part of the San Bernardino Basin or SBB), Rialto-Colton, Riverside North, and Chino Basins. All five basins have been adjudicated and are managed for long term sustainability. Groundwater extractions and conditions are monitored and tracked annually by the Western-San Bernardino Watermaster and the Basin Technical Advisory Committee. The proposed Project would not conflict with the groundwater basin adjudications. Therefore, the proposed Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge or sustainable groundwater management of the basin. Thus, the proposed Project would have a less than significant impact. No new or

substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR. The proposed Project is consistent with the impacts identified in the Final Subsequent EIR and the level of impact remains unchanged from that cited in the Final Subsequent EIR.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would:

i. Result in substantial erosion or siltation on- or off-site?

No New Impact. The Preliminary Drainage Study (Appendix G) describes that in the existing condition, runoff generally drains in a southeasterly direction toward Lytle Creek Wash. No streams or rivers are located within or adjacent to the Project site.

Construction

Construction of the proposed Project has the potential to contribute to soil erosion and siltation. Grading and excavation activities would expose and loosen topsoil, which could be eroded by wind or water. However, DF HYDRO-1 implements the requirements of the NDPES Storm Water Permit that all projects in the City are required to conform to. To reduce the potential for soil erosion and the loss of topsoil, a SWPPP is required by the RWQCB regulations to be developed by a QSD (Qualified SWPPP Developer). The SWPPP is required to address site-specific conditions related to specific grading and construction activities. The SWPPP is required to identify potential sources of erosion and siltation during construction, identify erosion control BMPs to reduce or eliminate the erosion and siltation, such as use of silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding. With implementation of a SWPPP included as DF HYDRO-1, potential construction impacts related to erosion and siltation would be less than significant.

Operation

The proposed Project would introduce additional impervious surfaces to the site. The pervious surfaces remaining on the site would be landscaped and would not generate soils that could erode. The onsite drainage features that would be installed by the proposed Project have been designed to slow, filter, and infiltrate stormwater, which would also reduce the potential for stormwater to erode soil during operations. Furthermore, implementation of the proposed Project requires City approval of a site-specific WQMP, included as DF HYDRO-2, which would ensure that appropriate operational BMPs would be implemented to minimize or eliminate the potential for soil erosion and sedimentation to occur. As a result, potential impacts related to substantial soil erosion or sedimentation would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

ii. Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?

No New Impact. As detailed previously, runoff generated by the proposed Project would be conveyed to an infiltration basin that would be installed on site to filter and infiltrate stormwater into site soils. In addition, the proposed Project includes installation of landscaping that would also provide for infiltration of stormwater runoff. The proposed drainage features that would be installed are required to be designed to slow, filter, and infiltrate stormwater, such that a substantial increase in stormwater runoff would not occur. Furthermore, implementation of the proposed Project requires City approval of a site-specific WQMP, included as DF HYDRO-2, which would manage stormwater runoff. The Preliminary Drainage Study and WQMP (Appendix G and H) show that the proposed infiltration basin would accommodate a 100-year storm event. As a result, potential impacts related to an increase in stormwater runoff that could result in

flooding would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent 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?

No New Impact. As detailed previously, runoff generated by the proposed Project would be conveyed to an infiltration basin that would be installed on site to filter and infiltrate stormwater into site soils. In addition, the proposed Project includes installation of landscaping that provides for infiltration of stormwater runoff. The proposed drainage features have been designed to meet the 85th percentile stormwater capture requirements, included as DF HYDRO-2. The Preliminary Drainage Study and WQMP (Appendix G and H) show that the proposed infiltration basin would accommodate a 100-year storm event. As a result, potential impacts related to an increase in stormwater runoff that could exceed the capacity of drainage systems or result in polluted runoff would be less than significant, which is consistent with the findings of the Final Subsequent EIR. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

iv. Impede or redirect flood flows?

No New Impact. According to the Flood Insurance Rate Map (FIRM), published by the Federal Emergency Management Agency (FEMA) (06071C7940J), the Project site is located in Zone X, which is an area located outside of the 100-year and 500-year flood plains. Therefore, the proposed Project would not impede or redirect flood flows. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No New Impact. As discussed in the previous response, the Project site is not within a flood hazard area. As such, the Project is not at risk of inundation during a storm event. Therefore, the proposed Project would not risk the release of pollutants within a flood hazard area. No new impacts would occur.

Tsunamis are generated ocean wave trains generally caused by tectonic displacement of the sea floor associated with shallow earthquakes, sea floor landslides, rock falls, and exploding volcanic islands. The Project site is over 45 miles from the nearest ocean shoreline. Based on the inland location of the site, the Project site is not at risk of inundation from tsunami. Therefore, consistent with the findings of the Final Subsequent EIR, the proposed Project would not risk release of pollutants from inundation from a tsunami. Seiching is a phenomenon that occurs when seismic ground shaking induces standing waves (seiches) inside water retention facilities (e.g., reservoirs and lakes). Such waves can cause retention structures to fail and flood downstream properties. The Project site is not located adjacent to any water retention facilities. For this reason, the Project site is not at risk of inundation from seiche waves. Therefore, the proposed Project would not risk the release of pollutants from inundation from seiche and impacts. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No New Impact. As described previously, development projects, are required to have an approved SWPPP, which would include construction BMPs to minimize the potential for construction-related sources of pollution, included as DF HYDRO-1 and as proposed in the Preliminary WQMP (Appendix H). Also, the WQMP is required to include source control BMPs to minimize the potential introduction of pollutants; and treatment

control BMPs are included to treat runoff. With implementation of the WQMP that are (included as DF HYDRO-2) required by the City during the project permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed Project would not obstruct implementation of a water quality control plan.

Also as described previously, the Project site receives water from groundwater basins that are adjudicated. Thus, the allowable withdrawal of water from the basin by water purveyors is limited. Additionally, the proposed Project would not pump water and water supplies would be provided by WVWD. Thus, the proposed Project would not conflict with or obstruct a groundwater management plan, and no new or increased impacts would occur.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding hydrology and water quality. There have not been 1) changes related to the development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the Final Subsequent EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final Subsequent EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the Final Subsequent EIR.

Plans, Programs, or Policies (PPPs)

PPP WQ-1: NPDES/SWPPP. Prior to issuance of any grading or demolition permits, the applicant shall provide the City Building Division evidence of compliance with the NPDES (National Pollutant Discharge Elimination System) requirement to obtain a construction permit from the State Water Resource Control Board (SWRCB). The permit requirement applies to grading and construction sites of one acre or larger. The Project applicant/proponent shall comply by submitting a Notice of Intent (NOI) and by developing and implementing a Stormwater Pollution Prevention Plan (SWPPP) and a monitoring program and reporting plan for the construction site. These requirements are included per Section 12.60.250 of the Rialto Municipal Code.

PPP WQ-2: WQMP. Prior to the approval of the Grading Plan and issuance of Grading Permits a completed Water Quality Management Plan (WQMP) shall be submitted to and approved by the City Building Division. The WQMP shall identify all Post-Construction, Site Design, Source Control, and Treatment Control Best Management Practices (BMPs) that will be incorporated into the Project pursuant to the San Bernardino County and Santa Ana Region MS4 Permit requirements for WQMPs, in order to minimize the adverse effects on receiving waters. These requirements are included per Section 12.60.260 of the Rialto Municipal Code.

Project Design Features (PDFs)

Adopted Specific Plan Project Design Features

DF HYDRO-1: SWPPP. A Storm Water Pollution Prevention Plan (SWPPP) shall be developed by the applicant of each future development proposed within the Specific Plan that disturbs 1 or more acre. The SWPPP shall comply current Construction General Permit (CGP) and associated local National Pollutant Discharge Elimination System (NPDES) regulations at the time of development to ensure that the potential for soil erosion and short-term water quality impacts is minimized on a project-by-project basis.

DF HYDRO-2: WQMP. A Water Quality Management Plan (WQMP) shall be developed by the applicant of each future development proposed within the Specific Plan. The WQMP shall comply with all applicable provisions of the San Bernardino County Technical Guidance Document for Water Quality Management Plan (TGD-WQMP), WQMP Template (Template), and Transportation Project BMP Guidance, as required under Section XI.D.2 of Order No. R8-2010-0036. The WQMP shall include, but not be limited to, the following:

- Incorporation of site design/Low Impact Development (LID) strategies and source control measures in a systematic manner that maximize the use of LID features to provide treatment of stormwater and reduce runoff. For those areas of the Project Site where LID features are not feasible or do not meet the feasibility criteria, treatment control Best Management Practices (BMPs) with biotreatment enhancement design features shall be utilized to provide treatment. LID features shall be sized to infiltrate the required design capture volume (DCV) to reduce impacts of pollutants and runoff volumes to downstream receiving waters.
- Assuming complete build-out of the Project, the entire Project site shall require approximately 5.4 acre-feet of runoff to be infiltrated to retain the runoff from the 85th percentile, 24-hour rain event. Individual developments shall be responsible for their proportionate share. Infiltration BMPs would be sized in accordance with Form 4.3-3 of the TGD for WQMPs.
- Should infiltration prove infeasible based on future geotechnical studies associated with the site-specific plans, harvest and reuse BMPs shall be evaluated as part of the future site-specific plans and WQMPs.

DF HYDRO-3: Storm Drain Infrastructure. Precise drainage conveyance system design would be analyzed as part of the Water Quality Management Plan for each future, precise development consistent with State and City requirements for storm water conveyance.

Developers would enter into a development agreement to delineate their fair share cost of design and construction of the facilities, as applicable. If the northerly portion within either system is developed prior to the southerly portion, the owner would be responsible to do one of the following:

1. Install the proposed retention/detention system within the southerly portion of the Project Site (within their respective system) as well as any drainage conveyances to and from the basin system, sized to accommodate the south site as well. This could require a development agreement for reimbursement of the fair share of costs and shared land use between both owners; or
2. Install drainage and water quality facilities to accommodate only the north portion of their respective system. This would most likely require the design and implementation of an interim grading and drainage plan to mitigate any impacts to the southerly owner.

In this scenario, if the southerly portion of either system is developed prior to the northerly portion, the southern property owner would be responsible to install a drainage and water quality system within the southerly portion to include the anticipated demand and capacity contributed from the northerly site (within their respective system). Specifically, the proposed stormwater conveyances and retention/detention basin within each system would be sized per stormwater and water quality demand for the either the entire West system (Planning Areas 5, 6, 7 and 8) or entire East system (Planning Areas 1, 10, 2 and 3). As such, a

development agreement between owners within each system would be implemented for the reimbursement of the fair share of costs.

DF HYDRO-4: Storm Drain Fees. The applicant of each future development proposed within the Project Site shall be responsible for paying development impacts fees per Title 3 – Revenue and Finance, Chapter 3.33 – Development Impact Fees, Section 3.33.270 – Storm Drain Facilities Development Impact Fee of the Municipal Code.

Mitigation/Monitoring Required

No mitigation measures were included in the Final Subsequent EIR related to hydrology and water quality. No new impacts nor substantially more severe hydrology and water quality impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for hydrology and water quality. However, Design Features DF HYDRO-1 and DF HYDRO-2 would be included in the Project MMRP to ensure implementation.

5.11 LAND USE AND PLANNING

	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
Would the project:					
a) Physically divide an established community?	☐	☐	☐	☐	☒
b) Cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☐	☒

Summary of Impacts Identified in the Final Subsequent EIR

The Final Subsequent EIR determined that development of the amended Specific Plan would not physically divide an established community. The Specific Plan area is undeveloped land that is planned for development and changes to the planned land uses would not divide an established community (Draft Subsequent EIR Appendix A, Initial Study pages 88 and 89). The Final Subsequent EIR also determined that buildout of the amended Specific Plan would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The Final Subsequent EIR details that buildout of the amended Specific Plan would be consistent with the SCAG's 2020 RTP/SCS goals, City of Rialto General Plan Policies, and municipal code regulations (Draft Subsequent EIR pages 5.6-8 through 5.6-19). Overall, the Final Subsequent EIR determined that impacts related to land use and planning would be less than significant.

Impacts Associated with the Proposed Project

a) Physically divide an established community?

No New Impact. The Project site is undeveloped vacant land that is adjacent to Pepper Avenue and SR-210. The Project site has been previously designated for Community Commercial and Light Industrial development by the Specific Plan (as shown in Figure 4). The proposed retail and light industrial warehouse development is to be located adjacent to Pepper Avenue to the west, SR-210 to the north, a rail line to the east, and undeveloped land that has been approved for similar warehousing development to the south in PA 2 and PA 3.

Development of the Project site would not physically divide an established community. The new retail (restaurant, gas station, convenience store, car wash) and light industrial warehouse are consistent with the Specific Plan's Community Commercial and Light Industrial land uses for the site and are consistent with access to and from the SR-210 freeway to the north. The proposed retail uses are consistent with the retail/commercial uses that are planned for on the west side of the Pepper Avenue, and the proposed light industrial warehouse is consistent with the development that was approved for PA 2 and PA 3, adjacent to the south of the site. Overall, the proposed Project would develop the site, consistent with the Specific Plan and surrounding uses and would not physically divide an established community.

In addition, the proposed Project would not include new infrastructure (such as roadways) that would physically divide an established community. The proposed Project would install a driveway and utility connections on the site that would connect to Pepper Avenue and the existing utility system in the right-of-way, and no division would occur. Therefore, consistent with the findings of the Final Subsequent EIR, no impact would occur. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No New Impact. The Specific Plan land use designations for the Project site are described below.

- **Community Commercial:** PA 1 is designated as Community Commercial. The Pepper Avenue Specific Plan states that the Community Commercial land use designation provides for a variety of commercial and retail uses, as well as business park development consisting of a mix of office, research and development, light industrial and other complementary uses.
- **Light Industrial:** PA 10 is designated as Light Industrial. The Pepper Avenue Specific Plan states that the Light Industrial land use designation is intended to accommodate a variety of industrial-serving commercial, low intensity office, technology, light manufacturing, and warehouse/distribution uses that are compatible with the site's location and close proximity to the 210 freeway. The land use district accommodates storage and warehousing uses located in larger buildings on larger sites. Uses may include e-commerce, high cube warehouses, or distribution. A wide range of manufacturing and assembly uses are also permitted in this district.

The proposed drive through restaurant, gas station, convenience store and car wash on PA 1 would be located at the southeast corner of Pepper Avenue at the SR-210 interchange to meet the commercial retail needs at the arterial and freeway interchange location. The Pepper Avenue Specific Plan states that the Community Commercial land use designation is intended to facilitate development of a variety of commercial and retail uses, as well as business park uses. As described in the Specific Plan, retail uses include, but are not limited to, grocery stores, retail stores, restaurants, and other similar uses. The proposed development on PA 1 is consistent with the Community Commercial land use designation, and thus, would not conflict with the Specific Plan land use designation.

The proposed industrial warehouse on PA 10 is consistent with the intention of the Specific Plan Light Industrial land use designation by developing the light industrial warehouse building that would expand the employment base within the City. Therefore, the proposed industrial warehouse development and operation component of the Project would be consistent with the Light Industrial Specific Plan designation of PA 10.

SCAG Regional Transportation Plan/Sustainable Communities Strategy

The 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Goals that are relevant to the proposed Project focus largely on maximizing mobility, encouraging development patterns and densities that reduce infrastructure costs, and provide for efficiency. The proposed Project would be consistent with the applicable SCAG's 2020 RTP/SCS goals, as detailed in Table LU-1. Therefore, implementation of the proposed Project would not result in conflict with RTP/SCS goals, and impacts would not occur.

Table LU-1: Consistency with SCAG Regional Transportation Plan/Sustainable Communities Strategy

RTP/SCS Goal Statements	Proposed Project Consistency with Applicable Goals
RTP/SCS G1: Encourage regional economic prosperity and global competitiveness.	**Consistent.** The Project would provide community commercial and light industrial warehousing land uses

RTP/SCS Goal Statements	Proposed Project Consistency with Applicable Goals
	that would enhance the region's overall economic development and competitiveness.
RTP/SCS G2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	**Consistent.** The proposed Project locates commercial and industrial warehouse facilities near a state freeway interchange that would provide access to goods in the region. The Project would not create traffic impediments or travel safety impacts.
RTP/SCS G3: Enhance the preservation, security, and resilience of the regional transportation system.	**Consistent**. There are no components of the Project that would result in the deterioration of the regional transportation system. As detailed in Section 5.17, *Transportation*, the Project would not result in any new or increased significant impacts to the transportation system.
RTP/SCS G4: Increase person and goods movement and travel choices within the transportation system.	**Consistent.** The proposed Project locates commercial and industrial warehouse facilities near a state freeway interchange that would provide access to goods in the region. The Project would not create traffic impediments or travel safety impacts. The Project provides bicycle racks onsite and a sidewalk along the Pepper Avenue frontage to provide pedestrian travel choices.
RTP/SCS G5: Reduce greenhouse gas emissions and improve air quality.	**Consistent.** The Project would not conflict with SCAG implementing actions to improve air quality and reduce GHG emissions within the region. Also, the Project would incorporate various Project Design Features (PDFs) related to building design, landscaping, and energy systems to promote the efficient use of energy, pursuant to Title 24 CALGreen Code, and reduce vehicular emissions, such as provisions for electric vehicles and trucks that would reduce criteria air quality emissions and GHG emissions.
RTP/SCS G6: Support healthy and equitable communities.	**Consistent.** The Project provides a sidewalk along the Pepper Avenue frontage to provide for pedestrian travel. The Project would provide job opportunities for Rialto region residents along the freeway corridor.
RTP/SCS G7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	**Consistent.** This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. However, the Project is located adjacent to the SR-210 that would support the transportation of goods stored in the proposed light industrial warehouse and sold in the restaurant, convenience store, and gas station.
RTP/SCS G8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	**Consistent.** This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. The Project would not conflict with this goal.
RTP/SCS G9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	**Not Applicable**. The proposed Project is not located within areas designated for housing development and would not hinder the development of diverse housing types in areas supported by multiple transportation options.
RTP/SCS G10: Promote conservation of natural and agricultural lands and restoration of habitats.	**Consistent.** The proposed Project would be consistent with goals and policies of the City's General Plan and

RTP/SCS Goal Statements	Proposed Project Consistency with Applicable Goals
	would not cause significant environmental impacts to agricultural lands or biological resources. The Project site is located within an area that does not contain agricultural lands or sensitive biological habitats.

City of Rialto General Plan Policies

Table LU-2 lists the General Plan goals and policies that are applicable to the proposed Project and were adopted for the purpose of avoiding or mitigating an environmental effect. The table evaluates the Project's compliance with each policy. As described, the proposed Project would be consistent with the applicable General Plan policies, and therefore, impacts would be less than significant.

Table LU-2: Project Consistency with Applicable General Plan Policies

General Plan Policy	Proposed Project Consistency with Policy
Policy 2-8.4: Discourage extreme changes in scale between adjacent structures (i.e., multi-story building walls immediately adjacent to single-unit residences). Encourage appropriate setbacks and other architectural features that provide a gradual change in scale.	**Consistent.** The proposed Project would not result in extreme changes in scale between adjacent structures. The Project site is not located adjacent to residentially developed areas. The maximum allowable height of buildings within the Specific Plan area is 55 feet. The proposed retail buildings would have a maximum height of 30 feet and the proposed light industrial warehouse building would have a maximum height of 49 feet 6 inches. As the buildings would be less than the allowable height, they would not result in an extreme change in scale. As shown in Figure 5, *Conceptual Site Plan*, the proposed buildings are set back from the property lines, and Figures 6 through 9, provide Project elevations that show the proposed architectural features that provide visual scale. Thus, the proposed Project is consistent with General Plan Policy 2-8.4.
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.	**Consistent.** The proposed Project is not located adjacent to residences and is buffered by Pepper Avenue to the west, SR-210 to the north, an approved warehouse development to the south, and the rail, and Lytle Creek drainage area to the east. As detailed within this Addendum, the Project would not result in impacts to residential, school, or park areas and would implement all applicable mitigation measures to reduce or eliminate potential impacts to other environmental topic areas. Thus, the proposed Project is consistent with General Plan Goal 2-9.
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.** Due to the distance of existing residences from the proposed light industrial warehouse, impacts such as noise and localized pollutants are limited and would be less than significant with implementation of existing regulations. The Project is not anticipated to involve use, generation, or storage of acute hazardous materials. In the event that future uses require usage or storage of hazardous materials, a Business Permit through the City's permitting procedures and implementation of California Department of Toxic Substances Control standards would be required to reduce any potential impacts from hazardous materials

General Plan Policy	Proposed Project Consistency with Policy
	to a less than significant level. Thus, the proposed Project is consistent with General Plan Policy 2-9.1.
Policy 2-9.2: Require all industrial development to front on an improved street with appropriate front yard setbacks, landscaping, and facade and entrance treatments.	**Consistent.** The Specific Plan includes design requirements and development standards for industrial uses such as front setbacks, landscaping, façade, and entrance treatments that would be required to be adhered to. The proposed Project would install landscaping along Pepper Avenue, setbacks that are consistent with the Specific Plan requirements and driveway entrance treatments, per the Specific Plan proposed landscaping guidelines. Thus, the proposed Project would be consistent with General Plan Policy 2-9.2.
Goal 2-10: Create distinctive gateways at all entry points into Rialto and for individual districts or neighborhoods.	**Consistent.** Signage and monumentation for the Pepper Avenue Specific Plan is outlined in Chapters 4, *Design Guidelines*, and 5, *Development Standards*, of the Specific Plan. Since the Project site is a gateway to the City from the Pepper Avenue exit of SR-210, the Project would incorporate freeway-oriented signage, where appropriate, and monument signage that would contribute to the overall sense of place. Therefore, the proposed Project would be consistent with General Plan Goal 2-10.
Policy 2-10.1: Continue the use of monument signs at focal points within the community and at major and minor gateways. Establish unified entry treatments at major entries into the City.	**Consistent.** As described in the previous response, the Project site is located at a gateway and would incorporate signage that would contribute to the overall sense of place. Therefore, the proposed Project would be consistent with General Plan Policy 2-10.1.
Policy 2-10.2: Design and implement themed landscape treatments near freeway off- and on- ramps to announce entry into Rialto.	**Consistent.** Landscaping along Pepper Avenue is planned to be implemented as part of the Project. This landscape theme is consistent with the existing landscape already installed in Pepper Avenue, as identified in Chapter 4, Design Guidelines of the Specific Plan. This landscaping would be designed to announce the entry into both the Project and the City. Thus, the proposed Project would be consistent with General Plan Policy 2-10.2.
Policy 2-11.1: 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 Specific Plan includes design guidelines that require screening of parking, storage, and loading dock areas. In compliance with the Specific Plan guidelines, that would be verified through City permitting, the proposed Project would screen loading and truck parking areas from public view through the building orientation, design, walls and/or landscaping. Therefore, the Project would be consistent with General Plan Policy 2-11.1.
Policy 2-11.2: 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.	**Consistent.** The Specific Plan includes development standards that include installation and maintenance of street trees. The proposed Project includes installation of street trees and parkway landscaping in compliance with these standards that would be verified through the City's permitting process. Therefore, the Project would be consistent with General Plan Policy 2-11.2.
Goal 2-14: Protect scenic vistas and scenic resources.	**Consistent.** As described in Section 5.1, *Aesthetics*, the proposed Project would not result in significant impacts

General Plan Policy	Proposed Project Consistency with Policy
	to scenic vistas or scenic resources. Therefore, the Project would be consistent with General Plan Policy 2-14.
Policy 2-14.1: 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.** As described in Section 5.1, *Aesthetics*, the Project would not result in impacts to views of the San Gabriel and San Bernardino Mountains. The maximum allowable height of buildings within the Specific Plan area is currently 55 feet and the proposed retail buildings would have a maximum height of 30 feet and the proposed industrial warehouse building would have a maximum height of 49 feet and 6 inches. As the buildings would be less than the allowable height, which was previously determined to not impact public mountain views, no impacts to views would occur, and the Project buildings would be consistent with the scale of the surrounding allowable development. Thus, the Project would be consistent with General Plan Policy 2-14.1.
Policy 2-14.2: 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.** As described in the previous response, the Project would not result in a significant impact to a scenic vista and the maximum allowable height of buildings within the Specific Plan area is currently 55 feet. The proposed retail buildings would have a maximum height of 30 feet and the proposed industrial warehouse building would have a maximum height of 49 feet and 6 inches. As the buildings would be less than the allowable height, which was previously determined to not impact public mountain views, no impacts to views would occur, and the Project buildings would be consistent with the scale of the surrounding allowable development. Thus, the Project would be consistent with General Plan Policy 2-14.2.
Policy 2-14.3: Ensure use of building materials that do not produce glare, such as polished metals or reflective windows.	**Consistent.** The Specific Plan includes design requirements and development standards for new uses and lighting that include provisions related to building materials, colors, location and shading of lighting to reduce the potential of glare. The proposed Project would be implemented pursuant to the Specific Plan guidelines that would be verified through the City's permitting process. As detailed in Section 5.1, *Aesthetics*, the proposed Project would not result in excessive light or glare. Thus, the proposed Project is consistent with General Plan Policy 2.14.3.
Goal 2-17: Provide high-quality and environmentally sustainable landscaping.	**Consistent.** The Pepper Avenue Specific Plan includes development standards for new landscaping that provide for high-quality and climate-driven plant selection that specifies native, non-invasive, and drought tolerant plants requiring minimal or no irrigation. The proposed Project would be implemented pursuant to the Specific Plan guidelines that would be verified through the City's permitting process. Therefore, the Project is consistent with General Plan Goal 2-17.
Policy 2-17.1: 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 Pepper Avenue Specific Plan includes development standards for new landscaping that provide for both street trees and trees within development sites. These trees would minimize urban heat island effect and lessen impacts of high winds. The

General Plan Policy	Proposed Project Consistency with Policy
	proposed Project would include installation of both street trees and onsite trees in compliance with these standards that would be verified through the City's permitting process. Therefore, the Project is consistent with General Plan Policy 2-17.1.
Policy 2-17.2: Require all new development to incorporate tree plantings dense enough to shade and beautify residential and commercial areas.	**Consistent.** The Specific Plan includes development standards that include installation and maintenance of trees. The proposed Project includes installation of trees and landscaping throughout the site. Therefore, the Project would be consistent with General Plan Policy 2-17.2.
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.	**Consistent.** The proposed commercial and industrial development would be consistent with the Specific Plan design requirements and development standards that promote well-designed, and people-oriented sustainable development that is functional. The Project would serve people traveling along Pepper Avenue and SR-210 and provide employment for residents in the region. The Project includes a large variety of environmentally sustainable Project design features (listed in Section 3, Project Description), which includes PDF AQ-19 that requires the Project to meet CalGreen Tier 2 green building standards, and PDF AQ-20 that requires the Project to meet LEED green building standards. Therefore, the proposed Project would be consistent with General Plan Goal 2-22.
Policy 2-22.3: Require that landscape plantings 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 proposed Project includes installation of trees and landscaping within and around the proposed driveway at Pepper Avenue and proposed building in a manner that would emphasize the entrance to the site and front entrance to the building. Therefore, the Project would be consistent with General Plan Policy 2-23.3.
Policy 2-22.5: Require developments to provide pedestrian and vehicle connections and pathways between parking lots at the rear and front of buildings.	**Consistent.** As shown on Figure 10, *Conceptual Landscape Plan*, the proposed Project would provide pedestrian and vehicle connections and pathways between parking lots and building entries. Therefore, the proposed Project would be consistent with General Plan Policy 2-22.5.
Policy 2-22.6: Require delivery areas to be separated from pedestrian areas.	**Consistent.** The Specific Plan Circulation Plan identifies pedestrian and vehicle circulation and connections and provides that delivery areas would be separated from pedestrian areas. Also, as shown on Figure 10, *Conceptual Landscape Plan*, the proposed Project would provide pedestrian sidewalk along the Pepper Avenue street frontage that is separated from the proposed delivery and loading dock areas that would be accessed through the driveway and security gates. Therefore, the proposed Project would be consistent with General Plan Policy 2-22.6.
Policy 2-22.7: Require outdoor storage areas, where permitted, to be screened from public view.	**Consistent.** The proposed Project would screen loading and truck parking areas from public view through the building orientation, design, 14-foot-high screen walls and/or landscaping. Therefore, the Project would be consistent with General Plan Policy 2-22.7.

General Plan Policy	Proposed Project Consistency with Policy
Policy 2-22.8: Insist that full architectural treatments and details be provided on all facades visible to the street of development projects.	**Consistent.** The proposed Project would be consistent with the Specific Plan design guidelines that require architectural treatments on all facades visible to the street. Figures 6 through 9 provide the Conceptual Elevations of the proposed buildings that show the proposed architectural treatment on street frontage areas. Implementation would be verified through the City's development permitting process. Therefore, the proposed Project is consistent with General Plan Policy 2-22.8.
Policy 2-23.1: 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 proposed Project would include installation of both street trees and onsite trees in landscape setbacks and parking areas in compliance with Specific Plan and Municipal Code standards that would be verified through the City's permitting process. Therefore, the Project would be consistent with General Plan Policy 2-23.1.
Goal 2-30: Incorporate green building and other sustainable building practices into development projects.	**Consistent.** PDF AQ-19 states that the Project would meet CalGreen Tier 2 green building standards, and PDF AQ-20 states that the Project would meet LEED green building standards. Therefore, the proposed Project would incorporate green building and other sustainable building practices and be consistent with General Plan Goal 2-30.
Policy 2-30.1: 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.** PDF AQ-19 states that the Project would meet CalGreen Tier 2 green building standards, and PDF AQ-20 states that the Project would meet LEED green building standards. Therefore, the proposed Project would be consistent with General Plan Policy 2-30.1.
Policy 2-30.2: 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.** PDF AQ-19 states that the Project would meet CalGreen Tier 2 green building standards, and PDF AQ-20 states that the Project would meet LEED green building standards. Therefore, the proposed Project would be consistent with General Plan Policy 2-30.2.
Policy 2-30.3: 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.** PDF AQ-19 states that the Project would meet CalGreen Tier 2 green building standards, and PDF AQ-20 states that the Project would meet LEED green building standards. Therefore, the proposed Project would be consistent with General Plan Policy 2-30.3.
Goal 2-31: Conserve energy resources.	**Consistent.** The PDFs included in the proposed Project and listed in Section 3, *Project Description,* would conserve energy. This includes PDF AQ-19 providing that the Project would meet CalGreen Tier 2 green building standards, and PDF AQ-20 for LEED green building standards. Therefore, the proposed Project would be consistent with General Plan Policy 2.-31.
Policy 2-31.1: Require the incorporation of energy conservation features into the design of all new construction and site development activities.	**Consistent.** PDF AQ-19 states that the Project would meet CalGreen Tier 2 green building standards, and PDF AQ-20 states that the Project would meet LEED green building standards. Therefore, the proposed Project would be consistent with General Plan Policy 2-31.1.
Goal 2-35: Reduce air pollution emissions from both mobile and stationary sources in the City.	**Consistent.** As detailed in Section 3, *Project Description*, the proposed Project would comply with the California Green Building Standards Code [CALGreen]; California

General Plan Policy	Proposed Project Consistency with Policy
	Code of Regulations, Title 24, Part 11), which includes installation of low flow water fixtures. Therefore, the proposed Project would be consistent with General Plan Policy 2-35.
Policy 2-35.2: Require that new development projects incorporate design features that encourage ridesharing, transit use, park and ride facilities, and bicycle and pedestrian circulation.	**Consistent.** As described in Section 3, *Project Description*, the proposed Project includes ridesharing and bicycle and pedestrian circulation. The proposed Project includes installation of bicycle racks, development of a sidewalk along Pepper Avenue, and PDF AQ-8, PDF AQ-18, PDF AQ-21 that promote ridesharing. Therefore, the Project is consistent with Policy 2-35.2.
Policy 2-35.3: Establish a balanced land use pattern and facilitate developments that provide jobs for City residents in order to reduce vehicle trips citywide.	**Consistent.** As described in Section 5.14, *Population and Housing*, the proposed Project would result in both commercial and light industrial warehousing jobs, adjacent to an arterial roadway and SR-210 that provides a balanced land use pattern consistent with the Specific Plan. The jobs from the proposed Project would provide employment opportunities for residents within Rialto that could reduce vehicle trips. Therefore, the proposed Project would be consistent with General Plan Policy 2-35.3.
Policy 2-35.4: 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.** As described in Section 5.3, *Air Quality*, the proposed Project does not include uses that would generate noxious odors. Therefore, the proposed Project would be consistent with General Plan Policy 2-35.4.
Goal 2-36: Reduce the amount of fugitive dust released into the atmosphere.	**Consistent.** As detailed in Section 5.3, Air Quality, construction activities related to the proposed Project would implement SCAQMD Rule 403 that requires construction activities to control fugitive dust using the best available control measures such that dust does not remain visible in the atmosphere beyond the property line of the emission source. Therefore, the proposed Project would be consistent with General Plan Goal 2-36.
Goal 2-38: Mitigate against climate change.	**Consistent.** The Project would incorporate various PDFs related to building design, landscaping, efficient use of energy, and reduced vehicular emissions, such as provisions for electric vehicles and trucks that would reduce GHG emissions. Also, as detailed in Section 5.8, *Greenhouse Gas Emissions*, Mitigation Measures AQ-3 through AQ-8 are included to mitigate GHG emissions generated from the Project. Therefore, the proposed Project would be consistent with General Plan Policy 2-38.
Policy 2-38.3: Provide enhanced bicycling and walking infrastructure, and support public transit, including public bus service, the Metrolink, and the potential for Bus Rapid Transit.	**Consistent.** The Project provides a sidewalk along the Pepper Avenue frontage to provide for pedestrian travel and provides bicycle racks to provide bicycling. The Project does not hinder transit services. The closest Omnitrans bus routes are located alone Baseline Road (Route 10) and Highland Avenue (Route 12). Therefore, the proposed Project would be consistent with General Plan Policy 2-38.3.

General Plan Policy	Proposed Project Consistency with Policy
Goal 3-3: Attract, expand, and retain commercial and industrial businesses to reduce blighted conditions and encourage job growth.	**Consistent.** The proposed light industrial warehouse and retail development would provide commercial and industrial business and provide employment opportunities. The jobs from the proposed Project would provide employment opportunities for residents within Rialto and surrounding areas as planned for by the Specific Plan land uses. Therefore, the proposed Project is consistent with General Plan Goal 3-3.
Policy 4-10.3: Develop appropriate noise mitigation along truck routes to minimize noise impacts on nearby sensitive land uses.	**Consistent.** As detailed in Section 5.13, *Noise*, the Project does not result in potentially significant noise along truck routes to nearby sensitive receptors. Thus, mitigation measures are not required. The proposed Project is consistent with General Plan Policy 4-10.3.
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.** As described in Section 3.0, *Project Description*, the proposed industrial warehouse development includes 38 loading docks, 2 ramp up truck doors, and 52 trailer parking spaces in the proposed truck court area, which provides adequate loading and parking on the site. The Project also includes a long driveway that would avoid truck queuing into the street. In addition, the Specific Plan design guidelines provide for adequate on-site loading and parking areas that would be ensured through City permitting. Therefore, the proposed Project is consistent with General Plan Policy 4-10.4.
Goal 5-10: Minimize the impact of point source and ambient noise levels throughout the community.	**Consistent.** As described in Section 5.13, *Noise*, the proposed Project does not involve a significant point source of ambient noise. Therefore, the proposed Project is consistent with General Plan Goal 5-10.
Policy 5-10.3: Ensure that acceptable noise levels are maintained near schools, hospitals, and other noise-sensitive areas in accordance with the Rialto Municipal Code.	**Consistent.** As described in Section 5.13, *Noise*, the Project site is not adjacent to noise sensitive uses and impacts to sensitive uses would not occur from implementation of the proposed Project. Therefore, the proposed Project is consistent with General Plan Policy 5-10.3.
Policy 5-10.4: Limit the hours of operation at all noise generation sources that are adjacent to noise-sensitive areas.	**Consistent.** As described in Section 5.13, *Noise*, the proposed Project is not adjacent to noise sensitive uses. Therefore, the proposed Project would not conflict with General Plan Policy 5-10.4.
Policy 5-10.5: Require all exterior noise sources (construction operations, air compressors, pumps, fans and leaf blowers) to use available noise suppression devices and techniques to reduce exterior noise to acceptable levels that are compatible with adjacent land uses.	**Consistent.** Project permitting would ensure that exterior equipment and machinery use available noise suppression devices. Therefore, the proposed Project is consistent with General Plan Policy 5-10.5.
Goal 5-11: Minimize the impacts of transportation-related noise.	**Consistent.** As detailed in Section 5.13, *Noise*, the Project does not result in potentially significant noise impacts from vehicular and truck noise to nearby sensitive receptors. Thus, mitigation measures are not required. The proposed Project is consistent with General Plan Goal 5-11.
Policy 5-11.3: Require development of truck-intensive uses to minimize noise impacts on adjacent uses through appropriate site design.	**Consistent.** As detailed in Section 5.13, *Noise*, the Project does not result in potentially significant noise impacts from vehicular and truck noise to nearby sensitive

General Plan Policy	Proposed Project Consistency with Policy
	receptors. The design of the Project provides for heavy trucks to travel to and from the SR-210 and minimize noise to sensitive use areas. Therefore, the proposed Project is consistent with General Plan Policy 5-11.3.
Policy 7-1.1: Protect the architectural, historical, agricultural, open space, environmental, and archaeological resources in Rialto.	**Consistent.** The proposed Project would not result in impacts related to architectural, historical, agricultural, and open space resources, as detailed Sections 5.1, Aesthetics, 5.2, Agricultural Resources, and 5.5, Cultural Resources. Also, Section 5.5, *Cultural Resources*, Mitigation Measures CUL-4 through CUL-6 provide for protection of archaeological resources. Therefore, the proposed Project is consistent with General Plan Policy 7-1.1.
Goal 7-3: Identify, document, and protect significant archaeological resources in Rialto.	**Consistent.** Should any archaeological resources be identified during implementation of the Project, Section 5.5, *Cultural Resources*, details that Mitigation Measures CUL-4 through CUL-6 provide for documentation and protection of the resources. Therefore, the proposed Project is consistent with General Plan Policy 7-3.
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.** Section 5.5, *Cultural Resources*, details that archaeological surveys of the Project site have been completed. Therefore, the Project is consistent with General Plan Policy 7-3.1.
Policy 7-3.2: Actively pursue a comprehensive survey program to identify, document, and protect prehistoric and historical archaeological sites and sites containing Native American human remains.	**Consistent.** Section 5.5, *Cultural Resources*, details that archaeological surveys of the Project site have been completed. Therefore, the Project is consistent with General Plan Policy 7-3.2.
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.** Section 5.5, *Cultural Resources*, Mitigation Measures CUL-4 through CUL-7 provide for protection of archaeological resources and Native American human remains. Therefore, the Project is consistent with General Plan Policy 7-3.3.
Policy 7-3.4: Reduce adverse impacts to significant archaeological resources that cannot be protected in place through data recovery excavations.	**Consistent.** Should any archaeological resources be identified during implementation of the Project, Section 5.5, *Cultural Resources*, details that Mitigation Measures CUL-4 through CUL-6 provide for documentation and protection of the resources. Therefore, the Project is consistent with General Plan Policy 7-3.4.

City of Rialto Municipal Code

The proposed Project would be implemented in compliance with the amended Pepper Avenue Specific Plan and the City of Rialto Municipal Code. The Specific Plan is the main development implementation tool, and the Municipal Code applies in absence of a Specific Plan specification for regulations. The City's development permitting process would ensure that the proposed Project would be implemented in compliance with these existing regulations. As such, the proposed Project would not result in conflicts with the City of Rialto zoning code, and impacts would be less than significant.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR. The proposed Project is consistent with the impacts identified in the Final Subsequent EIR and the level of impact remains unchanged from that cited in the Final Subsequent EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding land use and planning. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the Final Subsequent EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final Subsequent EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the Final Subsequent EIR.

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

No PDFs related to land use and planning are included in the proposed Project.

Mitigation/Monitoring Required

No mitigation measures were included in the Final Subsequent EIR related to land use and planning. No new impacts nor substantially more severe land use and planning impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required regarding land use and planning.

5.12 MINERAL RESOURCES

Would the project:	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☐	☒

Summary of Impacts Identified in the Final Subsequent EIR

The Final Subsequent EIR determined that there are no known mineral resources within the Specific Plan area and that buildout of the amended Specific Plan would not result in the loss of availability of a locally important mineral resource recovery site delineated on the general plan, specific plan or other land use plan. The Project area has not historically included mineral extraction, nor does the Project area currently support mineral extraction or have identified mineral resources. Thus, the Final Subsequent EIR determined that no impacts related to mineral resources would occur (Draft Subsequent EIR Appendix A, Initial Study pages 90 and 91).

Impacts Associated with the Proposed Project

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No New Impact. The California Legislature enacted the Surface Mining and Reclamation Act which, among other things, provided guidelines for the classification and designation of mineral lands, and areas were classified based on geologic factors without regard to existing land use and land ownership. The areas are categorized into four Mineral Resource Zones (MRZ):

- MRZ-1: An area where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- MRZ-2: An area where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.
- MRZ-3: An area containing mineral deposits, the significance of which cannot be evaluated.
- MRZ-4: An area where available information is inadequate for assignment to any other MRZ zone.

Exhibit 2.7, *Mineral Resource Zones*, of the Rialto General Plan identifies that the Project site is located within an MRZ-2 Zone, which is an area where there is a high likelihood for mineral deposits. However, the Project site has no history of mining. In addition, the General Plan does not support expansion of surface mining activities in MRZ-2 areas. The Project site is not identified as containing valuable mineral resources. Therefore, implementation of the proposed Project would not result in the loss of availability of a valuable

known mineral resource and impacts would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on the general plan, specific plan, or other land use plan?

No New Impact. As discussed in the previous response, no known valuable mineral resources exist on or near the Project site. The Project site is not designated for mineral recovery uses but is designated for urban uses. In addition, the proposed Project would not cause loss of potential resources. Therefore, no impacts related to the loss of availability of a locally important mineral resource recovery site, as delineated on a local general plan, specific plan, or other land use plan, would occur as a result of Project implementation. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding mineral resources. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the Final Subsequent EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final Subsequent EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the Final Subsequent EIR.

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

No PDFs related to mineral resources are included in the proposed Project.

Mitigation/Monitoring Required

No mitigation measures were included in the Final Subsequent EIR related to mineral resources. No new impacts nor substantially more severe mineral resources impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required regarding mineral resources.

5.13 NOISE

Would the project result in:	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
a) Generation of 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?	☐	☐	☐	☐	☒
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☐	☒
c) 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?	☐	☐	☐	☐	☒

This section was prepared using the Noise Impact Analysis, included as Appendix I.

Summary of Impacts Identified in the Final Subsequent EIR

The Final Subsequent EIR determined that the Project would not exceed the daytime construction noise threshold of 80 dBA Leq or the 70 dBA Leq nighttime noise level threshold at sensitive receptor locations. Thus, noise impacts related to construction activities would be less than significant.

The Final Subsequent EIR determined that the operational noise levels of the industrial development allowed by the amended Specific Plan would not exceed the City's General Plan Noise Guidelines for Land Use Planning or result in a substantial increase in ambient noise levels at the closest sensitive receiver locations, and that impacts would be less than significant. In addition, the Final Subsequent EIR determined that off-site traffic noise impacts in the General Plan buildout plus Project condition would be less than significant.

Regarding vibration, the Final Subsequent EIR determined that the primary source of construction vibration would be from the operation of a bulldozer; but that vibration levels at the closest receptors would be less than significant. The Final Subsequent EIR also determined that operational truck related vibration at nearby sensitive receivers would be less than significant. Additionally, the Final Subsequent EIR determined that the Project site is not within an airport land use plan and is not within an airport noise impact zone. Overall, the Final Subsequent EIR determined that impacts related to noise would be less than significant and no mitigation measures were required.

Noise Receptors

Noise sensitive receptors are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include residences, schools, hospitals, and recreation areas. The closest existing receptors are described below and shown in Figure N-1.

- R1: Location R1 represents existing noise sensitive Frisbee Park at 1901 North Acacia Avenue, approximately 1,484 feet west of the Project site. Receiver R1 is placed in the park's playing field. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.
- R2: Location R2 represents the existing noise sensitive residence at 2294 Lincoln Avenue, approximately 1,984 feet east of the Project site. Receiver R2 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.
- R3: Location R3 represents the existing noise sensitive residence at 2185 Roosevelt Avenue, approximately 2,896 feet east of the Project site. Receiver R3 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.
- R4: Location R4 represents a Riverside Highland Water Company facility located at 1398 North Lassen Street, approximately 855 feet south of the Project site. Receptor R4 is placed at the building façade. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.
- R5: Location R5 represents the existing noise sensitive residence at 1698 North Eucalyptus Avenue, approximately 1,543 feet west of the Project site. Receiver R5 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.

Existing Ambient Noise Levels

To assess the existing noise level environment, 24-hour noise level measurements were taken at four locations in the Project study area. The noise level measurements listed in Table N-1 show that ambient noise is between approximately 54.3 dBA and 65.6 dBA. Noise levels in the Project area are dominated by transportation-related noise. Figure N-2 illustrates the location of each noise measurement.

Table N-1: Existing Ambient Noise Level Measurements

Location	Description	Energy Average Noise Level (dBA L_{eq})[1]	
		Daytime	Nighttime
L1	Located west of the Project site near Frisbee Park at 1901 North Acacia Avenue.	61.1	63.8
L2	Located east of the Project site near single-family residence at 2281 West Washington Avenue.	62.7	64.7
L3	Located southeast of the Project site near single-family residence at 2185 Roosevelt Avenue.	54.3	55.4
L4	Located southwest of the Project site near single-family residence at 1698 North Eucalyptus Avenue.	64.2	65.6

[1] Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix 5.2.
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
Source: Noise Impact Analysis (Appendix I)

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Noise Receptor Locations

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Noise Measurement Locations

LEGEND:

Site Boundary Measurement Locations

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City of Rialto Noise Standards

General Plan. The City of Rialto General Plan Safety and Noise Element Exhibit 5.5 specifies exterior noise guidelines for land uses. Industrial land uses are considered normally acceptable with exterior noise levels below 70 dBA CNEL, and conditionally acceptable with noise levels below 75 dBA CNEL. Commercial land uses are considered normally acceptable with exterior noise levels below 65 dBA CNEL, and conditionally acceptable with noise levels below 75 dBA CNEL. Residential land uses are considered normally acceptable with exterior noise levels below 60 dBA CNEL, and conditionally acceptable with noise levels below 65 dBA CNEL. F

It should also be noted that the Safety and Noise Element 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.

City of Rialto Municipal Code. The municipal code contains the following regulations related to noise and vibration that are applicable to the Project.

Municipal Code Section 9.50.050, Controlled Hours of Operation: This municipal code states that it is unlawful for any person to engage in the following activities other than between the hours of seven a.m. and eight p.m. in all zones:

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.

Municipal Code Section 9.50.060(O), Exemptions: This 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.

Municipal Code Section 9.50.070, Disturbances from Construction Activity: This municipal code provides exemptions for construction noise. This code section 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 N-2.

Table N-2: City of Rialto Permitted Hours of Construction Work

Days	Time
October 1 through April 30	
Monday – Friday	7:00 AM to 5:30 PM
Saturday	8:00 AM to 5:00 PM
Sunday and 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 and State Holidays	No Permissible Hours

Source: City of Rialto, Municipal Code Section 9.50.070

Impacts Associated with the Proposed Project

a) Generation of 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?

No New Impact.

Construction Noise

Noise generated by construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. Construction is expected to occur in the following stages: site preparation, grading, building construction, architectural coating, paving.

The Project construction noise would be temporary in nature as the operation of each piece of construction equipment would not be constant throughout the construction day, and equipment would be turned off when not in use. The typical operating cycle for a piece of construction equipment involves one or two minutes of full power operation followed by three or four minutes at lower power settings.

This construction noise analysis was prepared using reference noise level measurements published in the *Road Construction Noise Model* (RCNM) by the Federal Highway Administration (FHWA) which provides a comprehensive source of reference construction noise levels. Table N-4 provides a summary of the construction reference noise level measurements expressed in hourly average dBA Leq using the estimated FHWA Roadway Construction Noise Model (RCNM) usage factors to describe the noise generated by typical construction activities for each stage of Project construction. As shown on Table N-3, noise levels generated by heavy construction equipment would range from approximately 76.2 to 84.0 dBA at 50 feet from the noise source.

Table N-3: Construction Noise Levels at 50 Feet

Construction Stage	Reference Construction Equipmnet[1]	Reference Noise Level at 50 Feet (dBA L_{eq})	Composite Reference Noise Level (dBA L_{eq})[2]
Site Preparation	Tractor	80	84.0
	Backhoe	74	
	Grader	81	
Grading	Scraper	80	83.3
	Excavator	77	
	Dozer	78	
Building Construction	Crane	73	80.6
	Generator	78	
	Front End Loader	75	
Paving	Paver	74	77.8
	Dump Truck	72	
	Roller	73	
Architectural Coating	Man Lift	68	76.2
	Compressor (air)	74	
	Generator (<25kVA)	70	

[1] FHWA Road Construction Noise Model.
Source: Noise Impact Analysis (Appendix I)

Section 9.50.050(F) of the City's Municipal Code allows construction noise to exceed the City noise standards provided that construction activities occur between 7:00 a.m. to 5:30 p.m. Monday through Friday from October 1st to April 30th, 6:00 a.m. to 7:00 p.m. Monday through Friday from May 1st to September 30th, and 8:00 a.m. to 5:00 p.m. on Saturdays any time of year. However, the City construction noise standards do not provide any limits to the noise levels that may be created from construction activities and even with adherence to the City standards, the resultant construction noise levels may result in a significant substantial temporary noise increase to the nearby residents. Therefore, in order to determine if construction activities would create a significant substantial temporary noise increase, the FTA construction noise criteria thresholdsprovide that a significant construction noise impact would occur if construction noise exceeds 80 dBA during the daytime at a sensitive receiver, such as a residence. As shown on Table N-4, the construction noise levels are expected to range from 41.4 to 51.6 dBA Leq at the nearby receiver locations that are shown in Figure N-1. This would not exceed the daytime construction noise threshold of 80 dBA Leq. Therefore, construction noise would be less than significant.

Table N-4: Project Construction Noise Levels at Receptor Locations

Receiver Location	Construction Noise Levels (dBA L_{eq})					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels[1]
R1	45.0	44.3	41.6	38.9	37.2	45.0
R2	42.4	41.7	39.0	36.3	34.6	42.4
R3	41.4	40.7	38.0	35.3	33.6	41.4
R4	51.6	50.9	48.2	45.5	43.8	51.6
R5	46.1	45.4	42.7	40.0	38.3	46.1

Receiver Location	Construction Noise Levels (dBA L_{eq})					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels[1]

Source: Noise Impact Analysis (Appendix I)
[1] Construction noise level calculations based on distance from the construction activity, which is measured from the Project site boundary to the nearest receiver locations.

In addition to the typical construction activities described above, development of the proposed Project may conduct nighttime concrete pouring activities. Nighttime concrete pouring activities are often conducted to reduce concrete mixer truck transit times and take advantage of lower air temperatures than during the daytime hours and are generally limited to the actual building areas. Since the nighttime concrete pours would take place outside the permitted Municipal Code Section 9.50.070 hours, the Project applicant would be required to obtain authorization for nighttime work from the City.

As shown on Table N-5, the noise levels from nighttime concrete pour activities (paving) are estimated to range from 33.5 to 42.8 dBA L_{eq} at the closest sensitive receptors and would be less than the 70 dBA L_{eq} nighttime noise level threshold. Thus, noise impacts related to nighttime concrete pour activities would also be less than significant.

Table N-5: Nighttime Concrete Pour Noise Level Compliance

Receiver Location	Concrete Pour Construction Noise Levels (dBA L_{eq})		
	Exterior Noise Levels	Nighttime Threshold	Threshold Exceeded?
R1	39.0	70	No
R2	36.7	70	No
R3	33.5	70	No
R4	42.8	70	No
R5	38.5	70	No

Source: Noise Impact Analysis (Appendix I)

Therefore, impacts related to construction noise would be less than significant. Consistent with the findings of the Final Subsequent EIR, construction noise generated from the proposed Project would be short-term and less than significant with compliance with the Noise Ordinance that would be verified through the Project's development permitting process.

Operational Noise

To present the potential worst-case noise conditions, this analysis assumes the proposed commercial and industrial warehousing uses would be operational 24 hours per day, seven days per week. Consistent with similar commercial and unrefrigerated warehouse uses, the business operations of the proposed Project would primarily be conducted within the enclosed buildings, except for traffic movement, parking, pumping gas, as well as loading and unloading of trucks at designated loading bays. The on-site noise sources would include: loading dock activity, trailer activity, truck movements, roof-top air conditioning units, parking lot vehicle movements, gas pumping, charging vehicles and trucks, and trash enclosure activity.

The Noise Impact Analysis (Appendix I) calculated the operational source noise levels that would be generated by operation of the proposed unrefrigerated warehousing light industrial uses and the noise increases that would be experienced at the closest sensitive receptor locations. Table N-6 shows that operational noise levels of the proposed unrefrigerated industrial development during the daytime hours at the closest off-site noise receiver locations are expected to range from 33.7 to 48.1 dBA Leq and would not exceed the City's municipal code allowable noise levels. Thus, impacts would be less than significant.

Table N-6: Daytime Operational Noise Levels

Noise Source	Operational Noise Levels by Receiver Location (dBA Leq)				
	R1	R2	R3	R4	R5
Loading Dock Activity	43.2	42.1	41.3	51.4	44.9
Parking Lot Vehicle Movements	26.7	24.2	20.0	29.5	26.2
Roof-Top Air Conditioning Units	28.9	23.0	20.2	30.9	28.5
Trash Enclosure Activity	27.9	24.7	21.1	31.7	26.7
Truck Movements	24.4	22.6	19.6	29.7	24.2
Gas Station Activity	20.8	9.3	11.5	20.2	20.3
Drive-Through Speakerphone	16.8	5.1	0.0	2.9	14.1
Car Wash Tunnel	39.4	20.0	20.1	29.4	39.1
Car Wash Vacuum	19.4	3.5	3.6	23.9	19.0
Total (All Noise Sources)	**45.1**	**42.4**	**41.5**	**51.6**	**46.1**

Source: Noise Impact Analysis (Appendix I)

In addition, Table N-7 shows the Project operational noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. at the off-site receiver locations, which are expected to range from 41.4 to 51.5 dBA Leq. This would not exceed the City's municipal code allowable noise levels. Thus, nighttime noise impacts also would be less than significant.

To describe the Project operational noise level increases, the Project operational noise levels are combined with the existing ambient noise levels measurements for the nearby receiver locations potentially impacted by Project operational noise sources. Table N-7 shows the daytime and nighttime noise level increases that would result from Project operation.

Table N-7: Daytime and Nighttime Operational Noise Level Increases

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Increase Criteria	Increase Criteria Exceeded?
Daytime Operational Noise Level Increases							
R1	45.1	L1	61.1	61.2	0.1	5.0	No
R2	42.4	L2	62.7	62.7	0.0	5.0	No
R3	41.5	L3	54.3	54.5	0.2	5.0	No
R4	51.6	L3	54.3	56.2	1.9	5.0	No
R5	46.1	L4	64.2	64.3	0.1	5.0	No
Nighttime Operational Noise Level Increases							
R1	44.1	L1	63.8	63.8	0.0	5.0	No
R2	42.3	L2	64.7	64.7	0.0	5.0	No
R3	41.4	L3	55.4	55.6	0.2	5.0	No
R4	51.5	L3	55.4	56.9	1.5	5.0	No
R5	45.5	L4	65.6	65.6	0.0	1.5	No

Source: Noise Impact Analysis (Appendix I)

As indicated on Table N-7, the Project would generate daytime operational noise level increases ranging from 0.0 to 1.9 dBA Leq at the nearest receiver locations, and nighttime operational noise level increases

ranging from 0.1 to 1.5 dBA Leq at the nearest receiver locations. The Project-related operational noise level increases would not exceed the increase significance criteria. Therefore, the incremental Project operational noise level increases would be less than significant at all receiver locations.

Traffic Noise

As detailed in Section 3, *Project Description*, the proposed fast-food restaurant, convenience store, gas station and car wash on PA 1 would be 3,927 SF less than what was evaluated in the Final Subsequent EIR; and the proposed light industrial warehouse building on PA 10 would be 23,454 SF less than what was evaluated for buildout of PA 10 in the Final Subsequent EIR. Also, as detailed in Section 5.14, *Population and Housing*, the proposed Project would result in approximately 20 fewer employees than previously evaluated in the Final Subsequent EIR. This reduction in square footage and employees in comparison to those evaluated in the Final Subsequent EIR would result in a reduction of approximately 1,289 trips per day (shown in Table T-3), which would reduce the volume of vehicular traffic that would be generated by operation of the proposed Project in comparison to that identified in the Final Subsequent EIR. Therefore, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

b) Generation of excessive groundborne vibration or groundborne noise levels?

No New Impact.

Construction

Ground-borne vibration can be generated from construction activities such as blasting, pile driving, and operating heavy earthmoving equipment. Construction of the proposed Project would involve grading, site preparation, paving, and construction activities. As described previously Section 9.50.050(F) of the City's Municipal Code limits construction activities to occur between 7:00 a.m. to 5:30 p.m. Monday through Friday from October 1st to April 30th, 6:00 a.m. to 7:00 p.m. Monday through Friday from May 1st to September 30th, and 8:00 a.m. to 5:00 p.m. on Saturdays any time of year, which also limits the time that construction vibration could occur. Typical construction-related vibration would be generated by use of small and large bulldozers, loaded trucks, and jackhammers. As listed on Table N-8, large bulldozers generate approximately 0.089 PPV (in/sec) at 25 feet.

Table N-8: Construction Vibration Source Levels

Equipment	PPV (in/sec) at 25 feet
Small Bulldozer	0.003
Jackhammer	0.035
Loading Trucks	0.076
Large Bulldozer	0.089

Source: Noise Impact Analysis (Appendix I)

Table N-9 identifies the Project-related vibration levels at the nearby receiver locations. At distances ranging from 885 to 2,896 feet from Project construction activities, construction vibration velocity levels are estimated to range from 0.000 to 0.001 PPV in/sec and would remain below the 0.2 PPV in/sec threshold for vibration at all receiver locations. Therefore, the Project construction-related vibration impacts would be less than significant.

Table N-9: Construction Equipment Vibration Levels

Receiver	Distance to Const. Activity (Feet)	Typical Construction Vibration Levels PPV (in/sec)						Thresholds PPV (in/sec)	Thresholds Exceeded?
		Small bulldozer	Jackhammer	Loaded Trucks	Large bulldozer	Vibratory Roller	Highest Vibration Level		
R1	1,484'	0.000	0.000	0.000	0.000	0.000	0.000	0.2	No
R2	1,984'	0.000	0.000	0.000	0.000	0.000	0.000	0.2	No
R3	2,896'	0.000	0.000	0.000	0.000	0.000	0.000	0.2	No
R4	885'	0.000	0.000	0.000	0.000	0.001	0.001	0.2	No
R5	1,543'	0.000	0.000	0.000	0.000	0.000	0.000	0.2	No

Source: Noise Impact Analysis (Appendix I)

Operation

Operation of the proposed Project would include heavy trucks for loading dock activities and garbage trucks for solid waste disposal. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. However, typical vibration levels for heavy truck activity at normal traffic speeds would be approximately 0.006 in/sec PPV, based on the FTA Transit Noise Impact and Vibration Assessment. Truck movements on site would be travelling at very low speed, so it is expected that truck vibration at nearby sensitive receivers would be less than the vibration threshold of 0.2 in/sec PPV, and therefore, would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

c) 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?

No New Impact. The Project site is not within an airport land use plan and is located over 6 miles to the northwest of the closest operating public airport, public use airport, or airstrip (San Bernardino International Airport). The Project site is not within an airport noise impact zone. Therefore, the proposed Project would not expose people residing or working in the Project area to excessive airport related noise levels, and impacts would not occur. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding noise. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the Final Subsequent EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final Subsequent EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts,

State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the Final Subsequent EIR.

Plans, Programs, or Policies (PPPs)

PPP N-1: Municipal Code Section 9.50.050, Controlled Hours of Operation: This municipal code states that it is unlawful for any person to engage in the following activities other than between the hours of seven a.m. and eight p.m. in all zones:

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.

PPP N-2: Municipal Code Section 9.50.060(O), Exemptions: This 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.

PPP N-3: Municipal Code Section 9.50.070, Disturbances from Construction Activity: This municipal code provides exemptions for construction noise. This code section 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 following hours:

- October 1 through April 30: Monday – Friday 7:00 AM to 5:30 PM; Saturday 8:00 AM to 5:00 PM
- May 1 through September 30: Monday – Friday 6:00 AM to 7:00 PM; Saturday 8:00 AM to 5:00 PM

Project Design Features (PDFs)

No PDFs related to noise are included in the proposed Project.

Mitigation/Monitoring Required

No mitigation measures related to proposed non-sensitive uses, such as those in the proposed Project, were included in the Final Subsequent EIR related to noise. No new impacts nor substantially more severe noise impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required regarding noise.

5.14 POPULATION AND HOUSING

Would the project:	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
a) 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)?	☐	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☐	☒

Summary of Impacts Identified in the Final Subsequent EIR

The Final Subsequent EIR determined that the growth that would result from development of the amended Specific Plan would be within existing projections, and the additional jobs provided by buildout of the amended Specific Plan would not result in substantial unplanned growth in the area. The Final Subsequent EIR also determined that the Specific Plan area is in an urbanized area and the Project does not propose to expand surrounding utility infrastructure (e.g., water, electricity, cell tower, gas, sanitary sewer, and stormwater drains); and therefore, would result in a less than significant impact related to inducement of substantial unplanned population growth (Draft Subsequent EIR Appendix A, Initial Study pages 95 and 96).

Impacts Associated with the Proposed Project

a) Induce substantial unplanned population growth in an area, either directly or indirectly?

No New Impact. The 2017 Final EIR and Final Subsequent EIR assumed a generation rate of 12.60 employees per acre (3,457.14 SF per employee) for Community Commercial Specific Plan land use areas and one employee per 1,200 SF, the light industrial designated areas. As detailed in Section 3.0, *Project Description*, the proposed fast-food restaurant, convenience store, gas station and car wash on PA 1 would be 3,927 SF less than what was evaluated in the Final Subsequent EIR; and the proposed light industrial warehouse building on PA 10 would total 226,731 SF, which is 23,454 SF less than what was evaluated for buildout of PA 10 in the Final Subsequent EIR. Because the proposed development is less than what was evaluated in the previous EIR documents, the Project would not induce unplanned growth in the area. The 3,927 SF less development on PA 1 would result in one fewer retail employee and the 23,454 SF reduction in development on PA 10 would result in 19.5 less light industrial warehouse employees. Therefore, the Project would not induce unplanned population growth.

Furthermore, the proposed Project is located in an urbanized area and the Project does not propose to expand surrounding utility infrastructure (e.g., water, electricity, cell tower, gas, sanitary sewer, and stormwater drains) in the Project vicinity. The Project would install onsite utility systems and a driveway that would connect to the existing utilities within the Pepper Avenue right-of-way. Thus, the proposed Project would not result in an indirect inducement of unplanned growth. No impacts would occur. No new or

substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No New Impact. The Project site is undeveloped land that has been planned for commercial and light industrial uses by the Specific Plan. As no existing people or housing exists on the site, the proposed Project would not displace any people and no new replacement housing would need to be constructed elsewhere. Therefore, there would be no impacts related to the displacement of substantial numbers of existing people or housing. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding population and housing. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the Final Subsequent EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final Subsequent EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the Final Subsequent EIR.

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

No PDFs related to population and housing are included in the proposed Project.

Mitigation/Monitoring Required

No mitigation measures were included in the Final Subsequent EIR related to population and housing. No new impacts nor substantially more severe population and housing impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for population and housing.

5.15 PUBLIC SERVICES

	Subsequent or Supplemental EIR			Addendum to EIR	
a) 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:	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
Fire protection?	☐	☐	☐	☐	☒
Police protection?	☐	☐	☐	☐	☒
Schools?	☐	☐	☐	☐	☒
Parks?	☐	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☐	☒

Summary of Impacts Identified in the Final Subsequent EIR

The Final Subsequent EIR concluded that buildout of the amended Specific Plan would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire, police, school, park, or other service facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios and response times or other performance objectives for these services with implementation of the service related design features.

Fire Services. The Final Subsequent EIR describes that fire protection, prevention, and emergency medicals services within the City of Rialto are provided by the Rialto Fire Department and that the amended Specific Plan buildout would increase fire service needs. The Specific Plan design features include a construction management plan to be prepared for each development to minimize disruptions to through traffic flow and maintain emergency vehicle access (DF SERVICE-1) and payment of development impacts (DF SERVICE-2). The Final Subsequent EIR determined that the growth of employees would not require new or expanded fire protection facilities. Thus, impacts were determined to be less than significant.

Police Services. The Final Subsequent EIR describes that police protection services are provided by the Rialto Police Department and that the police department response times would not be substantially changed by implementation of the amended Specific Plan. Thus, the EIR determined that impacts regarding police services would be less than significant. In addition, developments would be required to pay development impacts fees (DF SERVICE-3).

Schools. The Final Subsequent EIR determined that the Specific Plan area is served by the Rialto Unified School District (RUSD), and that pursuant to Senate Bill (SB) 50 (Section 65995 of the Government Code) payment of fees to the RUSD is considered full mitigation for development impacts (DF SERVICE-4).

Parks. The Final Subsequent EIR determined that residential development projects are responsible for meeting the parkland dedication and/or in-lieu fee requirements pursuant to the Quimby Act and Municipal Code Title 3 – Revenue and Finance, Chapter 3.33 – Development Impact Fees, which would reduce impacts to a less than significant level.

Other. The Final Subsequent EIR determined that the addition of employees would not directly generate new residents that would need other services, such as libraries. Thus, potential impacts related to other services would be less than significant. In addition, Design Feature DF SERVICE - 6 requires fee payments to provide funding for library facilities to address service needs generated by new development (Draft Subsequent EIR Appendix A, Initial Study pages 98 through 102).

Impacts Associated with the Proposed Project

a) Fire Protection and Emergency Services

No New Impact. The City of Rialto Fire Department provides fire protection services to the Project site, in addition to the rest of the City. The Fire Department has five fire stations, the closest of which is 1.6 miles from the Project site, as listed below.

- Fire Station 202 located at 1700 N. Riverside Avenue, 1.6 miles from the Project site.
- Fire Station 201 located at 131 S. Willow Avenue, 3.4 miles from the Project site.
- Fire Station 203 located at 1550 N. Ayala Drive, 3.5 miles from the Project site.
- Fire Station 205 located at 1485 S. Willow Avenue, 5.1 miles from the Project site.
- Fire Station 204 located at 3288 N Alder Avenue, 6 miles from the Project site.

Implementation of the proposed Project would be required to adhere to the California Fire Code, as included in the City of Rialto Municipal Code Chapter 15.28. As part of project permitting, plans are reviewed by the City's Building and Safety Division to ensure that the plans meet the fire protection requirements.

As detailed in Section 3.0, *Project Description*, the proposed fast-food restaurant, convenience store, gas station, and car wash on PA 1 would be 3,927 SF less than what was evaluated in the Final Subsequent EIR; and the proposed light industrial warehouse building on PA 10 would total 226,731 SF, which is 23,454 SF less than what was evaluated for buildout of PA 10 in the Final Subsequent EIR. Also, as detailed in Section 5.14, *Population and Housing*, the proposed Project would result in approximately 20 fewer employees than previously evaluated in the Final Subsequent EIR. With a reduction in development square footage and fewer employees, the need for fire department services would not increase compared to those demands identified in the Final Subsequent EIR.

Consistent with the Final Subsequent EIR, the employees that would operate the proposed commercial and light industrial warehouse uses would generate a limited demand for fire protection and emergency medical services. The existing fire station that is 1.6 miles from the Project site would continue to serve the area, and construction of a new or physically altered fire station would not be required. Impacts would be less than significant. In addition, Design Feature DF SERVICE – 2, includes municipal code required fees to provide funding for fire protection facilities necessary to address direct and cumulative service needs generated by new development. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

b) Police Protection

No New Impact. The City of Rialto Police Department provides police protection to the City. The police station is located approximately 3.3 miles from the Project site at 128 N Willow Avenue. As described previously, the proposed fast-food restaurant, convenience store, gas station, and car wash on PA 1 would be 3,927 SF less than what was evaluated in the Final Subsequent EIR; and the proposed light industrial warehouse building on PA 10 would total 226,731 SF, which is 23,454 SF less than what was evaluated for buildout of PA 10 in the Final Subsequent EIR. Also, as detailed in Section 5.14, *Population and Housing*, the proposed Project would result approximately 20 fewer employees than previously evaluated in the Final

Subsequent EIR. With a reduction in development square footage and fewer employees, the need for Police Department services would not increase compared to those identified in the Final Subsequent EIR.

Operation of the retail and light industrial warehousing uses generate a typical range of police service calls, such as burglaries, thefts, and employee disturbances. However, to reduce the need for law enforcement services, security concerns are addressed by inclusion of low-intensity security lighting and security cameras. Pursuant to the City's existing permitting process, site plans are reviewed to ensure that crime prevention and emergency access measures are incorporated appropriately to provide a safe environment. The increased need for law enforcement services would not result in the need for new or physically altered police facilities. Thus, impacts related to police services would be less than significant, which is consistent with the findings of the Final Subsequent EIR. In addition, Design Feature DF SERVICE - 3 includes municipal code required fees to provide funding for police facilities necessary to address direct and cumulative service needs generated by new development. Impacts related to police services would be less than significant, which is consistent with the findings of the Final Subsequent EIR. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

c) School Services

No New Impact. As described previously, the proposed fast-food restaurant, convenience store, gas station, and car wash on PA 1 would be 3,927 SF less than what was evaluated in the Final Subsequent EIR; and the proposed light industrial warehouse building on PA 10 would total 226,731 SF, which is 23,454 SF less than what was evaluated for buildout of PA 10 in the Final Subsequent EIR. Also, as detailed in Section 5.14, *Population and Housing*, the proposed Project would result in approximately 20 fewer employees than previously evaluated in the Final Subsequent EIR. With a reduction in employees compared to those identified in the Final Subsequent EIR, no increase in needs for school services would occur. In addition, Design Feature DF SERVICE - 4 requires fee payments to provide funding for school facilities necessary to address direct and cumulative service needs generated by new development. Thus, impacts would be less than significant, which is consistent with the findings of the Final Subsequent EIR. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

d) Parks

No New Impact. As described previously, the proposed development on PA 1 would be 3,927 SF less than what was evaluated in the Final Subsequent EIR; and the proposed light industrial warehouse building on PA 10 would be 23,454 SF less than what was evaluated for buildout of PA 10 in the Final Subsequent EIR. Also, as detailed in Section 5.14, *Population and Housing*, the proposed Project would result in approximately 20 fewer employees than previously evaluated in the Final Subsequent EIR. With a reduction in employees compared to those identified in the Final Subsequent EIR, no increase in needs for parks would occur. In addition, Design Feature DF SERVICE - 5 requires fee payments to provide funding for park facilities necessary to address direct and cumulative service needs generated by new development. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

e) Other Public Facilities

No New Impact. As described previously, the proposed development on PA 1 would be 3,927 SF less than what was evaluated in the Final Subsequent EIR; and the proposed light industrial warehouse building on PA 10 would be 23,454 SF less than what was evaluated for buildout of PA 10 in the Final Subsequent EIR. This would result in approximately 20 fewer employees than previously evaluated in the Final Subsequent EIR.

With a reduction in employees compared to those identified in the Final Subsequent EIR, no increase in needs for other services, such as libraries, would occur. In addition, Design Feature DF SERVICE - 6 requires fee payments to provide funding for library facilities necessary to address direct and cumulative service needs generated by new development. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding public services. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the Final Subsequent EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final Subsequent EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the Final Subsequent EIR.

Plans, Programs, or Policies (PPP)

As included below in DF SERVICE -2 through DF SERVICE -6.

Project Design Features (PDFs)

Adopted Specific Plan Project Design Features

DF SERVICE - 2: Fire Fees. The applicant of each applicable future developments proposed within the Specific Plan shall be responsible for paying development impacts fees per Title 3 – Revenue and Finance, Chapter 3.33 – Development Impact Fees, Section 3.33.220 – Fire Protection Facilities Development Fee of the Municipal Code.

DF SERVICE - 3: Police Fees. The applicant of each applicable future development proposed within the Project Site shall be responsible for paying development impacts fees per Title 3 – Revenue and Finance, Chapter 3.33 – Development Impact Fees, Section 3.33.210 – Law Enforcement Facilities Development Impact Fee of the Municipal Code.

DF SERVICE - 4: Schools Fees. The applicant of each applicable future development proposed within the Project Site shall be responsible for paying development impacts fees to the Rialto Unified School District (RUSD) as full mitigation for potential impacts to schools pursuant to SB 50 (Section 65995 of the Government Code) and Title 17 – Subdivisions, Chapter 17.22 – School Facilities Fee, Section 17.22.120 – Facilities Fee and Section 17.22.140 – Dedication or Provision of Facilities in Lieu of Fees, of the Municipal Code.

DF SERVICE - 5: Parks. The applicant of each future residential development proposed within the Project Site shall be responsible for meeting the parkland dedication or fee requirements pursuant to the Quimby Act and Title 3 – Revenue and Finance, Chapter 3.33 – Development Impact Fees, Section 3.33.150 – Parks

and Recreation Development Impact Fees and Title 17 – Subdivisions, Chapter 17.23 – Park and Recreational Facilities Dedication of the Municipal Code.

DF SERVICE - 6: Library Fees. The applicant of each applicable future development proposed within the Project Site shall be responsible for paying applicable development impacts fees Title 3 – Revenue and Finance, Chapter 3.33 – Development Impact Fees, Section 3.33.200 – Library Facilities Development Impact Fee of the Municipal Code.

Mitigation/Monitoring Required

No mitigation measures were included in the Final Subsequent EIR related to public services. No new impacts nor substantially more severe public services impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for public services.

5.16 RECREATION

	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
Would the project:					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☐	☒

Summary of Impacts Identified in the Final Subsequent EIR

The Final Subsequent EIR determined that the addition of employees from buildout of the amended Specific Plan would not directly generate new residents that would use park and recreation facilities. Also, no new recreation facilities are included in the amended Specific Plan that, the construction of which could have an adverse physical effect on the environment. Thus, potential impacts related to recreation were determined to be less than significant. In addition, Design Feature DF SERVICE - 5 requires fee payments to provide funding for park facilities necessary to address direct and cumulative service needs generated by new development. Impacts related to recreation were determined to be less than significant (Draft Subsequent EIR Appendix A, Initial Study pages 103 and 104).

Impacts Associated with the Proposed Project

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would be accelerated?

No New Impact. As described previously, the proposed development on PA 1 would be 3,927 SF less than what was evaluated in the Final Subsequent EIR; and the proposed light industrial warehouse building on PA 10 would be 23,454 SF less than what was evaluated for buildout of PA 10 in the Final Subsequent EIR. Also, as detailed in Section 5.14, *Population and Housing*, the proposed Project would result in approximately 20 fewer employees than previously evaluated in the Final Subsequent EIR. With a reduction in employees compared to those identified in the Final Subsequent EIR, no increase in the use of recreation facilities would occur. In addition, Design Feature DF SERVICE - 5 requires fee payments to provide funding for park facilities necessary to address direct and cumulative service needs generated by new development. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

b) Require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No New Impact. The proposed Project does not include any recreation facilities. As described in the previous response, the proposed Project would result in approximately 20 fewer employees than previously evaluated in the Final Subsequent EIR. With a reduction in employees compared to those identified in the Final Subsequent EIR, no increase in the use of or need for recreation facilities would occur. Thus, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding recreation. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the Final Subsequent EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final Subsequent EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the Final Subsequent EIR.

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

No PDFs related to recreation are included in the proposed Project.

Mitigation/Monitoring Required

No mitigation measures were included in the Final Subsequent EIR related to recreation. No new impacts nor substantially more severe recreation impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for recreation.

5.17 TRANSPORTATION

	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
Would the project:					
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☐	☒
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☐	☒
c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☐	☐	☒

This section was prepared using the Traffic Impact Analysis, included as Appendix J.

Summary of Impacts Identified in the Final Subsequent EIR

The Final Subsequent EIR determined that consistent with the 2017 Final EIR, implementation of the previously identified mitigation measures would reduce potential impacts related to cumulative intersection operations at the Pepper Avenue/SR-210 Westbound Ramps (Draft Subsequent EIR pages 5.8-13 through 5.8-22). In addition, previously identified Design Features would be implemented to improve roadway capacity as needed with buildout of the Specific Plan. The Final Subsequent EIR determined that buildout of PA 1 and PA 10, pursuant to the Specific Plan Amendment would result in 4,776 actual trips per day, with 370 occurring in the AM peak hour and 315 occurring within the PM peak hour, as detailed on Table T-1.

Table T-1: Final Subsequent EIR Estimated Actual Trips from Buildout of PA 1 and PA 10

Trip Type	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Retail Vehicles	4,349	166	162	328	136	134	270
Warehouse Vehicle	257	20	6	26	8	20	27
Trucks	171	13	4	17	5	13	18
Total	**4,776**	**199**	**171**	**370**	**148**	**167**	**315**

Source: Draft Subsequent EIR Appendix H.

The Final Subsequent EIR determined that buildout of the amended Specific Plan would not alter or conflict with existing transit, pedestrian facilities, and bicycle routes, and impacts related to transit services and bicycle and pedestrian facilities would not occur (Draft Subsequent EIR page 5.8-22).

The Final Subsequent EIR determined that the VMT/Worker within the Specific Plan area would be below the threshold of 16.2 and would meet the low VMT screening criteria. Because the proposed Project site is located within a low VMT area, and the proposed Project would meet the screening criteria, impacts related to VMT would be less than significant (Draft Subsequent EIR pages 5.8-23 and 5.8-24).

The Final Subsequent EIR also determined that the land use designation change from Community Commercial to Light Industrial does not create an incompatible use that could cause a hazard, and that buildout of the amended Specific Plan would not result in inadequate access, and impacts would be less than significant (Draft Subsequent EIR Appendix A, Initial Study pages 106 and 107).

Impacts Associated with the Proposed Project

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

No New Impact. As detailed in the Final Subsequent EIR, SB 743 requires that VMT thresholds be utilized for traffic analysis. State CEQA Guidelines Section 15064.3 states that a project's effect on automobile delay shall not constitute a significant environmental impact. However, the City's General Plan and traffic study guidelines require analysis based on Level of Service (LOS), which the City uses to confirm development projects' consistency with the General Plan, to determine the transportation improvement obligations of development projects, and implement the City's DIF Program. Also, in the case of the Final Subsequent EIR and this Addendum, the LOS evaluation identifies whether the 2017 Final EIR PDFs and mitigation measures are applicable to the proposed Project.

Trip Generation

The trip generation for the proposed Project was prepared using trip rates from the Institute of Transportation Engineers (ITE). The required truck percentages from the City's Traffic Impact Analysis (TIA) Guidelines were applied to the trip generation. As shown on Table T-2, operation of the proposed Project is anticipated to generate 3,487 actual daily trips including 307 trips during the AM peak hour and 275 trips during the PM peak hour (3,749 daily Passenger Car Equivalent (PCE) trips including 333 PCE trips during the AM peak hour and 303 PCE trips during the PM peak hour).

Table T-2: Proposed Project Actual Trip Generation

Trip Type	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Retail Vehicles	3,123	136	134	272	119	115	236
Warehouse Vehicles	209	16	4	20	6	16	22
Trucks	155	12	4	15	5	12	17
Total	**3,487**	**164**	**143**	**307**	**129**	**146**	**275**

Source: Appendix J.

As detailed previously, in Section 3, *Project Description*, the proposed fast-food restaurant, convenience store, gas station, and car wash on PA 1 would be 3,927 SF less than what was evaluated in the Final Subsequent EIR; and the proposed light industrial warehouse building on PA 10 would be 23,454 SF less than what was evaluated for buildout of PA 10 in the Final Subsequent EIR. As detailed in Section 5.14, *Population and Housing*, the proposed Project would result in approximately 20 fewer employees than previously evaluated in the Final Subsequent EIR. As shown in Table T-3, this would result in a reduction of approximately 1,289 trips per day compared to those identified in the Final Subsequent EIR. The Project-related decreases in vehicular trips would result in a corresponding improvement in the level of service at intersections surrounding

the site in comparison to those identified in the Final Subsequent EIR. Therefore, no new or increased impacts related to roadway circulation would result from implementation of the proposed Project.

Table T-3: Proposed Project Change in Actual Trip Generation from PA 1 and PA 10

Trip Type	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Retail Vehicles	-1,226	-30	-28	-56	-17	-19	-34
Warehouse Vehicles	-48	-4	-2	-5	-2	-4	-6
Trucks	-16	-1	0	-2	0	-1	-2
Total	**-1,289**	**-35**	**-28**	**-63**	**-19**	**-21**	**-40**

Source: Draft Subsequent EIR, Section 5.8, Transportation and Draft Subsequent EIR Appendix H and Appendix J.

Vehicular access to the Project site would be provided from one four-lane shared signalized driveway on Pepper Avenue at the southwest portion of the site. It would provide direct truck access to the gated loading bays and trailer parking for the light industrial warehouse building, and direct vehicular access to the vehicle parking areas that would surround both the retail commercial and light industrial buildings. Internal vehicular circulation would be provided around (circling) the proposed retail commercial parking lot and the proposed industrial warehouse building (as shown in Figure 5, *Conceptual Site Plan*). The final design plans would be reviewed and approved by the City's Public Works Department prior to the issuance of building permits. As such, the proposed Project would not introduce any new roadways or uses that would interfere with adopted plans, programs, ordinances, or policies regarding roadway facilities.

Transit, Bicycle, and Pedestrian Facilities

Transit: The Specific Plan area, including the Project site, is not currently served by OmniTrans transit. The closest existing transit services to the Project site is Route 10 that runs east and west along Baseline Road to the south of the Specific Plan area and Route 12 that runs east and west along Highland Avenue to the north of the Project site. This existing transit service would continue to serve its ridership in the area and may also have the potential to serve employees of the proposed commercial and light industrial uses. The proposed Project would not alter or conflict with existing transit stops and schedules, and impacts related to transit services would not occur. Thus, no new or increased impacts related to transit would occur from the proposed Project.

Bicycle Facilities: Pepper Avenue contains Class II bike lanes on both sides of the street. Also, Baseline Road contains a Class II bike lane. Class II bike lanes are striped lanes that provide bike travel and can be next to a curb or parking lane. Implementation of the proposed Project would not alter or conflict with existing or planned bike lanes or bicycle transportation. The Project includes installation of onsite bike racks by both the commercial and industrial buildings, Thus, impacts related to bicycle facilities would not occur. No new or increased impacts related to bicycle facilities would occur from the proposed Project.

Pedestrian Facilities: Pepper Avenue and Baseline Road contain sidewalks on both sides of the street. Implementation of the proposed Project would maintain the existing sidewalk network adjacent to the site and would provide onsite pedestrian facilities between parking areas to building entrances, and from the offsite sidewalks to the onsite pedestrian paths. Therefore, the proposed Project would also not conflict with pedestrian facilities.

Overall, impacts related to transit, bicycle, and pedestrian facilities would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

No New Impact. The City of Rialto utilizes the County of San Bernardino VMT analysis methodology, impact thresholds and screening thresholds to determine if projects would have a potential to result in a significant impact related to VMT, and therefore, require a VMT analysis. The County's Transportation Impact Study Guidelines provide criteria for projects that would be considered to have a less-than significant impact on VMT and therefore could be screened out from further analysis. The criteria and the applicability of each to the proposed Project is described below.

Screening Criteria 1 – Local Serving Land Use: According to the County's guidelines, projects that serve the local community and have the potential to reduce VMT would not be required to complete a VMT assessment. These types of projects include K-12 schools, local serving retail, day care centers and student housing. The Project includes development and operation of a fast-food restaurant with drive-through, a gas station, and convenience store with a drive-through car wash on PA 1, which are local serving uses. However, the Project also includes development and operation of an industrial warehouse within PA 10, which is not a local serving land use. Therefore, Criteria 1 would not apply to the entire Project.

Screening Criteria 2 – Project Trip Generation Screening: The County's guidelines state that projects generating less than 110 daily vehicle trips would not be required to complete a VMT assessment. The County's Guidelines discuss the type of VMT that should be evaluated for various types of projects. For employment projects, such as the proposed project, the County guidelines specify that VMT/Employee for only the home-based-work trip purpose is analyzed. This is consistent with CEQA Guidelines Section 15064.3(a) which states "For the purpose of this section, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project". Based on both of these guidance documents, truck trips are not included in the VMT analysis.

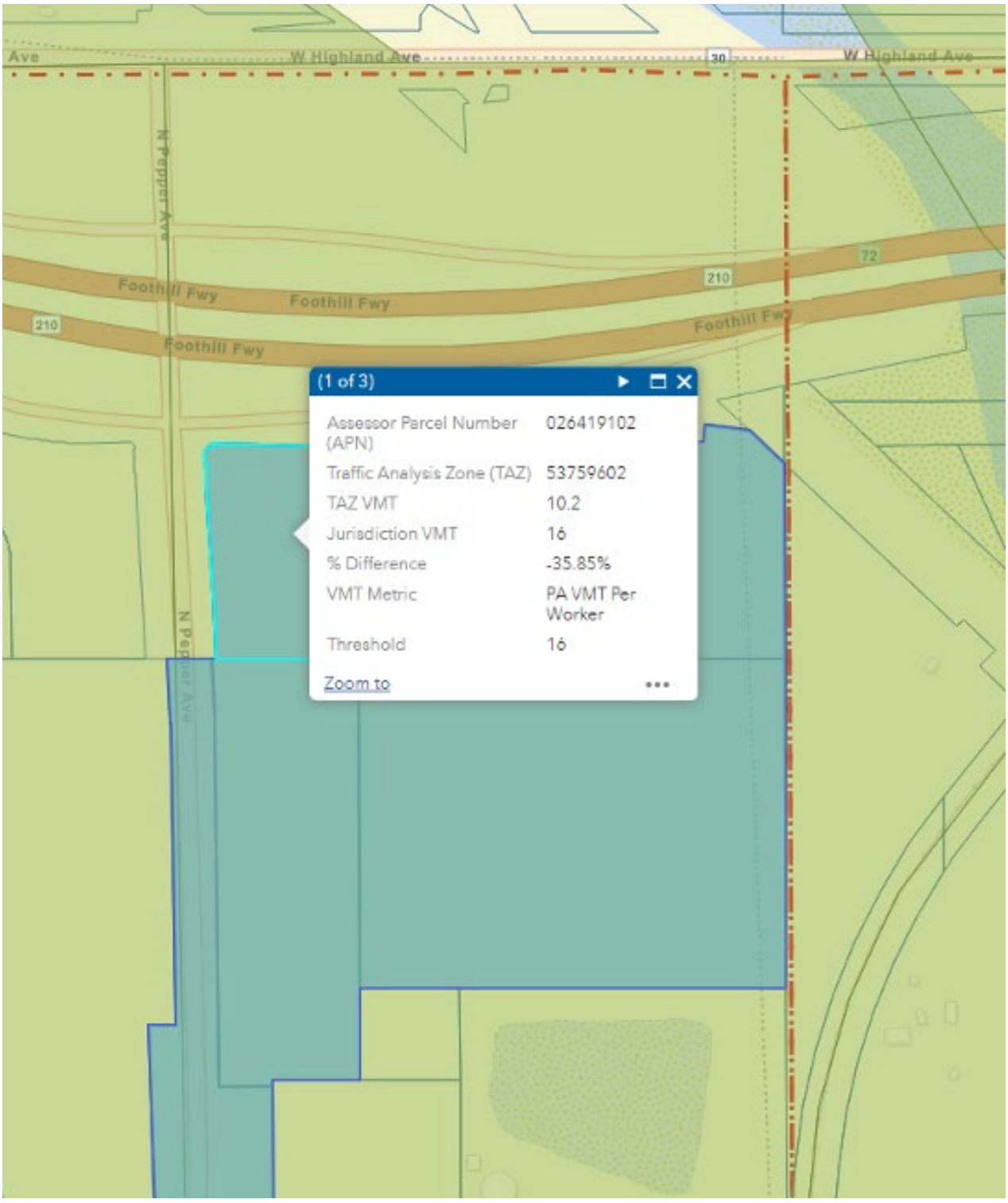
To determine if the project's trip generation would exceed the 110 daily vehicle trips screening threshold, the passenger vehicle trip generation was utilized. This approach is consistent with both the County and CEQA Guidelines. As shown in Table T-2, the proposed Project would generate 3,487 daily passenger vehicle trips (3,749 daily PCE trips), which is more than 110 daily passenger vehicle trips. Therefore, the Project would not meet Screening Criteria 2.

Screening Criteria 3 - Transit Priority Area Screening: According to the County's guidelines, projects located in a - Transit Priority Area (TPA) may be presumed to have a less than significant impact. The Specific Plan area is not located in a TPA; therefore, the Project would not satisfy the requirements of Screening Criteria 3.

Screening Criteria 4 - Low VMT Area Screening: The County's guidelines include a screening threshold for projects located in a low VMT generating area. As detailed in the Final Subsequent EIR, the Specific Plan area was evaluated using the SBCTA VMT Screening Tool (SBCTA VMT Screening Tool (arcgis.com). The Project site is located in TAZ53759602. The County's criteria of 4 percent below County baseline was used to screen the project using Production-Attraction VMT per worker. As shown in Figure T-1, the Countywide VMT/Worker threshold is 16. The VMT/Worker for TAZ 53759602 that the Project site is located within is 10.2, which is 35.85 percent below 16. Therefore, the Project site is located within a low VMT area, and the proposed Project would meet Screening Criteria 4.

Because the Project site is located within a low VMT area, the proposed Project would meet Screening Criteria 4 and impacts related to VMT would be less than significant, which is consistent with the findings of the Final Subsequent EIR. Thus, no new or increased impacts would result from implementation of the proposed Project.

Low VMT Area Screening (TAZ 53759602)



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c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No New Impact. The proposed Project does not include circulation features involving sharp curves, dangerous intersections, or other potentially hazardous geometric design features. Also, the proposed development of Community Commercial and Light Industrial uses pursuant to the Specific Plan land use designations does not create an incompatible use or design feature that could cause a hazard. The proposed Project does not include incompatible uses, such as farm equipment. The proposed commercial retail and light Industrial warehouse areas are planned to have separate parking and circulation areas.

Operation of the retail commercial restaurant, convenience store, car wash, and gas station would involve vehicles and delivery trucks entering the site from the traffic light at Pepper Avenue and the four-lane driveway to the site and making a left into the PA 1 proposed retail commercial circulation area. The circulation within the retail commercial area would provide direct access to parking and drive-through facilities that would not result in hazardous design features. The proposed industrial warehouse on PA 10 would also involve trucks entering and exiting the site from the four-lane driveway at Pepper Avenue. However, separate internal access would be provided for warehouse employee parking and truck access to the loading bays and trailer parking via the security gates. The onsite design provides circulation around the proposed light industrial warehouse and would provide fire truck accessibility and turning ability throughout the site. Additionally, the design of the proposed Project, including the internal circulation, is subject to the City's traffic engineering development standards. The Project design would be reviewed to ensure that an increase in hazards related to a design feature would not occur. As a result, impacts related to vehicular circulation design features would be less than significant.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR. The proposed Project is consistent with the impacts identified in the Final Subsequent EIR and the level of impact remains unchanged from that cited in the Final Subsequent EIR.

d) Result in inadequate emergency access?

No New Impact.

Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site, and would not restrict access of emergency vehicles to the Project site or adjacent areas. The installation of the driveway and connections to existing infrastructure systems within Pepper Avenue could require the temporary closure of one side of a portion of Pepper Avenue for a short period of time (i.e., hours or a few days). However, the construction activities would be required to ensure emergency access in accordance with Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), which would be ensured through the City's permitting process. Thus, implementation of the Project through the City's permitting process would ensure existing regulations are adhered to and would reduce potential construction-related emergency access impacts to a less than significant level.

Operation

As described previously, access to the proposed Project would be provided via the proposed driveway connecting to Pepper Avenue. The construction permitting process would provide adequate and safe circulation to, from, and through the Project area, and would provide routes for emergency responders to access different portions of the Project site. The Fire Department and the City's Building and Safety Division would review the development plans as part of the permitting procedures to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), included as Municipal Code Chapter 15.28. Because the Project is required to comply

with all applicable City codes, as verified by the City's permitting process, potential impacts related to inadequate emergency access would be less than significant.

Also, as detailed in Table T-3, the proposed Project would result in approximately 1,289 fewer daily trips, 63 fewer AM peak hour trips, and 40 fewer PM peak hour trips than those evaluated in the Final Subsequent EIR. Thus, the Project would not generate traffic that would impact roadway capacity in such a manner that would result in inadequate emergency access. Overall, impacts related to emergency access would be less than significant.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR. The proposed Project is consistent with the impacts identified in the Final Subsequent EIR and the level of impact remains unchanged from that cited in the Final Subsequent EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding transportation and traffic. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the Final Subsequent EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final Subsequent EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the Final Subsequent EIR.

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

Adopted Specific Plan Project Design Features

DF SERVICE - 1: Construction Management Plan. A construction management plan shall be developed by the applicant or contractor of each future developments proposed within the Specific Plan area and approved by the City of Rialto Public Works Department prior to construction activities. The construction management plan shall include, at a minimum, the following:

- Identify the locations of the off-site truck staging and provide measures to ensure that trucks use the specified haul route, as applicable, and do not travel through nearby residential neighborhoods or schools;
- Schedule vehicle movements to ensure that there are no vehicles waiting off-site and impeding public traffic flow on surrounding streets;
- Establish requirements for loading/unloading and storage of materials on the Project Site;

- Coordinate with the City and emergency service providers to ensure adequate access is maintained to and around the Project Site; and
- During construction activities when construction worker parking cannot be accommodated on the Project Site, a Construction Worker Parking Plan shall be prepared which identifies alternate parking location(s) for construction workers and the method of transportation to and from the Project Site (if beyond walking distance) for approval by the City. The Construction Worker Parking Plan shall prohibit construction worker parking on residential streets and prohibit on-street parking, except as approved by the City.

DF TRAF-2: Pepper Avenue / Main Driveway (Intersection #23) to PA 1, PA 2, PA 5, and PA 6. Install traffic signal control and construct the intersection with the following geometrics:

- NB Approach: Provide one left turn lane, one through lane, and one shared through right lane.
- SB Approach: Provide one left turn lanes with 175 feet of storage, one through lane, and one shared through right lane.
- EB Approach: Provide one left turn lane and one shared through-right lane.
- WB Approach: Provide one left turn lane, one through lane, and one right turn lane.

Mitigation/Monitoring Required

Previously Adopted Mitigation Measures Applicable to the Project

Mitigation Measure TRAF-1: Prior to issuance of building permits, future Project applicant(s) shall participate in the City of Rialto Development Impact Fee (DIF) Program by paying applicable fees, supplemented by participation in additional fair share intersection improvement costs as needed. Such fees shall be determined by additional and/or focused traffic impact studies, as determined necessary by the City of Rialto Traffic Engineering Division, prior to future development occurring within the Specific Plan Area. Payment of fees to these fee programs may be considered as mitigation for the Project's proportionate share of cumulative impacts. If the City finds that the payment of DIF fees alone do not adequately address the Project's proportionate share, a fair share contribution may be imposed in order to mitigate the Project's share of cumulative impacts. Improvements constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate (to be determined at the City's discretion). The improvements identified below shall be funded by the Project's proportionate payment of fees, as determined necessary by the City of Rialto Traffic Engineering Division. The City shall ensure that the improvements will be constructed pursuant to the fee program at the point in time necessary to avoid identified significant traffic impacts.

<u>Riverside Avenue/Easton Street (Intersection #3):</u>

- Participate in the signal modification to provide separate right turn overlap signal phasing for the existing westbound right turn lane.

<u>Eucalyptus Avenue/Baseline Road (Intersection #8):</u>

- Northbound Approach: Provides separate left turn lane, in addition to the existing through lane.
- Southbound Approach: Provide separate left turn lane, in addition to the existing through lane.

<u>Pepper Avenue/Highland Avenue (Intersection #9):</u>

- Northbound Approach: Restripe through lane to shared through-right lane, in addition to the left turn lane and right turn lane.
- Eastbound Approach: Participate in the signal modification to provide separate right turn overlap signal phasing for the right turn lane.

Pepper Avenue/SR-210 Westbound Ramps (Intersection #10):

- Northbound Approach: Modify traffic signal to provide north/south split phase. restripe first through lane to provide a left-through lane, in addition to the left turn lane and second through lane.
- Westbound Approach: Provide additional (second) left turn lane.

Pepper Avenue/SR-210 Eastbound Ramps (Intersection #11):

- Northbound Approach: Provide separate right turn lane.
- Eastbound Approach: Provide additional (second) right turn lane.

Pepper Avenue/Winchester Drive (Intersection #12):

- Participate in construction of a traffic signal.
- Northbound Approach: Provide separate left turn lane and second through lane, eliminating defacto right turn lane.
- Southbound Approach: Provide separate left turn lane and second through lane, eliminating defacto right turn lane.

Pepper Avenue/Mariposa Drive (Intersection #13):

- Participate in construction of a traffic signal.
- Northbound Approach: Provide separate left turn lane and second through lane, eliminating defacto right turn lane.
- Southbound Approach: Provide separate left turn lane and second through lane, eliminating defacto right turn lane.

Pepper Avenue/Baseline Road (Intersection #14):

- SB Approach: Provide separate right turn lane.

Pepper Avenue/Etiwanda Avenue (Intersection #15):

- Participate in construction of a traffic signal.

Pepper Avenue/Foothill Boulevard (Intersection #16):

- Participate in the signal modification to provide separate right turn overlap signal phasing for the existing eastbound right turn lane.
- Southbound Approach: Provide separate right turn lane.
- Westbound Approach: Provide additional (third) through lane.

Proposed Project Applicability: Mitigation Measure TRAF-1 and the improvement to the northbound approach at Pepper Avenue/SR-210 Westbound Ramps is applicable to the proposed Project and would be included in the Project MMRP.

Proposed Project Mitigation Measures

No new impacts nor substantially more severe transportation impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for transportation.

5.18 TRIBAL CULTURAL RESOURCES

	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
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 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☐	☒

Summary of Impacts Identified in the Final Subsequent EIR

The Final Subsequent EIR determined that the Project would not 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 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) (Draft Subsequent EIR Appendix A, Initial Study page 112).

The Final Subsequent EIR includes Mitigation Measures CUL-4 through CUL-6 provide for archaeological and Native American construction monitoring and protection of any resources that are uncovered. In addition, California Health and Safety Code Section 7050.5 and CEQA Guidelines 15064.5(e), were included as Mitigation Measure CUL-7. The Final Subsequent EIR determined that although consultation with the Gabrieleño Band of Mission Indians-Kizh Nation did not support substantial evidence that listed or eligible tribal cultural resources—pursuant to criteria in PCR Section 5024.1(c)—are within the Specific Plan area, the City considered the Tribe's requests and included Mitigation Measures TCR-1 through TCR-3 in the Final Subsequent EIR to ensure that potential impacts on the inadvertent discovery of tribal cultural resources are less than significant (Draft Subsequent EIR pages 5.9-6 and 5.9-7).

Impacts Associated with the Proposed Project

a) 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 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)?

No New Impact. The Project site consists of vacant and undeveloped land that was previously used as agricultural land (an orchard) between the 1930s and 1980s. The orchard was removed by the mid-1980s and the site has remained vacant and undeveloped since. The Cultural Resources Assessment Study (Appendix D) describes that a residence previously existed on the site and a large cement slab foundation with an asphalt driveway, several outbuildings, a linear concrete wall foundation, a smaller concrete pad, two reutilized wooden electrical/telephone poles, and an earthen ditch are located onsite. However, these historic-era features are heavily disturbed, and are not related to any previous tribe use or potential tribal cultural resources. As detailed in Section *5.5, Cultural Resources*, the Cultural Resources Assessment Study (Appendix D) determined that there are no historic resources on the Project site. Therefore, the proposed Project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 that is a historical resource as defined in Section 15064.5 of the State CEQA Guidelines or PRC Section 5020.1(k) and no new substantial environmental impacts would occur in comparison to the Final Subsequent EIR.

b) 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 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.

No New Impact. Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014) establishes a formal consultation process for California tribes as part of the CEQA process and equates significant impacts on "tribal cultural resources" with significant environmental impacts (Public Resources Code [PRC] § 21084.2). AB 52 requires that lead agencies undertaking CEQA review evaluate, just as they do for other historical and archeological resources, a project's potential impact to a tribal cultural resource. In addition, AB 52 requires that lead agencies, upon request of a California Native American tribe, begin consultation prior to the release of a negative declaration, mitigated negative declaration, or EIR for a project. AB 52 does not apply to a Notice of Exemption or Addendum; and therefore, does not apply to the proposed Project. However, the City sent out an AB 52 outreach letter along with the Cultural Resources Assessment report to tribes previously requesting notification on November 30, 2023. A response was received on Monday, December 4, 2023 from the Yuhaaviatam of San Manuel Nation describing that the Project area is within a highly culturally sensitive area of Serrano ancestral territory and requested archaeological and tribal monitoring of excavation and grading of the site.

As described in Section *5.5, Cultural Resources*, the Cultural Resource Assessment conducted for the Project did not identify evidence of any potential tribal cultural resources as defined by CEQA on the Project site, and the Project site soils have been highly disturbed from past agricultural use and development. The Geotechnical Investigation (Appendix E) identified artificial fill soils throughout the site to depths between 2.5 to approximately 8 feet in depth. However, the Sacred Lands File search from the NAHC did yield positive results for known tribal cultural resources within 1-mile of the Project site. Also, the Final Subsequent EIR details that during previous tribal consultations, the Gabrieleño Band of Mission Indians-Kizh Nation indicated that the Project lies within the Gabrieleño ancestral territory and a historical landscape and provided data on tribal cultural resource discoveries in proximity to the Specific Plan area.

Therefore, consistent with the Final Subsequent EIR, Mitigation Measures CUL-4 through CUL-7, and Mitigation Measures TCR-1 through TCR-3 would be required to provide for Native American construction monitoring and protection of any resources that are uncovered. In addition, California Health and Safety Code Section 7050.5 and CEQA Guidelines 15064.5(e) are included in Mitigation Measure CUL-7 to require that if human remains are discovered, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation. If the coroner determines that the remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Consistent with the Final Subsequent EIR potential impacts on the inadvertent discovery of tribal cultural resources would be less than significant with implementation of mitigation. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding tribal cultural resources. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the Final Subsequent EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final Subsequent EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the Final Subsequent EIR.

Plans, Programs, or Policies (PPPs)

PPP CUL-1: Human Remains. As listed in Section *5.5, Cultural Resources*.

Project Design Features (PDFs)

No PDFs related to tribal cultural resources are included in the proposed Project.

Mitigation/Monitoring Required

Final Subsequent EIR Mitigation Measures Applicable to the Project:

Mitigation Measure CUL-4: Conduct Archaeological and Native American Construction Monitoring. As listed in Section *5.5, Cultural Resources*.

Proposed Project Applicability: Mitigation Measure CUL-4 is applicable to the proposed Project and would be included in the Project MMRP and implemented during construction.

Mitigation Measure CUL-5: Cease Ground-Disturbing Activities and Implement Treatment Plan if Archaeological Resources Are Encountered. As listed in Section *5.5, Cultural Resources*.

Proposed Project Applicability: Mitigation Measure CUL-5 is applicable to the proposed Project and would be included in the Project MMRP and implemented if needed during construction.

Mitigation Measure CUL-6: Prepare Archaeological Monitoring Report. As listed in Section 5.5, *Cultural Resources*.

Proposed Project Applicability: Mitigation Measure CUL-6 is applicable to the proposed Project and would be included in the Project MMRP and implemented during construction.

Mitigation Measure CUL-7: Cease Ground-Disturbing Activities and Notify County Coroner If Human Remains Are Encountered. As listed in Section 5.5, *Cultural Resources*.
Proposed Project Applicability: Mitigation Measure CUL-7 is applicable to the proposed Project and would be included in the Project MMRP and implemented if needed during construction.

Mitigation Measure CUL-8: AB 52 Consultations. As listed in Section 5.5, *Cultural Resources*.

Proposed Project Applicability: Mitigation Measure CUL-8 is not applicable to the proposed Project because AB 52 does not apply to an EIR Addendum.

Mitigation Measure TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities within the Specific Plan Area.

A. The Project applicant/lead agency 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 any "ground-disturbing activity" within the Specific Plan 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.

B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

C. The monitor will complete daily monitoring logs that will 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 will 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 "TCRs"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.

D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the Project applicant/lead agency 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/lead agency that no future, planned construction activity and/or development/construction phase at the Project site possesses the potential to impact Kizh TCRs.

E. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

Proposed Project Applicability: Mitigation Measure TCR-1 is applicable to the proposed Project and would be included in the Project MMRP and implemented prior to ground disturbing activities.

Mitigation Measure TCR-2: Unanticipated Discovery of Human Remains and Associated Funerary Objects.

A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

B. If Native American human remains and/or grave goods discovered or recognized on the Project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.

C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

D. Construction activities may resume in other parts of the Project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the Project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)

E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, 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.

F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

Proposed Project Applicability: Mitigation Measure TCR-2 is applicable to the proposed Project and would be included in the Project MMRP and implemented if needed during construction.

Mitigation Measure TCR-3: Procedures for Burials and Funerary Remains.

A. As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.

B. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.

C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.

D. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every

effort to recommend diverting the Project and keeping the remains in situ and protected. If the Project cannot be diverted, it may be determined that burials will be removed.

E. In the event preservation in place is not possible despite good faith efforts by the Project applicant/developer and/or landowner, before ground-disturbing activities may resume on the Project site, the landowner shall arrange a designated site location within the footprint of the Project for the respectful reburial of the human remains and/or ceremonial objects.

F. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

G. The Tribe will work closely with the Project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does not authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

Proposed Project Applicability: Mitigation Measure TCR-3 is applicable to the proposed Project and would be included in the Project MMRP and implemented if needed during construction.

Proposed Project Mitigation Measures

No new impacts nor substantially more severe tribal cultural resources impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for tribal cultural resources.

5.19 UTILITIES AND SERVICE SYSTEMS

	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
Would the project:					
a) Require or result in the construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☐	☐	☒
c) 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?	☐	☐	☐	☐	☒
d) 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?	☐	☐	☐	☐	☒
e) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☐	☒

Summary of Impacts Identified in the Final Subsequent EIR

The Final Subsequent EIR determined that because the proposed development areas would remain the same under the amended Specific Plan and proposed developments would install new water and sewer infrastructure that would connect to the existing water and sewer infrastructure in the adjacent roadways and that new or expanded off-site water and wastewater infrastructure would not be required be constructed. Thus, impacts would be less than significant (Draft Subsequent EIR Appendix A, Initial Study pages 115-116).

The Final Subsequent EIR determined that the West Valley Water District (WVWD) would have adequate planned water supplies to serve buildout of the amended Specific Plan. Similarly, the Final Subsequent EIR determined that the existing sewer system and wastewater treatment plant has capacity to accommodate buildout of the amended Specific Plan. Further, it was determined that the existing landfills would be able to accommodate the addition of solid waste from buildout of the amended Specific Plan. Thus, impacts related to solid waste generation, landfill capacity, and compliance with regulations related to solid waste were determined to be less than significant (Draft Subsequent EIR Appendix A, Initial Study pages 116-117).

Impacts Associated with the Proposed Project

As detailed previously, in Section 3, *Project Description*, the proposed fast-food restaurant, convenience store, gas station, and car wash on PA 1 would be 3,927 SF less than what was evaluated in the Final Subsequent EIR; and the proposed light industrial warehouse building on PA 10 would be 23,454 SF less than what was evaluated for buildout of PA 10 in the Final Subsequent EIR. As described in Section 5.14, *Population and Housing*, the proposed Project would result in approximately 20 fewer employees than previously evaluated in the Final Subsequent EIR. Correspondingly, the demand for utilities and service systems would be incrementally less than those identified in the Final Subsequent EIR.

a) Require or result in the construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

No New Impact. The proposed Project would install new water and sewer infrastructure on the site that would connect to the existing water and sewer infrastructure in the adjacent Pepper Avenue right-of-way. Existing 30-inch and 12-inch water lines and a 12-inch sewer line are located in Pepper Avenue, along with natural gas and electrical infrastructure. New or expanded off-site water, wastewater, natural gas, and electrical infrastructure would not be required to be constructed to serve the proposed Project. Therefore, the Project would not result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunication facilities that could cause environmental effects. Impacts would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

No New Impact. The West Valley Water District (WVWD) that supplies water to the Specific Plan area, including the Project site, has 21 groundwater wells, 25 separate storage reservoirs across eight pressure zones, for a total storage over 72 million gallons (MG), and over 375 miles of transmission and distribution pipelines. The West Valley Water District 2020 Water Facilities Master Plan provides a water demand rate of 1,794 gallons per day per net acre for commercial land uses and 500 gallons per day per net acre for light industrial uses.

As detailed previously, the proposed fast-food restaurant, convenience store, gas station, and car wash on PA 1 would be 3,927 SF less than what was evaluated in the Final Subsequent EIR; and the proposed light industrial warehouse building on PA 10 would be 23,454 SF less than what was evaluated for buildout of PA 10 in the Final Subsequent EIR. As detailed in Section 5.14, *Population and Housing*, the proposed Project would result in approximately 20 fewer employees than previously evaluated in the Final Subsequent EIR.

Based on the West Valley Water District 2020 Water Facilities Master Plan water demand rates utilized in the Final Subsequent EIR, the proposed Project would result in a reduction of 162 gallons per day (0.18 acre-feet per year) for operation of PA 1 and a reduction of 269 gallons per day (0.30 acre-feet per year) for operation of PA 10. Therefore, the proposed Project would result in a reduction in water demand of approximately 431 gallons per day (0.48-acre feet annually) compared to the demand anticipated from buildout of the Project site in the Final Subsequent EIR. No new impacts related to water supplies would result from the proposed Project. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

c) 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?

No New Impact. The Final Subsequent EIR describes that the City's Sewer Master Plan assumes a wastewater generation rate of 1,500 gallons per acre per day for non-residential land uses. Thus, the decrease in wastewater that would be generated from the decrease in buildout would be approximately 943 gallons per day. Because the Project would result in a reduction in wastewater flows compared to those estimated in the Final Subsequent EIR for operation of the Project site (PA 1 and PA 10) at buildout, it would not result in a sewer system capacity impact.

Also, the Final Subsequent EIR describes that the permitted capacity of the Rialto Wastewater Treatment Plant (WWTP) is 11.7 million gallons per day (mgd) with average sewage flows of 7 mgd. The wastewater flows from the Project would be accommodated within the existing available capacity of the Rialto WWTP. Thus, impacts would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

d) 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?

No New Impact. The Final Subsequent EIR estimates that both commercial and business park uses generate approximately 5 pounds of solid waste per day per 1,000 SF. Business park and light industrial uses have similar uses and generate similar volumes of solid waste. Thus, the reduction in square footage at buildout of the proposed Project would result in a reduction of approximately 136.9 pounds of solid waste per day.

In 2019, a majority (89 percent) of the solid waste from the City of Rialto that was disposed of in landfills, went to the Mid-Valley Sanitary Landfill. The Mid-Valley Sanitary Landfill is permitted to accept 7,500 tons per day of solid waste and is permitted to operate through April 2033. In September 2023, the facility received a peak tonnage of 5,438.78 tons. Thus, the facility had an additional capacity of 2,061.22 tons per day. Therefore, the landfill would be able to continue to accommodate the solid waste from buildout of the PA 1 and PA 10. Thus, impacts related to solid waste generation and landfill capacity would be less than significant, which is consistent with the findings of the Final EIR. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

e) Comply with federal, state, and local statutes and regulations related to solid waste?

No New Impacts. All solid waste-generating activities within the City are subject to the requirements set forth in Section 5.408.1 of the CalGreen Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste. Implementation of the proposed Project would be consistent with all state regulations, as ensured through the City's development permitting process. Therefore, the proposed Project would comply with all solid waste statutes and regulations; and impacts would not occur. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding utilities and service systems. There have not been 1) changes related to development of the Project site that involve new significant environmental effects

or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the Final Subsequent EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final Subsequent EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the Final Subsequent EIR.

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

Adopted Specific Plan Project Design Features

Design Feature DF WATER-1: Water Infrastructure – Future development within the Project Site shall provide connections to the water servicing line from both sides of Pepper Avenue. These future connections shall lie north of the WVWD Lord Ranch Facility and require either a direct connection to the existing 30-inch transmission line in Pepper Avenue or extending the 12-inch line to the connection points. The water system shall be designed to deliver the peak hour domestic demand to each service point with a residual pressure of 40 pounds per square inch (psi) and to deliver specified fire flow plus the peak day domestic demand with a minimum residual pressure of 20 psi. The fire flow requirement for the Project Site is 3,000 gallons per minute (gpm) for three hours (for commercial/office/high density residential areas). The maximum operating pressure in mains shall not exceed 130 psi with pressure reducers required on service connections having pressure greater than 80 psi. All water lines shall be looped where possible. All dead-end lines shall not exceed 660 feet in length or the current design requirements at the time of design.

Design Feature DF WATER-2: Water Fees - The applicant of each applicable future development proposed within the Project Site shall be responsible for paying development impacts fees per Title 3 – Revenue and Finance, Chapter 3.33 – Development Impact Fees, Section 3.33.260 – Domestic and Recycled Water Facilities Development Impact Fee of the Municipal Code.

Design Feature DF SEWER-2: Sewer Fees - The applicant of each applicable future development proposed within the Project Site shall be responsible for paying development impacts fees per Title 3 – Revenue and Finance, Chapter 3.33 – Development Impact Fees, Section 3.33.240 – Sewage Collection Facilities Development Impact Fee and Section 3.33.250 – Sewage Treatment Facilities Development Impact Fee of the Municipal Code.

Mitigation/Monitoring Required

No mitigation measures were included in the Final Subsequent EIR related to utilities and service systems. No new impacts nor substantially more severe utilities and service systems impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required regarding utilities and service systems.

5.20 WILDFIRE

	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
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 wildfire risks, and thereby expose project occupants to, pollution 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?	☐	☐	☐	☐	☒

Summary of Impacts Identified in the Final Subsequent EIR

The Final Subsequent EIR determined that the Project is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones and would not substantially impair an adopted emergency response plan or emergency evacuation plan. The Final Subsequent EIR also determined that the Specific Plan area is flat and does not generally have prevailing winds or other factors that could exacerbate fire risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, drainage changes, or other infrastructure that could result in fire risks (Draft Subsequent EIR Appendix A, Initial Study pages 120 and 121).

Impacts Associated with the Proposed Project

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No New Impact. According to the CalFire Fire Hazard Severity Zone map, the Project site is not within an area identified as a Fire Hazard Area. In addition, the proposed Project would not substantially impair an adopted emergency response plan or emergency evacuation plan. The Project site is adjacent to roadways, and the site is not adjacent to or in the vicinity of wildlands. Therefore, the proposed Project would not impair an adopted emergency response plan or emergency evacuation plan within or near a very high fire hazard severity zone. The Project driveway and internal access would be required to meet the City's design standards to ensure adequate emergency access and evacuation pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9). Additionally, the proposed Project does not include any characteristics (e.g., permanent road closures or long-term blocking of road

access) that would substantially impair or otherwise conflict with an emergency response plan or emergency evacuation plan. Therefore, impacts related to emergency response and evacuation plans associated with construction of the proposed Project would be less than significant.

Access to the Project site would be provided by a driveway along Pepper Avenue. The proposed Project would not obstruct or alter any transportation routes that could be used as evacuation routes during emergency events. Further, access to and from the Project site for emergency vehicles would be reviewed and approved by the Fire Department and the City Building Division as part of the Project approval process to ensure the proposed Project is compliant with all applicable codes and ordinances for emergency vehicle access. Therefore, potential impacts would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollution concentrations from a wildfire or the uncontrolled spread of a wildfire?

No New Impact. As described in the previous response, the Project site is not within a High Fire Hazard Severity Zone. The Project site is flat and does not generally have prevailing winds or other factors that could exacerbate fire risks. Implementation of the Project would involve grading activities, but no slopes or other such modifications of the site topography would occur. The site would remain flat after grading, and the Project construction would not introduce any slopes that result in the potential spread of wildfire or the exposure of Project occupants to wildfire pollutant concentrations compared to existing conditions.

In addition, the Project would include new paved circulation throughout the Project site, in accordance with applicable City codes, ensuring all areas of the Project site are accessible to emergency responders. The proposed Project would be constructed in compliance with the California Fire Code and the City would verify compliance with applicable requirements through the development review and permitting process. Thus, no significant wildfire related hazards would result from the Project. Compliance with existing codes, regulations, and polices would reduce the potential risks wildfire and impacts would not occur. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

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?

No New Impact. As described in the previous responses, the Project site is not within a High Fire Hazard Severity Zone. Although the Project includes a new driveway and circulation throughout the Project site, the Project does not include any changes to public or private roadways that would exacerbate fire risk or that would result in impacts to the environment. Although utility infrastructure installation, including water, sewer, drainage would occur as part of the Project, these utility installations would be underground and would not exacerbate fire risk. The utility infrastructure installation onsite and connection to adjacent systems in Pepper Avenue are part of the Project; and would be reviewed and approved by the City as part of the permitting approval process to ensure compliance. Therefore, the proposed Project would not include infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities), that would exacerbate fire risk or that would result in impacts to the environment. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

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?

No New Impact. As described in the previous responses, the Project site is not within a High Fire Hazard Severity Zone. In addition, the Project site is generally flat area and does not contain or is adjacent to large slopes, and the proposed Project would not generate large slopes. Thus, impacts related to landslides as a result of post-fire instability would not occur. Furthermore, the proposed Project includes installation of drainage facilities that would route runoff to an underground infiltration basin that would be located in the southeastern portion of the site to capture downstream runoff and drainage. Thus, the Project would not result in risks related to wildfires or risks related to downslope or downstream flooding or landslides after wildfires. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final Subsequent EIR.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding wildfire. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the Final Subsequent EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final Subsequent EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the Final Subsequent EIR.

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

No PDFs related to wildfires are included in the proposed Project.

Mitigation/Monitoring Required

No mitigation measures were included in the Final Subsequent EIR related to wildfire. No new impacts nor substantially more severe wildfire impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required regarding wildfires.

5.21 MANDATORY FINDINGS OF SIGNIFICANCE

	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☐	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☐	☒

Impacts Associated with the Proposed Project

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

No New Impact. As discussed in Section 5.4, *Biological Resources*, the Project site consists of non-native ruderal habitat that has been previously disturbed for agricultural activities. The General Biological Assessment determined that the Project site does not contain any special-status species; however, the site has the potential to support nesting birds and raptors during the nesting bird season. Thus, consistent with the direction of the Final Subsequent EIR, Mitigation Measure BIO-9 would be implemented to require nesting bird surveys occur prior to vegetation removal during nesting season to reduce potential impacts to biological resources to a less than significant level, which would also reduce the potential for cumulatively considerable impacts to less than significant.

As discussed in Section 5.5, *Cultural Resources*, there are no historic or prehistoric resources located with the Project site. However, the area is considered moderately sensitive to archaeological resources. The previously adopted Mitigation Measure CUL-4 requires archaeological and tribal monitoring, Mitigation Measure CUL-5 includes provisions for incidental discoveries of previously unknown resources, and Mitigation Measure

CUL-6 requires an Archeological Monitoring Report for development within the Project site. With implementation of the Final Subsequent EIR Mitigation Measures CUL-4 through CUL-6, potential impacts to archaeological resources from development of the proposed Project would be less than significant, which is consistent with the findings of the Final Subsequent EIR. Therefore, the proposed Project would not result in any new or increased impacts related to elimination of important examples of the major periods of California history or prehistory.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

No New Impact. The proposed Project's potential cumulative impacts were analyzed in the Final Subsequent EIR as part of build out of the amended Specific Plan and as detailed in the previous responses would not result in new impacts beyond those analyzed in the Final Subsequent EIR. Therefore, the proposed Project would not result in new or substantially more severe cumulatively considerable impact under any impact area, including aesthetics, air quality, cultural resources, GHG emissions, hazards and hazardous materials, land use and planning, noise, population and housing, public services, recreation, transportation and traffic, tribal cultural resources, utilities and service systems, or wildfires. With implementation of existing regulations and the relevant Final Subsequent EIR's mitigation measures, the proposed Project would not result in any new or increased cumulatively significant impacts.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

No New Impact. As described throughout Section 5, above, the proposed Project has no new or substantially more severe potentially significant impacts and no new mitigation measures would be required. The implementation of the Final Subsequent EIR mitigation measures and existing regulations would ensure that there would be no substantial adverse effects on human beings, either directly or indirectly. There would be no new impacts.

Conclusion

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the Final Subsequent EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final Subsequent EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the Final Subsequent EIR.

Plans, Programs, or Policies (PPPs)

As outlined in Sections 5.1 through 5.20, previously.

Project Design Features (PDFs)

As outlined in Sections 5.1 through 5.20, previously.

Mitigation/Monitoring Required

As detailed previously, the Final Subsequent EIR mitigation measures that are applicable to the proposed Project would be implemented for the Project as intended by the Final Subsequent EIR. Upon implementation of applicable Final Subsequent EIR mitigation measures, no new impacts nor substantially more adverse impacts would result from the implementation of the proposed Project; therefore, no new or revised mitigation measures are required.

6 DOCUMENT PREPARERS AND CONTRIBUTORS

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Michael Tirohn, Mobile Health Risk Assessment

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RESOLUTION NO. 2024-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA APPROVING AN ADDENDUM TO THE PEPPER AVENUE SPECIFIC PLAN AMENDMENT AND INDUSTRIAL DEVELOPMENT PROJECT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT (ENVIRONMENTAL ASSESSMENT REVIEW NO. 2023-0048) FOR A PROJECT CONSISTING OF THE SUBDIVISION OF TWO (2) PARCELS OF LAND (APN'S: 0264-191-02 & -04) INTO THREE (3) NEW PARCELS OF LAND – PARCEL 1 (1.18 ACRES), PARCEL 2 (1.46 ACRES), AND PARCEL 3 (11.65 ACRES) – AND THE DEVELOPMENT AND OPERATION OF A 224,566 SQUARE FOOT INDUSTRIAL WAREHOUSE BUILDING, A 3,915 SQUARE FOOT RESTAURANT BUILDING WITH DRIVE-THRU SERVICE, AND A VEHICLE FUEL STATION COMPRISED OF SIX (6) FUEL DISPENSERS, A 4,042 SQUARE FOOT OVERHEAD CANOPY, A 3,700 SQUARE FOOT CONVENIENCE MARKET, AND A 1,458 SQUARE FOOT AUTOMATED CAR WASH ON SAID PARCELS OF LAND.

WHEREAS, the applicant, Newcastle Rialto Associates, LLC, proposes to subdivide two (2) parcels of land (APN's: 0264-191-02 & -04) located at the southeast corner of Pepper Avenue and the SR-210 Freeway ("Site") into three (3) new parcels of land – Parcel 1 (1.18 acres), Parcel 2 (1.46 acres), and Parcel 3 (11.65 acres) – and develop and operate a 224,566 square foot industrial warehouse building, a 3,915 square foot restaurant building with drive-thru service, and a vehicle fuel station comprised of six (6) fuel dispensers, a 4,042 square foot overhead canopy, a 3,700 square foot convenience market, and a 1,458 square foot automated car wash on said parcels of land ("Project"); and

WHEREAS, the Site comprises Planning Area 1 and Planning Area 10 of the Pepper Avenue Specific Plan; and

WHEREAS, the portion of the Site within Planning Area 1 has a land use designation of Community Commercial (CC) within the Pepper Avenue Specific Plan; and

WHEREAS, the portion of the Site within Planning Area 10 has a land use designation of Light Industrial (LI) within the Pepper Avenue Specific Plan; and

WHEREAS, in conjunction with the Project, the applicant has submitted Tentative Parcel Map No. 2023-0005, also referred to as Tentative Parcel Map No. 20602 ("TPM No. 20602"), in accordance with the Subdivision Map Act (Government Code §§ 66410 et seq.), to subdivide the two (2) parcels of land within the Site into three (3) new parcels of land – Parcel 1 (1.18 acres), Parcel 2 (1.46 acres), and Parcel 3 (11.65 acres); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2022-0015 ("CDP No. 2022-0015") to facilitate the development and operation of a 224,566 square foot industrial warehouse building on the Site, and CDP No. 2022-0015 is necessary to facilitate the Project; and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0026 to allow the development and operation of a 3,915 square foot restaurant building with drive-thru service on the Site ("CDP No. 2023-0026"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0027 to allow the development and operation of a vehicle fuel station, consisting of six (6) fuel dispensers and a 4,042 square foot overhead canopy, on the Site ("CDP No. 2023-0027"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0028 to allow the development and operation of a 3,700 square foot convenience market building on the Site ("CDP No. 2023-0028"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0029 to allow the development of a 1,458 square foot automated car wash building on the Site ("CDP No. 2023-0029"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0031 to allow the sale of beer, wine, and distilled spirits for off-site consumption from a proposed 3,700 square foot convenience market on the Site ("CDP No. 2023-0031"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Precise Plan of Design No. 2022-0017 ("PPD No. 2022-0017") to facilitate the development of a 224,566 square

foot industrial warehouse building, a 3,915 square foot restaurant building with drive-thru service, and a vehicle fuel station comprised of six (6) fuel dispensers, a 4,042 square foot overhead canopy, a 3,700 square foot convenience market building, a 1,458 square foot automated car wash building, and associated paving, landscaping, fencing, lighting, and drainage improvements on the Site; and

WHEREAS, pursuant to the provisions of California Environmental Quality Act (CEQA) Section 15164(a), Public Resources Code Sections 21000 et. seq. ("CEQA"), the State's CEQA Guidelines, California Code of Regulations, Title 14, Section 15000 et. seq., and Government Code Section 65962.5(f) (Hazardous Waste and Substances Statement), the City reviewed an Addendum to the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report (Environmental Assessment Review No. 2023-0048) prepared by EPD Solutions, Inc., Exhibit "A" hereto, and determined that the proposed Project would result in no new significant impacts that were not analyzed in the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report ("SEIR"), nor would the proposed Project cause a substantial increase in the severity of any previously identified environmental impacts. The potential impacts associated with proposed Project would either be the same or less than those described in the SEIR. In addition, there are no substantial changes to the circumstances under which the proposed Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the SEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified; and

WHEREAS, the City mailed public hearing notices for the proposed Project to all property owners within 1,000 feet of the project site, and published the public hearing notice in the San Bernardino Sun newspaper as required by State law; and

WHEREAS, on April 3, 2024, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on the Addendum to the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report, TPM No. 20602, CDP No. 2022-0015, CDP No. 2023-0026, CDP No. 2023-0027, CDP No. 2023-

0028, CDP No. 2023-0029, CDP No. 2023-0031, and PPD No. 2022-0017, took testimony, at which time it received input from staff, the city attorney, and the Applicant; heard public testimony; discussed the proposed Addendum to the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report, TPM No. 20602, CDP No. 2022-0015, CDP No. 2023-0026, CDP No. 2023-0027, CDP No. 2023-0028, CDP No. 2023-0029, CDP No. 2023-0031, and PPD No. 2022-0017; and closed the public hearing; and

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

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

SECTION 1: The Planning Commission hereby finds all of the above recitals to be true and correct.

SECTION 2: The City of Rialto is the Lead Agency for the Project, as determined by CEQA. Based on the Addendum to the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report (Environmental Assessment Review No. 2023-0048) and the accompanying technical studies, it has been determined that:

1. There are no substantial changes to the Project or the circumstances under which the Project will be carried out that will require major revisions to the previously certified EIR.

2. The Project will not result in new significant environmental effects or substantial increases in the severity of previously identified significant effects.

3. There is no new information substantial importance, which was known or could have been known with the exercise of reasonable diligence at the time the previous EIR was certified.

4. The Project will not have any significant effects that are not identified and discussed in the previously certified EIR, and there are no newly feasible, or considerably different,

mitigation measures or alternatives which would substantially reduce one or more significant effects of the Project which the applicant declines to adopt.

SECTION 3: The Planning Commission hereby adopts the Addendum to the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report (Environmental Assessment Review No. 2023-0048), attached hereto as Exhibit "A", prepared in accordance with CEQA for the Project.

SECTION 4: The Chairman of the Planning Commission shall sign the passage and adoption of this resolution and thereupon the same shall take effect and be in force.

PASSED, APPROVED AND ADOPTED this 3rd day of April, 2024.

_____

JERRY GUTIERREZ, CHAIR
CITY OF RIALTO PLANNING COMMISSION

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

I, Kimberly Dame, Administrative Analyst 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 ____, 2024.

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 ___, 2024.

_____
KIMBERLY DAME, ADMINISTRATIVE ANALYST

Exhibit “A”

RESOLUTION NO. 2024-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA, APPROVING TENTATIVE PARCEL MAP NO. 2023-0002 (TPM NO. 20602) TO ALLOW THE SUBDIVISION OF TWO (2) PARCELS OF LAND (APN'S: 0264-191-02 & -04) LOCATED AT THE SOUTHEAST CORNER OF PEPPER AVENUE AND THE SR-210 FREEWAY INTO THREE (3) NEW PARCELS OF LAND – PARCEL 1 (1.18 ACRES), PARCEL 2 (1.46 ACRES), AND PARCEL 3 (11.65 ACRES) – TO FACILITATE THE DEVELOPMENT OF A 224,566 SQUARE FOOT INDUSTRIAL WAREHOUSE BUILDING, A 3,915 SQUARE FOOT RESTAURANT BUILDING WITH DRIVE-THRU SERVICE, AND A VEHICLE FUEL STATION COMPRISED OF SIX (6) FUEL DISPENSERS, A 4,042 SQUARE FOOT OVERHEAD CANOPY, A 3,700 SQUARE FOOT CONVENIENCE MARKET, AND A 1,458 SQUARE FOOT AUTOMATED CAR WASH ON SAID PARCELS OF LAND.

WHEREAS, the applicant, Newcastle Rialto Associates, LLC, proposes to subdivide two (2) parcels of land (APN's: 0264-191-02 & -04) located at the southeast corner of Pepper Avenue and the SR-210 Freeway ("Site") into three (3) new parcels of land – Parcel 1 (1.18 acres), Parcel 2 (1.46 acres), and Parcel 3 (11.65 acres) ("Project"); and

WHEREAS, Parcel 1 of the Project is wholly within Planning Area 1 of the Pepper Avenue Specific Plan and has a land use designation of Community Commercial (CC) within the Pepper Avenue Specific Plan; and

WHEREAS, Parcel 2 of the Project is wholly within Planning Area 1 of the Pepper Avenue Specific Plan and has a land use designation of Community Commercial (CC) within the Pepper Avenue Specific Plan; and

WHEREAS, Parcel 3 of the Project is wholly within Planning Area 10 of the Pepper Avenue Specific Plan and has a land use designation of Light Industrial (LI) within the Pepper Avenue Specific Plan; and

WHEREAS, the Project will facilitate the development of a 3,915 square foot restaurant building with drive-thru service on Parcel 1 of the Project; and

WHEREAS, the Project will facilitate the development of a vehicle fuel station comprised of six (6) fuel dispensers, a 4,042 square foot overhead canopy, a 3,700 square foot convenience market, and a 1,458 square foot automated car wash on Parcel 2 of the Project; and

WHEREAS, the Project will facilitate the development of a 224,566 square foot industrial warehouse building on Parcel 3 of the Project; and

WHEREAS, the Project requires the approval of a tentative parcel map, and the Applicant has agreed to apply for a Tentative Parcel Map No. 2023-0005, also referred to as Tentative Parcel Map No. 20602, ("TPM No. 20602"), 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. 2022-0015 ("CDP No. 2022-0015") to facilitate the development and operation of a 224,566 square foot industrial warehouse building on the Site, and CDP No. 2022-0015 is necessary to facilitate the Project; and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0026 to allow the development and operation of a 3,915 square foot restaurant building with drive-thru service on the Site ("CDP No. 2023-0026"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0027 to allow the development and operation of a vehicle fuel station, consisting of six (6) fuel dispensers and a 4,042 square foot overhead canopy, on the Site ("CDP No. 2023-0027"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0028 to allow the development and operation of a 3,700 square foot convenience market building on the Site ("CDP No. 2023-0028"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0029 to allow the development of a 1,458 square foot automated car wash building on the Site ("CDP No. 2023-0029"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0031 to allow the sale of beer, wine, and distilled spirits for off-

site consumption from a proposed 3,700 square foot convenience market on the Site ("CDP No. 2023-0031"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Precise Plan of Design No. 2022-0017 ("PPD No. 2022-0017") to facilitate the development of a 224,566 square foot industrial warehouse building, a 3,915 square foot restaurant building with drive-thru service, and a vehicle fuel station comprised of six (6) fuel dispensers, a 4,042 square foot overhead canopy, a 3,700 square foot convenience market building, a 1,458 square foot automated car wash building, and associated paving, landscaping, fencing, lighting, and drainage improvements on the Site; and

WHEREAS, on April 3, 2024, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on TPM No. 20602, CDP No. 2022-0015, CDP No. 2023-0026, CDP No. 2023-0027, CDP No. 2023-0028, CDP No. 2023-0029, CDP No. 2023-0031, and PPD No. 2022-0017 took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed TPM No. 20602, CDP No. 2022-0015, CDP No. 2023-0026, CDP No. 2023-0027, CDP No. 2023-0028, CDP No. 2023-0029, CDP No. 2023-0031, and PPD No. 2022-0017; 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 TTM No. 20602, including written staff reports, verbal testimony, project plans, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that TTM No. 20602 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 granting a tentative map. The findings are as follows:

1. That the proposed tentative parcel map is consistent with the General Plan of the City of Rialto and the Pepper Avenue Specific Plan, as applicable; and

This finding is supported by the following facts:

The Site has a General Plan designation of Specific Plan with a Specific Plan Overlay and a zoning designation of Pepper Avenue Specific Plan. The Project will subdivide the Site into three (3) new parcels of land – Parcel 1 (1.18 acres), Parcel 2 (1.46 acres), and Parcel 3 (11.65 acres). The land use designation within the Pepper Avenue Specific Plan is Community Commercial (CC) on Parcel 1 and Parcel 2 of the Project and Light Industrial (LI) on Parcel 3 of the Project. According to Table 5-3 (Pepper Avenue Development Standards) of the Pepper Avenue Specific Plan, the Community Commercial (CC) and Light Industrial (LI) land use districts do not require a minimum lot size for any new parcel.

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 Community Commercial (CC) and Light Industrial (LI) zones of the Pepper Avenue Specific Plan; and

This finding is supported by the following facts:

The Project will comply with all technical standards required by Subdivision Map Act, the General Plan of the City of Rialto, and the CC and LI land use designations of the Pepper Avenue Specific Plan. According to Table 5-3 (Pepper Avenue Development Standards) of the Pepper Avenue Specific Plan, the Community Commercial (CC) and Light Industrial (LI) land use districts do not require a minimum lot size for any new parcel. The new parcels will facilitate the development of a restaurant building with drive-thru service and a vehicle fuel station consistent with the CC land use designation of the Pepper Avenue Specific Plan and an industrial warehouse building that is consistent with the LI land use designation of the Pepper Avenue 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 Engineering Services 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 subdivide the Site into three (3) new parcels of land – Parcel 1 (1.18 acres), Parcel 2 (1.46 acres), and Parcel 3 (11.65 acres) – to facilitate the development of a 224,566

square foot industrial warehouse building, a 3,915 square foot restaurant building with drive-thru service, and a vehicle fuel station comprised of six (6) fuel dispensers, a 4,042 square foot overhead canopy, a 3,700 square foot convenience market building, a 1,458 square foot automated car wash building. According to Table 5-1 of the Pepper Avenue Specific Plan, the maximum development potential is 13,000 square feet of commercial uses for Planning Area 1 and 250,185 square feet of industrial uses for Planning Area 10. The development facilitated by the Project will not exceed the density allowed by the Pepper Avenue Specific Plan.

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 vacant and the surface is partially disturbed due to a prior residential use that existed on the Site. The Addendum to the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report (Environmental Assessment Review No. 2023-0048) prepared for the project identified that the Project will not have a significant impact to any threatened or endangered species.

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 Specific Plan with a Specific Plan Overlay General Plan land use designation and the Community Commercial (CC) and Light Industrial (LI) land use designations of the Pepper Avenue Specific Plan. In conjunction with the Project, the Planning Commission will consider Precise Plan of Design No. 2022-0017 development-related conditions, in accordance with Chapter 18.65 (Precise Plan of Design) of the Rialto Municipal Code, to ensure that the design of the Project meets the City's Design Guidelines and all applicable criteria required by the Pepper Avenue Specific Plan.

The Site is bound on the north by the SR-210 Freeway and on the west by Pepper Avenue. To the north of the project site is the SR-210 Freeway, and to the east is approximately 8.02 acres of vacant land. To the south is approximately 23.82 acres of vacant land entitled for the development of a 470,000 square foot industrial warehouse building, and to the west, across Pepper Avenue, is approximately 3.83 acres of vacant land. The proposed development pertaining to the land subdivision is consistent with the Community Commercial (CC) and Light Industrial (LI) land use designations of the Pepper Avenue Specific Plan. The project is not expected to negatively impact any uses with the successful implementation of measures, such as landscape buffering and the installation of solid screen walls. 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:

Upon completion of the Final Map, the required street dedication and proposed easements will be recorded and approved by the Engineering Services Department. Additionally, all required site adjacent improvements will be reviewed and approved by the Engineering Services Department and will be constructed prior to the issuance of the Certificate of Occupancy.

SECTION 3. An Addendum to the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report (Environmental Assessment Review No. 2023-0048) has been prepared for the Project in accordance with the California Environmental Quality Act (CEQA), and it has been determined that the proposed Project would result in no new significant impacts that were not analyzed in the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report ("SEIR"), nor would the proposed Project cause a substantial increase in the severity of any previously identified environmental impacts. The potential impacts associated with proposed Project would either be the same or less than those described in the SEIR. In addition, there are no substantial changes to the circumstances under which the proposed Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the SEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. The Planning Commission hereby adopts the Addendum to the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report (Environmental Assessment Review No. 2023-0048) for the Project.

SECTION 4. The Planning Commission hereby approves TPM No. 20602 to allow the subdivision of two (2) parcels of land (APN's: 0264-191-02 & -04) located at the southeast corner of Pepper Avenue and SR-210 Freeway within the Community Commercial (CC) and Light Industrial

(LI) land use designations of the Pepper Avenue Specific Plan into three (3) new parcels of land – Parcel 1 (1.18 acres), Parcel 2 (1.46 acres), and Parcel 3 (11.65 acres), in accordance with the plans and application on file with the Planning Division, subject to the following conditions:

1. TPM No. 20602 is approved allowing the subdivision of two (2) parcels of land (APN's: 0264-191-02 & -04) located at the southeast corner of Pepper Avenue and SR-210 Freeway within the Community Commercial (CC) and Light Industrial (LI) land use designations of the Pepper Avenue Specific Plan into three (3) new parcels of land – Parcel 1 (1.18 acres), Parcel 2 (1.46 acres), and Parcel 3 (11.65 acres), as shown on the tentative parcel map attached as Exhibit A 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 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 TPM No. 20602.

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 comply with all conditions of approval for TPM No. 20602 and Precise Plan of Design No. 2022-0017 to the satisfaction of the City Engineer, prior to the issuance of a Certificate of Occupancy. Dedication requirements required by Precise Plan of Design No. 2022-0017 shall be met with recordation of the parcel map unless provided otherwise in the PPD conditions of approval.

6. The applicant shall submit a final parcel map (Parcel Map No. 20602), prepared by a California registered Land Surveyor or qualified Civil Engineer, to the Engineering Services Department 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 Parcel Map No. 20602 to the Engineering Services Department as part of the review of the Map. Parcel Map No. 20602 shall be approved by the City Council and recorded by the County Recorder's Office prior to issuance of any 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 the Parcel Map.

7. In accordance with Government Code 66462, all required public improvements shall be completed prior to the approval of a final map (Parcel Map No. 20602). 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. 20602. If a Subdivision Improvement Agreement is requested by the applicant, a fee of $2,000 shall be paid for preparation and processing of the Subdivision Improvement Agreement. The applicant will be required to secure the Subdivision Improvement Agreement pursuant to Government Code 66499 in amounts determined by the City Engineer.

8. A shared access easement shall be shown on Parcel Map No. 20602 for access rights with the property (APN: 0264-201-29) to the south of the Project, prior to approval of Parcel Map No. 20602.

9. The applicant shall submit a shared access (reciprocal) easement over APN's 0264-201-29, 0264-191-02, and 0264-191-04 to allow for the construction of the proposed signalized entrance on Pepper Avenue and shared access between the parcels, prior to approval of TPM No. 20602.

10. The applicant shall comply with all other applicable State and local ordinances.

11. The applicant shall comply with all conditions of approval contained in CDP No. 2022-0015, CDP No. 2023-0026, CDP No. 2023-0027, CDP No. 2023-0028, CDP No. 2023-0029, CDP No. 2023-0031, and PPD No. 2022-0017 to the extent they are not in conflict with any condition of approval herein.

12. Pursuant to Section 17.16.050A of the Rialto Municipal Code, approval of TPM No. 20602 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. 20602 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. 20602.

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 3rd day of April, 2024.

_____
JERRY GUTIERREZ, CHAIR
CITY OF RIALTO PLANNING COMMISSION

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

I, Kimberly Dame, Administrative Analyst 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 ____, 2024.

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 ___, 2024.

_____
KIMBERLYY DAME, ADMINISTRATIVE ANALYST

Exhibit A

RESOLUTION NO. 2024-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA APPROVING CONDITIONAL DEVELOPMENT PERMIT NO. 2022-0015 ALLOWING THE DEVELOPMENT AND OPERATION OF A 224,566 SQUARE FOOT INDUSTRIAL WAREHOUSE BUILDING ON 11.65 ACRES OF LAND (PARCEL 3 OF TENTATIVE PARCEL MAP NO. 20602) LOCATED ON THE SOUTH SIDE OF THE SR-210 FREEWAY APPROXIMATELY 220 FEET EAST OF PEPPER AVENUE WITHIN THE LIGHT INDUSTRIAL (LI) LAND USE DISTRICT OF THE PEPPER AVENUE SPECIFIC PLAN.

WHEREAS, the applicant, Newcastle Rialto Associates, LLC, proposes to develop and operate a 224,566 square foot industrial warehouse building ("Project") on 11.65 acres of land (Parcel 3 of Tentative Parcel Map No. 20602) located on the south side of the SR-210 Freeway approximately 220 feet east of Pepper Avenue within the Light Industrial (LI) land use district of the Pepper Avenue Specific Plan ("Site"); and

WHEREAS, the Project will consist of 5,000 square feet of office space on the ground floor, 5,000 square feet of office space on the second floor, and 214,566 square feet of storage space, thirty-eight (38) dock-high loading doors, which will be located on the south side of the building, concrete screen walls, an abundant amount of landscaping, and full pedestrian and vehicle access; and

WHEREAS, Pursuant to Table 5-2 (Permitted Uses) of the Pepper Avenue Specific Plan, the Project requires a Conditional Development Permit and the applicant applied for Conditional Development Permit No. 2022-0015 ("CDP No. 2022-0015"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Tentative Parcel Map No. 2023-0005, also referred to as Tentative Parcel Map No. 20602, ("TPM No. 20602"), to facilitate the subdivision of two (2) parcels of land (APNs: 0264-191-02 & -04) into three (3) new parcels of land – Parcel 1 (1.18 acres), Parcel 2 (1.46 acres), and Parcel 3 (11.65 acres); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0026 to allow the development and operation of a 3,915 square foot restaurant building with drive-thru service on Parcel 1 of TPM No. 20602 ("CDP No. 2023-0026"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0027 to allow the development and operation of a vehicle fuel station, consisting of six (6) fuel dispensers and a 4,042 square foot overhead canopy on Parcel 2 of TPM No. 20602 ("CDP No. 2023-0027"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0028 to allow the development and operation of a 3,700 square foot convenience market building on Parcel 2 of TPM No. 20602 ("CDP No. 2023-0028"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0029 to allow the development of a 1,458 square foot automated car wash building on Parcel 2 of TPM No. 20602 ("CDP No. 2023-0029"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0031 to allow the sale of beer, wine, and distilled spirits for off-site consumption from a proposed 3,700 square foot convenience market on Parcel 2 of TPM No. 20602 ("CDP No. 2023-0031"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Precise Plan of Design No. 2022-0017 ("PPD No. 2022-0017") to facilitate the development of a 224,566 square foot industrial warehouse building, a 3,915 square foot restaurant building with drive-thru service, and a vehicle fuel station comprised of six (6) fuel dispensers, a 4,042 square foot overhead canopy, a 3,700 square foot convenience market building, a 1,458 square foot automated car wash building, and associated paving, landscaping, fencing, lighting, and drainage improvements on Parcel 1, Parcel 2, and Parcel 3 of TPM No. 20602; and

WHEREAS, on April 3, 2024, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on CDP No. 2022-0015, TPM No. 20602, CDP No. 2023-0026, CDP No. 2023-0027, CDP No. 2023-0028, CDP No. 2023-0029, CDP No. 2023-0031, and PPD No. 2022-0017, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed CDP No. 2022-0015, TPM No. 20602, CDP No. 2023-0026, CDP No. 2023-0027, CDP No. 2023-0028, CDP No. 2023-0029, CDP No. 2023-0031, and PPD No. 2022-0017; and closed the public hearing; and

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

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

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

SECTION 2. Based on substantial evidence presented to the Planning Commission during the public hearing conducted with regard to CDP No. 2022-0015, including written staff reports, verbal testimony, site plans, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that CDP No. 2022-0015 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 generally rectangular-shaped and expansive in size. The Project will develop the highest and best use for the Site, in accordance with the Light Industrial (LI) land use district of the Pepper Avenue Specific Plan. Additionally, the Project will provide employment opportunities within the City and reduce blight by implementing a use on vacant site.

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 Light Industrial (LI) land use district of the Pepper Avenue Specific Plan, which conditionally permits the development and operation of industrial warehouse buildings. To the north of the Site is the SR-210 Freeway, and to the east is approximately 8.02 acres of vacant land. To the south is approximately 23.82 acres of vacant land entitled for the development of a 470,000 square foot industrial warehouse building, and to the west is approximately 2.64 acres of vacant land planned for the development of a restaurant building with drive-thru service and a vehicle fuel station. The Project is consistent with the Light Industrial (LI) land use district of the Pepper Avenue Specific Plan and the entitled industrial land use to the south of the Site. There are no sensitive use adjacent to or across the street from the 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 around the truck court, 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 approximately 11.65 acres in size and has access to one (1) public street, which will be able to accommodate the proposed use. The Project will have one (1) point of access – a sixty-five (65) foot wide signalized shared driveway accessible through an access easement on Parcel 2 of TPM No. 20602. In addition, the building will have 215 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 Pepper Avenue 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 Light Industrial (LI) land use district of the Pepper Avenue Specific Plan. The building will be oriented such that none of the dock doors will front or face the public right-of-way, the building will have 215 passenger vehicle parking spaces, and the building will have a floor area ratio (FAR) of 44.3 percent, all of which comply with the General Plan, the Pepper Avenue Specific Plan, Chapter 18.112 (Indoor Storage Facilities) of the Rialto Municipal Code, and the City's Design Guidelines. Landscaping will be abundantly incorporated into the Site, as the landscape coverage for the Project is 13.5 percent.

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

This finding is supported by the following facts:

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 Planning Commission on the Precise Plan of Design, such as extensive landscaping, solid screen walls, decorative paving, 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 is consistent with the Light Industrial (LI) land use district of the Pepper Avenue Specific Plan and the entitled industrial use to the south of the Site. There are no sensitive use adjacent to or across the street from the 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 Addendum to the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report (Environmental Assessment Review No. 2023-0048) has been prepared for the Project in accordance with the California Environmental Quality Act (CEQA), and it has been determined that the proposed Project would result in no new significant impacts that were not analyzed in the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report ("SEIR"), nor would the proposed Project cause a substantial increase in the severity of any previously identified environmental impacts. The potential impacts associated with proposed Project would either be the same or less than those described in the SEIR. In addition, there are no substantial changes to the circumstances under which the proposed Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the SEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. The Planning Commission hereby adopts the Addendum to the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report (Environmental Assessment Review No. 2023-0048) for the Project.

SECTION 4. CDP No. 2022-0015 is granted to Newcastle Rialto Associates, LLC 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 224,566 square foot industrial warehouse building on 11.65 acres of land (Parcel 3 of TPM No. 20602) located on the south side of the SR-210 Freeway approximately 220 feet east of Pepper Avenue, as shown on the plans attached as Exhibit A and as approved by the Planning Commission. If the Conditions of Approval specified herein are not satisfied or otherwise completed, the project shall be subject to revocation.

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

3. The applicant shall 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 CDP No. 2022-0015.

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 tenant(s) within the building shall always conduct operations consistent with the environmental analysis contained within the Addendum to the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report (Environmental Assessment Review No. 2023-0048) adopted for the Project.

6. The Project shall be limited to a maximum of 233 actual passenger car trips and 155 actual truck trips daily, in accordance with Table 4.1 (Project Trip Generation) within the Traffic Impact Analysis prepared for the Project by EPD Solutions, Inc. and dated October 24, 2023.

7. The applicant, landlord, and/or tenant(s) shall require all inbound truck traffic to access the site via the SR-210 Freeway & Pepper Avenue off-ramps then south on Pepper Avenue to the shared driveway connected to Pepper Avenue on Parcel 2 of TPM No. 20602 and the parcel adjacent to the south of the Site. Inbound truck traffic shall not use Pepper Avenue south of the Site.

8. The applicant, landlord, and/or tenant(s) shall require all outbound truck traffic to exit the site via the shared driveway connected to Pepper Avenue on Parcel 2 of TPM No. 20602 and the parcel adjacent to the south of the Site and then travel north to the SR-210 Freeway & Pepper Avenue on-ramps. Outbound truck traffic shall not use Pepper Avenue south of the Site.

9. The applicant, landlord, operator(s) and/or tenant(s) shall ensure that outbound trucks do not turn left onto Pepper Avenue at any time. Signage prohibiting the left-turn movement for trucks shall be installed on the north side of the shared driveway connected to Pepper Avenue at least five (5) feet from the property line along Pepper Avenue prior to the issuance of a Certificate of Occupancy.

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

14. Approval of CDP No. 2022-0015 will not become effective until the applicant has signed a statement acknowledging awareness and acceptance of the required conditions of approval contained herein.

15. 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 Light Industrial (LI) land use district of the Pepper Avenue 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.

16. If the applicant fails to comply with any of the conditions of approval placed upon CDP No. 2022-0015, TPM No. 20602, or PPD No. 2022-0017, 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. Conditional Development Permit No. 2022-0015 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 Light Industrial (LI) land use district of the Pepper Avenue 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 3rd day of April, 2024.

_____
JERRY GUTIERREZ, CHAIR
CITY OF RIALTO PLANNING COMMISSION

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

I, Kimberly Dame, Administrative Analyst 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 ____, 2024.

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 ___, 2024.

_____

KIMBERLY DAME, ADMINISTRATIVE ANALYST

Exhibit “A”

Project Plans

RESOLUTION NO. 2024-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA APPROVING CONDITIONAL DEVELOPMENT PERMIT NO. 2023-0026 ALLOWING THE ESTABLISHMENT OF VEHICULAR DRIVE-THRU SERVICE IN CONJUNCTION WITH A PROPOSED 3,915 SQUARE FOOT RESTAURANT BUILDING ON 1.18 ACRES OF LAND (PARCEL 1 OF TENTATIVE PARCEL MAP NO. 20602) LOCATED AT THE SOUTHEAST CORNER OF THE SR-210 FREEWAY AND PEPPER AVENUE WITHIN THE COMMUNITY COMMERCIAL (CC) LAND USE DISTRICT OF THE PEPPER AVENUE SPECIFIC PLAN.

WHEREAS, the applicant, Newcastle Rialto Associates, LLC, proposes to establish vehicular drive-thru service in conjunction with a proposed 3,915 square foot restaurant building ("Project") on 1.18 acres of land (Parcel 1 of Tentative Parcel Map No. 20602) located at the southeast corner of the SR-210 Freeway and Pepper Avenue within the Community Commercial (CC) land use district of the Pepper Avenue Specific Plan ("Site"); and

WHEREAS, Pursuant to Table 5-2 (Permitted Uses) of the Pepper Avenue Specific Plan, the Project requires a Conditional Development Permit, and the applicant has agreed to apply for Conditional Development Permit No. 2023-0026 ("CDP No. 2023-0026"); and

WHEREAS, the Project will consist of a 3,915 square foot commercial building, a double-lane drive-thru with stacking for approximately eleven (11) vehicles, fifty (50) parking spaces, an abundant amount of landscaping, and full pedestrian and vehicle access; and

WHEREAS, in conjunction with the Project, the applicant has applied for Tentative Parcel Map No. 2023-0005, also referred to as Tentative Parcel Map No. 20602, ("TPM No. 20602"), to facilitate the subdivision of two (2) parcels of land (APNs: 0264-191-02 & -04) into three (3) new parcels of land – Parcel 1 (1.18 acres), Parcel 2 (1.46 acres), and Parcel 3 (11.65 acres); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2022-0015 to allow the development and operation of a 224,566 square foot industrial warehouse building on Parcel 3 of TPM No. 20602 ("CDP No. 2022-0015"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0027 to allow the development and operation of a vehicle fuel station, consisting of six (6) fuel dispensers and a 4,042 square foot overhead canopy on Parcel 2 of TPM No. 20602 ("CDP No. 2023-0027"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0028 to allow the development and operation of a 3,700 square foot convenience market building on Parcel 2 of TPM No. 20602 ("CDP No. 2023-0028"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0029 to allow the development of a 1,458 square foot automated car wash building on Parcel 2 of TPM No. 20602 ("CDP No. 2023-0029"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0031 to allow the sale of beer, wine, and distilled spirits for off-site consumption from a proposed 3,700 square foot convenience market on Parcel 2 of TPM No. 20602 ("CDP No. 2023-0031"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Precise Plan of Design No. 2022-0017 ("PPD No. 2022-0017") to facilitate the development of a 224,566 square foot industrial warehouse building, a 3,915 square foot restaurant building with drive-thru service, and a vehicle fuel station comprised of six (6) fuel dispensers, a 4,042 square foot overhead canopy, a 3,700 square foot convenience market building, a 1,458 square foot automated car wash building, and associated paving, landscaping, fencing, lighting, and drainage improvements on Parcel 1, Parcel 2, and Parcel 3 of TPM No. 20602; and

WHEREAS, on April 3, 2024, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on CDP No. 2023-0026, TPM No. 20602, CDP No. 2022-0015, CDP No. 2023-0026, CDP No. 2023-0027, CDP No. 2023-0028, CDP No. 2023-0029, CDP No. 2023-0031, and PPD No. 2022-0017, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed CDP No. 2023-0026, TPM No. 20602, CDP No. 2022-0015, CDP No. 2023-0026, CDP

No. 2023-0027, CDP No. 2023-0028, CDP No. 2023-0029, CDP No. 2023-0031, and PPD No. 2022-0017; and closed the public hearing; and

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

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

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

SECTION 2. Based on substantial evidence presented to the Planning Commission during the public hearing conducted with regard to CDP No. 2023-0026, including written staff reports, verbal testimony, site plans, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that CDP No. 2023-0026 satisfies the requirements of Section 18.66.020 of the Rialto Municipal Code pertaining to the findings which must be made precedent to granting a conditional development permit. The findings are as follows:

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

This finding is supported by the following facts:

The Project is anticipated to be a benefit to the community creating a more diverse economic base for the community by providing an additional choice of food and beverages at a convenient location. Additionally, the Project will replace the blight of undeveloped property with desirable improvements that will aesthetically enhance the appearance of the community.

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

This finding is supported by the following facts:

The development of restaurant building with drive-thru service on the Site is consistent with the underlying Community Commercial (CC) land use district of the Pepper Avenue Specific Plan, which conditionally permits the development and operation of restaurants with drive-thru service. To the north of the Site is the SR-210 Freeway, and to the east is approximately 11.65 acres of vacant land planned for the development of a 224,566 square foot industrial warehouse building. To the south is approximately 23.82 acres of vacant land entitled for the development of a 470,000 square foot industrial warehouse building, and to the west, across Pepper Avenue, is approximately 3.83 acres of vacant land. There

are no sensitive use adjacent to or across the street from the Site. The project is not expected to negatively impact any uses with the successful implementation of measures such as landscape buffering and aesthetic building enhancements.

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 consists of 1.21 acres of vacant land that is fairly level and adjacent to one (1) public street. The Site will be accessible from a sixty-five (65) foot wide signalized shared driveway accessible through an access easement on Parcel 2 of TPM No. 20602. Upon completion of the Project, the Site will contain 50 parking spaces, which equals the amount of parking spaces required by Chapter 18.58 (Off-Street Parking) of the Rialto Municipal Code. In addition, the development will have a trash enclosure, lighting, and accessible pathways leading to the public right-of-way.

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

This finding is supported by the following facts:

The Site has 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 as part of the proposed Project.

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

This finding is supported by the following facts:

The Project is consistent with the underlying Community Commercial (CC) land use district of the Pepper Avenue Specific Plan. The Project will feature a high-quality building exterior designed in compliance with the City's Design Guidelines. Landscaping has been abundantly incorporated into the site. The landscape coverage for the Project is 30.9 percent, which greatly exceeds the minimum required amount of 10.0 percent. Landscape planters containing trees spaced every thirty (30) linear feet will be installed along the entire perimeter of the Site. Furthermore, the Project includes the installation of 50 parking spaces, which equals the amount of parking spaces required by Chapter 18.58 (Off-Street Parking) of the Rialto Municipal Code.

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 Planning Commission on the Precise Plan of Design, such as extensive landscaping and enhanced architectural features. The Project will meet the development criteria of the Community Commercial (CC) land use district and the design criteria of the Pepper Avenue Specific Plan. The project is consistent with the Community Commercial (CC) land use district and the planned commercial uses to the south of the Site. There are no sensitive use adjacent to or across the street from the Site. The project is not expected to negatively impact any uses with the successful implementation of measures such as landscape buffering and aesthetic building enhancements. Therefore, any potential adverse effects are outweighed by the benefits conferred upon the community and neighborhood as a whole.

SECTION 3. An Addendum to the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report (Environmental Assessment Review No. 2023-0048) has been prepared for the Project in accordance with the California Environmental Quality Act (CEQA), and it has been determined that the proposed Project would result in no new significant impacts that were not analyzed in the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report ("SEIR"), nor would the proposed Project cause a substantial increase in the severity of any previously identified environmental impacts. The potential impacts associated with proposed Project would either be the same or less than those described in the SEIR. In addition, there are no substantial changes to the circumstances under which the proposed Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the SEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. The Planning Commission hereby adopts the Addendum to the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report (Environmental Assessment Review No. 2023-0048) for the Project.

SECTION 4. CDP No. 2023-0026 is granted to Newcastle Rialto Associates, LLC in accordance with the plans and application on file with the Planning Division, subject to the following conditions:

1. The applicant is granted CDP No. 2023-0026 allowing the establishment of vehicular drive-thru service in conjunction with a proposed 3,915 square foot restaurant building on 1.18 acres of land (Parcel 1 of TPM No. 20602) located at the southeast corner of the SR-210 Freeway and Pepper Avenue within the Community Commercial (CC) land use district of the Pepper Avenue Specific Plan, as shown on the plans attached as Exhibit A and as approved by the Planning Commission. If the Conditions of Approval specified herein are not satisfied or otherwise completed, the project shall be subject to revocation.

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

3. The applicant shall 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 CDP No. 2023-0026.

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, property owner, and/or the tenant utilizing the drive-thru use, shall ensure that vehicle stacking/queuing for the drive-thru lanes does not create circulation impacts off-site at all times. The applicant, property owner, and/or the tenant shall implement measures to address any impacts, should they occur, after discussion and mutual agreement with the Community Development Director.

6. The applicant shall install and maintain a trash receptacle on the driver-side of the exit of the drive-thru lane. The trash receptacle shall be installed prior to issuance of the Certificate of Occupancy.

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

8. Approval of CDP No. 2023-0026 will not become effective until the applicant has signed a statement acknowledging awareness and acceptance of the required conditions of approval contained herein.

9. 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 Community Commercial (CC) land use district of the Pepper Avenue Specific Plan and/or the City's General Plan, the applicant shall address the issues as quickly as reasonably possible after being notified by the City.

10. If the applicant fails to comply with any of the conditions of approval placed upon CDP No. 2023-0026, TPM No. 20602, or PPD No. 2022-0017, 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. 2023-0026 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 Community Commercial (CC) land use district, the Pepper Avenue Specific Plan, and 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 3rd day of April, 2024.

_____
JERRY GUTIERREZ, CHAIR
CITY OF RIALTO PLANNING COMMISSION

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

I, Kimberly Dame, Administrative Analyst 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 ____, 2024.

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 ___, 2024.

_____

KIMBERLY DAME, ADMINISTRATIVE ANALYST

Exhibit “A”

Project Plans

RESOLUTION NO. 2024-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA APPROVING CONDITIONAL DEVELOPMENT PERMIT NO. 2023-0027 TO ALLOW THE DEVELOPMENT OF A VEHICLE FUEL STATION ON 1.46 ACRES OF LAND (PARCEL 2 OF TENTATIVE PARCEL MAP NO. 20602) LOCATED ON THE EAST SIDE OF PEPPER AVENUE APPROXIMATELY 185 FEET SOUTH OF THE SR-210 FREEWAY WITHIN THE COMMUNITY COMMERCIAL (CC) LAND USE DISTRICT OF THE PEPPER AVENUE SPECIFIC PLAN.

WHEREAS, the applicant, Newcastle Rialto Associates, LLC, proposes to develop a vehicle fuel station ("Project") on 1.46 acres of land (Parcel 2 of Tentative Parcel Map No. 20602) located on the east side of Pepper Avenue approximately 185 feet south of the SR-210 Freeway within the Community Commercial (CC) land use district of the Pepper Avenue Specific Plan ("Site"); and

WHEREAS, the Project will be comprised of six (6) fuel dispensers and a 4,042 square foot overhead canopy; and

WHEREAS, Pursuant to Table 5-2 (Permitted Uses) of the Pepper Avenue Specific Plan, the Project requires a Conditional Development Permit, and the applicant has agreed to apply for Conditional Development Permit No. 2023-0027 ("CDP No. 2023-0027"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Tentative Parcel Map No. 2023-0005, also referred to as Tentative Parcel Map No. 20602, ("TPM No. 20602"), to facilitate the subdivision of two (2) parcels of land (APNs: 0264-191-02 & -04) into three (3) new parcels of land – Parcel 1 (1.18 acres), Parcel 2 (1.46 acres), and Parcel 3 (11.65 acres); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0026 to allow the development and operation of a 3,915 square foot restaurant building with drive-thru service on Parcel 1 of TPM No. 20602 ("CDP No. 2023-0026"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0028 to allow the development and operation of a 3,700 square foot convenience market building on Parcel 2 of TPM No. 20602 ("CDP No. 2023-0028"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0029 to allow the development of a 1,458 square foot automated car wash building on Parcel 2 of TPM No. 20602 ("CDP No. 2023-0029"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0031 to allow the sale of beer, wine, and distilled spirits for off-site consumption from a proposed 3,700 square foot convenience market on Parcel 2 of TPM No. 20602 ("CDP No. 2023-0031"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2022-0015 to allow the development and operation of a 224,566 square foot industrial warehouse building on Parcel 3 of TPM No. 20602 ("CDP No. 2022-0015"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Precise Plan of Design No. 2022-0017 ("PPD No. 2022-0017") to facilitate the development of a 224,566 square foot industrial warehouse building, a 3,915 square foot restaurant building with drive-thru service, and a vehicle fuel station comprised of six (6) fuel dispensers, a 4,042 square foot overhead canopy, a 3,700 square foot convenience market building, a 1,458 square foot automated car wash building, and associated paving, landscaping, fencing, lighting, and drainage improvements on Parcel 1, Parcel 2, and Parcel 3 of TPM No. 20602; and

WHEREAS, on April 3, 2024, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on CDP No. 2023-0027, TPM No. 20602, CDP No. 2022-0015, CDP No. 2023-0026, CDP No. 2023-0028, CDP No. 2023-0029, CDP No. 2023-0031, and PPD No. 2022-0017, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed CDP No. 2023-0027, TPM No. 20602, CDP No. 2022-0015, CDP No. 2023-0026, CDP No. 2023-0028, CDP No. 2023-0029, CDP No. 2023-0031, and PPD No. 2022-0017; and closed the public hearing; and

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

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

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

SECTION 2. Based on substantial evidence presented to the Planning Commission during the public hearing conducted with regard to CDP No. 2023-0027, including written staff reports, verbal testimony, site plans, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that CDP No. 2023-0027 satisfies the requirements of Section 18.66.020 of the Rialto Municipal Code pertaining to the findings which must be made precedent to granting a conditional development permit. The findings are as follows:

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

This finding is supported by the following facts:

The Project is anticipated to be a benefit to the community and an improvement to the surrounding area by providing a fueling choice for consumers at a convenient location near the intersection of Pepper Avenue and the SR-210 Freeway, which is one of the busiest intersections in the City of Rialto, and is currently void of any vehicle fuel stations. The Project will provide a more diverse economic base for the surrounding area and will provide necessary goods and services for the residents and travelers within the City.

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

This finding is supported by the following facts:

The development of a vehicle fuel station on the Site is consistent with the underlying Community Commercial (CC) land use district of the Pepper Avenue Specific Plan, which conditionally permits the development and operation of vehicle fuel stations. To the north of the Site is approximately 1.18 acres of vacant land planned for the development of a restaurant building with drive-thru service, and to the east is approximately 11.65 acres of vacant land planned for the development of a 224,566 square foot industrial warehouse building. To the south is approximately 23.82 acres of vacant land entitled for the development of a 470,000 square foot industrial warehouse building, and to the west, across Pepper Avenue, is approximately 3.83 acres of vacant land. There are no sensitive use adjacent to or across the street from the Site. The project is not expected to negatively impact any uses with the successful implementation of measures such as landscape buffering and aesthetic building enhancements.

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 consists of 1.46 acres of vacant land that is fairly level and adjacent to one (1) public street. The Site will be accessible from a sixty-five (65) foot wide signalized shared driveway connected to Pepper Avenue on the south end of the Site. Upon completion of the Project, the Site will contain 32 parking spaces, seventeen (17) more parking spaces than required by Chapter 18.58 (Off-Street Parking) of the Rialto Municipal Code. In addition, the development will have a trash enclosure, lighting, and accessible pathways leading to the public right-of-way.

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

This finding is supported by the following facts:

The Site has 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 as part of the proposed Project.

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 Foothill Boulevard Specific Plan, or any zoning ordinances; and

This finding is supported by the following facts:

The Project is consistent with the underlying Community Commercial (CC) land use district of the Pepper Avenue Specific Plan. The Project will feature a high-quality building exterior designed in compliance with the City's Design Guidelines. Landscaping has been abundantly incorporated into the site. The landscape coverage for the Project is 21.8 percent, which greatly exceeds the minimum required amount of 10.0 percent. Landscape planters containing trees spaced every thirty (30) linear feet will be installed along the entire perimeter of the Site. Furthermore, the Project includes the installation of 32 parking spaces, seventeen (17) more parking spaces than required by Chapter 18.58 (Off-Street Parking) of the Rialto Municipal Code.

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

This finding is supported by the following facts:

The Project's effects will be minimized through the implementation of the Conditions of Approval contained herein, and through the implementation of Conditions of Approval imposed by the Development Review Committee during the Precise Plan of Design Process, such as extensive landscaping, a decorative trash enclosure, decorative paving, and enhanced architectural features. The development of a vehicle fuel station, a convenience market, and a car wash along a major arterial street, such as Pepper Avenue, will provide additional employment opportunities and a convenient location for residents and visitors to purchase fuel and other goods. Additionally, the applicant will implement landscape buffering and a Crime Prevention Plan, which has been endorsed by the Rialto Police Department, as a means to minimize crime and nuisance activities generated by the Project. Therefore, any potential adverse effects are outweighed by the benefits conferred upon the community and neighborhood as a whole.

SECTION 3. An Addendum to the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report (Environmental Assessment Review No. 2023-0048) has been prepared for the Project in accordance with the California Environmental Quality Act (CEQA), and it has been determined that the proposed Project would result in no new significant impacts that were not analyzed in the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report ("SEIR"), nor would the proposed Project cause a substantial increase in the severity of any previously identified environmental impacts. The potential impacts associated with proposed Project would either be the same or less than those described in the SEIR. In addition, there are no substantial changes to the circumstances under which the proposed Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the SEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. The Planning Commission hereby adopts the Addendum to the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report (Environmental Assessment Review No. 2023-0048) for the Project.

SECTION 4. CDP No. 2023-0027 is hereby granted to Newcastle Rialto Associates, LLC, in accordance with the plans and application on file with the Planning Division, subject to the following conditions:

1. The applicant is granted CDP No. 2023-0027 allowing the development of a vehicle fuel station on 1.46 acres of land (Parcel 2 of TPM No. 20602) located on the east side of

Pepper Avenue approximately 185 feet south of the SR-210 Freeway within the Community Commercial (CC) land use district of the Pepper Avenue Specific Plan, as shown on the plans attached as Exhibit A and as approved by the Planning Commission. If the Conditions of Approval specified herein are not satisfied or otherwise completed, the project shall be subject to revocation.

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

3. The applicant shall 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 CDP No. 2023-0027.

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 install signage throughout the Site informing drivers that idling of vehicles long than five (5) consecutive minutes is not permitted, as required by the South Coast Air Quality Management District, prior to the issuance of a Certificate of Occupancy.

6. The applicant shall obtain all necessary approvals from the Hazardous Materials Division of San Bernardino County Fire (HMD) for the installation of the underground storage tanks (UST's) for the purpose of fuel storage on the Site, prior to the issuance of a building permit for the overhead vehicle fuel station canopy. The UST's shall be installed and permanently maintained to the standards and requirements of the HMD.

7. The exterior of any healy tank enclosure shall match the color and materials of the buildings on-site. Corrugated metal and chain-link are not acceptable materials to use within the healy tank enclosure. An elevation detail for the healy tank enclosure shall be provided within formal building plan check submittal prior to the issuance of building permits.

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

9. Approval of CDP No. 2023-0027 will not become effective until the applicant has signed a statement acknowledging awareness and acceptance of the required conditions of approval contained herein.

10. 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 Community Commercial (CC) land use district of the Pepper Avenue Specific Plan and/or the City's General Plan, the applicant shall address the issues as quickly as reasonably possible after being notified by the City.

11. If the applicant fails to comply with any of the conditions of approval placed upon CDP No. 2023-0027, TPM No. 20602, or PPD No. 2022-0017, 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. 2023-0027 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 Community Commercial (CC) land use district, the Pepper Avenue Specific Plan, and 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 3rd day of April, 2024.

_____
JERRY GUTIERREZ, CHAIR
CITY OF RIALTO PLANNING COMMISSION

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

I, Kimberly Dame, Administrative Analyst 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 ____, 2024.

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 ___, 2024.

_____

KIMBERLY DAME, ADMINISTRATIVE ANALYST

RESOLUTION NO. 2024-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA APPROVING CONDITIONAL DEVELOPMENT PERMIT NO. 2023-0028 TO ALLOW THE DEVELOPMENT OF A 3,700 SQUARE FOOT CONVENIENCE MARKET BUILDING ON 1.46 ACRES OF LAND (PARCEL 2 OF TENTATIVE PARCEL MAP NO. 20602) LOCATED ON THE EAST SIDE OF PEPPER AVENUE APPROXIMATELY 185 FEET SOUTH OF THE SR-210 FREEWAY WITHIN THE COMMUNITY COMMERCIAL (CC) LAND USE DISTRICT OF THE PEPPER AVENUE SPECIFIC PLAN.

WHEREAS, the applicant, Newcastle Rialto Associates, LLC, proposes to develop and operate a 3,700 square foot convenience market building ("Project") on 1.46 acres of land (Parcel 2 of Tentative Parcel Map No. 20602) located on the east side of Pepper Avenue approximately 185 feet south of the SR-210 Freeway within the Community Commercial (CC) land use district of the Pepper Avenue Specific Plan ("Site"); and

WHEREAS, Pursuant to Table 5-2 (Permitted Uses) of the Pepper Avenue Specific Plan, the Project requires a Conditional Development Permit, and the applicant has agreed to apply for Conditional Development Permit No. 2023-0028 ("CDP No. 2023-0028"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Tentative Parcel Map No. 2023-0005, also referred to as Tentative Parcel Map No. 20602, ("TPM No. 20602"), to facilitate the subdivision of two (2) parcels of land (APNs: 0264-191-02 & -04) into three (3) new parcels of land – Parcel 1 (1.18 acres), Parcel 2 (1.46 acres), and Parcel 3 (11.65 acres); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0026 to allow the development and operation of a 3,915 square foot restaurant building with drive-thru service on Parcel 1 of TPM No. 20602 ("CDP No. 2023-0026"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0027 to allow the development and operation of a vehicle fuel station, consisting of six (6) fuel dispensers and a 4,042 square foot overhead canopy on Parcel 2 of TPM No. 20602 ("CDP No. 2023-0027"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0029 to allow the development of a 1,458 square foot automated car wash building on Parcel 2 of TPM No. 20602 ("CDP No. 2023-0029"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0031 to allow the sale of beer, wine, and distilled spirits for off-site consumption from a proposed 3,700 square foot convenience market on Parcel 2 of TPM No. 20602 ("CDP No. 2023-0031"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2022-0015 to allow the development and operation of a 224,566 square foot industrial warehouse building on Parcel 3 of TPM No. 20602 ("CDP No. 2022-0015"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Precise Plan of Design No. 2022-0017 ("PPD No. 2022-0017") to facilitate the development of a 224,566 square foot industrial warehouse building, a 3,915 square foot restaurant building with drive-thru service, and a vehicle fuel station comprised of six (6) fuel dispensers, a 4,042 square foot overhead canopy, a 3,700 square foot convenience market building, a 1,458 square foot automated car wash building, and associated paving, landscaping, fencing, lighting, and drainage improvements on Parcel 1, Parcel 2, and Parcel 3 of TPM No. 20602; and

WHEREAS, on April 3, 2024, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on CDP No. 2023-0028, TPM No. 20602, CDP No. 2022-0015, CDP No. 2023-0026, CDP No. 2023-0027, CDP No. 2023-0029, CDP No. 2023-0031, and PPD No. 2022-0017, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed CDP No. 2023-0028, TPM No. 20602, CDP No. 2022-0015, CDP No. 2023-0026, CDP No. 2023-0027, CDP No. 2023-0029, CDP No. 2023-0031, and PPD No. 2022-0017; and closed the public hearing; and

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

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

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

SECTION 2. Based on substantial evidence presented to the Planning Commission during the public hearing conducted with regard to CDP No. 2023-0028, including written staff reports, verbal testimony, site plans, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that CDP No. 2023-0028 satisfies the requirements of Section 18.66.020 of the Rialto Municipal Code pertaining to the findings which must be made precedent to granting a conditional development permit. The findings are as follows:

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

This finding is supported by the following facts:

The Site is located approximately 185 feet south of the intersection of Pepper Avenue and the SR-210 Freeway, which is currently not served by convenience markets. The next nearest convenience market is located over 1.0 miles west of the Site. The Project is anticipated to be a benefit to the community and an improvement to the surrounding area by providing additional retail choices for consumers at a convenient location that is currently underserved. The Project will provide a more diverse economic base for the surrounding area and will provide necessary goods and services for the residents and travelers within the City.

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

This finding is supported by the following facts:

The development and operation of a convenience market on the Site is consistent with the underlying Community Commercial (CC) land use district of the Pepper Avenue Specific Plan, which conditionally permits the development and operation of convenience markets. To the north of the Site is approximately 1.18 acres of vacant land planned for the development of a restaurant building with drive-thru service, and to the east is approximately 11.65 acres of vacant land planned for the development of a 224,566 square foot industrial warehouse building. To the south is approximately 23.82 acres of vacant land entitled for the development of a 470,000 square foot industrial warehouse building, and to the west, across Pepper Avenue, is approximately 3.83 acres of vacant land. There are no sensitive use adjacent to or across the street from the Site. The project is not expected to negatively impact any uses with the successful implementation of measures such as landscape buffering and aesthetic building enhancements.

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 consists of 1.46 acres of vacant land that is fairly level and adjacent to one (1) public street. The Site will be accessible from a sixty-five (65) foot wide signalized shared driveway connected to Pepper Avenue on the south end of the Site. Upon completion of the Project, the Site will contain 32 parking spaces, seventeen (17) more parking spaces than required by Chapter 18.58 (Off-Street Parking) of the Rialto Municipal Code. In addition, the development will have a trash enclosure, lighting, and accessible pathways leading to the public right-of-way.

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

This finding is supported by the following facts:

The Site has 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 as part of the proposed Project.

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 Pepper Avenue Specific Plan, or any zoning ordinances; and

This finding is supported by the following facts:

The Project is consistent with the underlying Community Commercial (CC) land use district of the Pepper Avenue Specific Plan. The Project will feature a high-quality building exterior designed in compliance with the City's Design Guidelines. Landscaping has been abundantly incorporated into the site. The landscape coverage for the Project is 21.8 percent, which greatly exceeds the minimum required amount of 10.0 percent. Landscape planters containing trees spaced every thirty (30) linear feet will be installed along the entire perimeter of the Site. Furthermore, the Project includes the installation of 32 parking spaces, seventeen (17) more parking spaces than required by Chapter 18.58 (Off-Street Parking) of the Rialto Municipal Code.

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

This finding is supported by the following facts:

The Project's effects will be minimized through the implementation of the Conditions of Approval contained herein, and through the implementation of Conditions of Approval imposed by the Development Review Committee during the Precise Plan of Design Process, such as extensive landscaping, a decorative trash enclosure, decorative paving, and enhanced architectural features. The development and operation of a convenience market, a vehicle fuel station, and a car wash along a major arterial street, such as Pepper Avenue, will provide additional employment opportunities and a convenient location for residents and visitors to purchase fuel and other goods. Additionally, the applicant will implement landscape buffering and a Crime Prevention Plan, which has been endorsed by the Rialto Police Department, as a means to minimize crime and nuisance activities generated by the Project. Therefore, any potential adverse effects are outweighed by the benefits conferred upon the community and neighborhood as a whole.

SECTION 3. An Addendum to the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report (Environmental Assessment Review No. 2023-0048) has been prepared for the Project in accordance with the California Environmental Quality Act (CEQA), and it has been determined that the proposed Project would result in no new significant impacts that were not analyzed in the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report ("SEIR"), nor would the proposed Project cause a substantial increase in the severity of any previously identified environmental impacts. The potential impacts associated with proposed Project would either be the same or less than those described in the SEIR. In addition, there are no substantial changes to the circumstances under which the proposed Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the SEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. The Planning Commission hereby adopts the Addendum to the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report (Environmental Assessment Review No. 2023-0048) for the Project.

SECTION 4. CDP No. 2023-0028 is granted to Newcastle Rialto Associates, LLC in accordance with the plans and application on file with the Planning Division, subject to the following conditions:

1. The applicant is granted CDP No. 2023-0028 allowing the development and operation of a 3,700 square foot convenience market building on 1.46 acres of land (Parcel 2 of TPM

No. 20602) located on the east side of Pepper Avenue approximately 185 feet south of the SR-210 Freeway within the Community Commercial (CC) land use district of the Pepper Avenue Specific Plan, as shown on the plans attached as Exhibit A and as approved by the Planning Commission. If the Conditions of Approval specified herein are not satisfied or otherwise completed, the project shall be subject to revocation.

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

3. The applicant shall 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 CDP No. 2023-0028.

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. Outdoor display and storage of any kind is prohibited at all times.

6. The Crime Prevention Plan endorsed by the Rialto Police Department, attached to this Resolution as "Exhibit 'A'" shall be adhered to at all times.

7. Crime prevention measures, as endorsed by the City of Rialto Police Department, shall be incorporated into the design and operation of the business as follows:

    a. A minimum of one-and-one half (1.5) foot-candle of light shall be provided, as measured at the ground level of the entire site, from the period of one-half hour before sunset until one-half hour after sunrise. Lighting fixtures shall be so situated and shielded as not to direct or reflect lighting glare on adjacent properties or public rights-of-way.

    b. A locking device shall be installed on the cash register. An adequate floor safe shall be installed behind the counter. Only a minimum amount of cash shall be kept in the cash register at all times.

    c. Burglary and robbery alarm systems shall be installed as required and approved by the Rialto Police Department. A telephone with speaker push button alarm shall be installed. The telephone must have a separate button that automatically dials into 911 and will transmit on-going conversations and activity. Alternatively, a panic-button, which automatically contacts the Rialto Police Department upon activation, may be installed at each register. A 24-hour security camera system shall be installed on the premises with camera locations approved by the Rialto Police Department. All surveillance and security equipment shall be continuously maintained and in operation during business hours. Surveillance footage shall be provided to the Rialto Police Department within 12 hours after a request has been made for said footage. The software or media player required to view the type of video format shall be provided to the Rialto Police Department, if necessary. An R-P card must be filed with the Rialto Police Department containing twenty-four (24) hour phone numbers of persons to be contacted.

    d. All tobacco products will be displayed and sold from behind the cash register counter area.

    e. The height of the cash register counter shall be no more than forty-two (42) inches above the floor level, and shall be illuminated during the hours of darkness so as to be clearly visible through the window areas.

8. The sale of drug paraphernalia, gang paraphernalia, and adult-oriented magazines and materials is prohibited.

9. The applicant shall require adequate management to be on-site at the convenience market at all times to ensure proper execution of the Crime Prevention Plan.

10. Measures to discourage loitering shall be incorporated in the design and operation of the business as follows:

    a. Signs displaying "No Loitering" shall be posted on the building, to the satisfaction of the Rialto Police Department, at all times.

    b. Arcades and video games are prohibited from being on the premises.

11. The business licensee for the convenience market shall maintain a litter control program around the exterior of the convenience market in order to minimize the resultant impacts of litter on properties adjacent to the store. An exterior trash receptacle for employee and customer use shall be placed near the entrance of the store.

12. The applicant shall establish building maintenance program for the purposes of maintaining the building structure and landscaping on-site in good physical appearance. The building maintenance program shall be submitted to the Planning Division prior to the issuance of a Certificate of Occupancy.

13. All signage on the 3,700 square foot multi-tenant commercial building containing the convenience market shall comply with Chapter 18.102 (Regulation of Signs and Advertising Structures) of the Rialto Municipal Code or any subsequent Master Sign Program.

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

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

16. Approval of CDP No. 2023-0028 will not become effective until the applicant has signed a statement acknowledging awareness and acceptance of the required conditions of approval contained herein.

17. 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 Community Commercial (CC) land use district of the Pepper Avenue Specific Plan and/or the City's General Plan, the applicant shall address the issues as quickly as reasonably possible after being notified by the City.

18. If the applicant fails to comply with any of the conditions of approval placed upon CDP No. 2023-0028, TPM No. 20602, or PPD No. 2022-0017, 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. 2023-0028 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 Community Commercial (CC) land use district, the Pepper Avenue Specific Plan, and 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 3rd day of April, 2024.

_____
JERRY GUTIERREZ, CHAIR
CITY OF RIALTO PLANNING COMMISSION

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

I, Kimberly Dame, Administrative Analyst 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 ____, 2024.

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 ___, 2024.

_____

KIMBERLY DAME, ADMINISTRATIVE ANALYST

Exhibit “A”

RESOLUTION NO. 2024-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA APPROVING CONDITIONAL DEVELOPMENT PERMIT NO. 2023-0029 TO ALLOW THE DEVELOPMENT AND OPERATION OF A 1,458 SQUARE FOOT AUTOMATED CAR WASH ON 1.46 ACRES OF LAND (PARCEL 2 OF TENTATIVE PARCEL MAP NO. 20602) LOCATED ON THE EAST SIDE OF PEPPER AVENUE APPROXIMATELY 185 FEET SOUTH OF THE SR-210 FREEWAY WITHIN THE COMMUNITY COMMERCIAL (CC) LAND USE DISTRICT OF THE PEPPER AVENUE SPECIFIC PLAN.

WHEREAS, the applicant, Newcastle Rialto Associates, LLC, proposes to develop and operate a 1,458 square foot automated car wash ("Project") on 1.46 acres of land (Parcel 2 of Tentative Parcel Map No. 20602) located on the east side of Pepper Avenue approximately 185 feet south of the SR-210 Freeway within the Community Commercial (CC) land use district of the Pepper Avenue Specific Plan ("Site"); and

WHEREAS, Pursuant to Table 5-2 (Permitted Uses) of the Pepper Avenue Specific Plan, the Project requires a Conditional Development Permit, and the applicant has agreed to apply for Conditional Development Permit No. 2023-0029 ("CDP No. 2023-0029"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Tentative Parcel Map No. 2023-0005, also referred to as Tentative Parcel Map No. 20602, ("TPM No. 20602"), to facilitate the subdivision of two (2) parcels of land (APNs: 0264-191-02 & -04) into three (3) new parcels of land – Parcel 1 (1.18 acres), Parcel 2 (1.46 acres), and Parcel 3 (11.65 acres); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0026 to allow the development and operation of a 3,915 square foot restaurant building with drive-thru service on Parcel 1 of TPM No. 20602 ("CDP No. 2023-0026"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0027 to allow the development and operation of a vehicle fuel station, consisting of six (6) fuel dispensers and a 4,042 square foot overhead canopy on Parcel 2 of TPM No. 20602 ("CDP No. 2023-0027"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0028 to allow the development and operation of a 3,700 square foot convenience market building on Parcel 2 of TPM No. 20602 ("CDP No. 2023-0028"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0031 to allow the sale of beer, wine, and distilled spirits for off-site consumption from a proposed 3,700 square foot convenience market on Parcel 2 of TPM No. 20602 ("CDP No. 2023-0031"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2022-0015 to allow the development and operation of a 224,566 square foot industrial warehouse building on Parcel 3 of TPM No. 20602 ("CDP No. 2022-0015"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Precise Plan of Design No. 2022-0017 ("PPD No. 2022-0017") to facilitate the development of a 224,566 square foot industrial warehouse building, a 3,915 square foot restaurant building with drive-thru service, and a vehicle fuel station comprised of six (6) fuel dispensers, a 4,042 square foot overhead canopy, a 3,700 square foot convenience market building, a 1,458 square foot automated car wash building, and associated paving, landscaping, fencing, lighting, and drainage improvements on Parcel 1, Parcel 2, and Parcel 3 of TPM No. 20602; and

WHEREAS, on April 3, 2024, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on CDP No. 2023-0029, TPM No. 20602, CDP No. 2022-0015, CDP No. 2023-0026, CDP No. 2023-0027, CDP No. 2023-0028, CDP No. 2023-0031, and PPD No. 2022-0017, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed CDP No. 2023-0029, TPM No. 20602, CDP No. 2022-0015, CDP No. 2023-0026, CDP No. 2023-0027, CDP No. 2023-0028, CDP No. 2023-0031, and PPD No. 2022-0017; and closed the public hearing; and

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

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

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

SECTION 2. Based on substantial evidence presented to the Planning Commission during the public hearing conducted with regard to CDP No. 2023-0029, including written staff reports, verbal testimony, site plans, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that CDP No. 2023-0029 satisfies the requirements of Section 18.66.020 of the Rialto Municipal Code pertaining to the findings which must be made precedent to granting a conditional development permit. The findings are as follows:

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

This finding is supported by the following facts:

The Site is located approximately 185 feet south of the intersection of Pepper Avenue and the SR-210 Freeway, which is currently not served by any car washes. The next nearest car wash is located over 1.0 miles west of the Site. The Project is anticipated to be a benefit to the community and an improvement to the surrounding area by providing an additional car wash choice for consumers at a convenient location that is currently underserved. The Project will provide a more diverse economic base for the surrounding area and will provide a desirable service for residents and travelers within the City.

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

This finding is supported by the following facts:

The development and operation of an automated car wash on the Site is consistent with the underlying Community Commercial (CC) land use district of the Pepper Avenue Specific Plan, which conditionally permits the development and operation of car washes. To the north of the Site is approximately 1.18 acres of vacant land planned for the development of a restaurant building with drive-thru service, and to the east is approximately 11.65 acres of vacant land planned for the development of a 224,566 square foot industrial warehouse building. To the south is approximately 23.82 acres of vacant land entitled for the development of a 470,000 square foot industrial warehouse building, and to the west, across Pepper Avenue, is approximately 3.83 acres of vacant land. There are no sensitive use adjacent to or across the street from the Site. The project is not expected to negatively impact any uses with the successful implementation of measures such as landscape buffering and aesthetic building enhancements.

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 consists of 1.46 acres of vacant land that is fairly level and adjacent to one (1) public street. The Site will be accessible from a sixty-five (65) foot wide signalized shared driveway connected to Pepper Avenue on the south end of the Site. Upon completion of the Project, the Site will contain 32 parking spaces, seventeen (17) more parking spaces than required by Chapter 18.58 (Off-Street Parking) of the Rialto Municipal Code. In addition, the development will have a trash enclosure, lighting, and accessible pathways leading to the public right-of-way.

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

This finding is supported by the following facts:

The Site has 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 as part of the proposed Project.

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 Pepper Avenue Specific Plan, or any zoning ordinances; and

This finding is supported by the following facts:

The Project is consistent with the underlying Community Commercial (CC) land use district of the Pepper Avenue Specific Plan. The Project will feature a high-quality building exterior designed in compliance with the City's Design Guidelines. Landscaping has been abundantly incorporated into the site. The landscape coverage for the Project is 21.8 percent, which greatly exceeds the minimum required amount of 10.0 percent. Landscape planters containing trees spaced every thirty (30) linear feet will be installed along the entire perimeter of the Site. Furthermore, the Project includes the installation of 32 parking spaces, seventeen (17) more parking spaces than required by Chapter 18.58 (Off-Street Parking) of the Rialto Municipal Code.

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

This finding is supported by the following facts:

The Project's effects will be minimized through the implementation of the Conditions of Approval contained herein, and through the implementation of Conditions of Approval imposed by the Development Review Committee during the Precise Plan of Design Process, such as extensive landscaping, a decorative trash enclosure, decorative paving, and enhanced architectural features. The development and operation of a car wash, a vehicle fuel station, and a convenience market along a major arterial street, such as Pepper Avenue, will provide additional employment opportunities and a convenient location for residents and visitors to purchase fuel, goods, and other services. Additionally, the applicant will implement landscape buffering and a Crime Prevention Plan, which has been endorsed by the Rialto Police Department, as a means to minimize crime and nuisance activities generated by the Project. Therefore, any potential adverse effects are outweighed by the benefits conferred upon the community and neighborhood as a whole.

SECTION 3. An Addendum to the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report (Environmental Assessment Review No. 2023-0048) has been prepared for the Project in accordance with the California Environmental Quality Act (CEQA), and it has been determined that the proposed Project would result in no new significant impacts that were not analyzed in the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report ("SEIR"), nor would the proposed Project cause a substantial increase in the severity of any previously identified environmental impacts. The potential impacts associated with proposed Project would either be the same or less than those described in the SEIR. In addition, there are no substantial changes to the circumstances under which the proposed Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the SEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. The Planning Commission hereby adopts the Addendum to the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report (Environmental Assessment Review No. 2023-0048) for the Project.

SECTION 4. CDP No. 2023-0029 is granted to Newcastle Rialto Associates, LLC in accordance with the plans and application on file with the Planning Division, subject to the following conditions:

1. The applicant is granted CDP No. 2023-0029 allowing the development and operation of a 1,458 square foot automated car wash building on 1.46 acres of land (Parcel 2 of TPM No. 20602) located on the east side of Pepper Avenue approximately 185 feet south of the SR-210 Freeway within the Community Commercial (CC) land use district of the Pepper Avenue Specific Plan, as shown on the plans attached as Exhibit A and as approved by the Planning Commission. If the Conditions of Approval specified herein are not satisfied or otherwise completed, the project shall be subject to revocation.

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

3. The applicant shall 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 CDP No. 2023-0029.

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. All signage on the building shall comply with Chapter 18.102 (Regulation of Signs and Advertising Structures) of the Rialto Municipal Code or any subsequent Master Sign Program.

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

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

8. Approval of CDP No. 2023-0029 will not become effective until the applicant has signed a statement acknowledging awareness and acceptance of the required conditions of approval contained herein.

9. 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 Community Commercial (CC) land use district of the Pepper Avenue Specific Plan and/or the City's General Plan, the applicant shall address the issues as quickly as reasonably possible after being notified by the City.

10. If the applicant fails to comply with any of the conditions of approval placed upon CDP No. 2023-0029, TPM No. 20602, or PPD No. 2022-0017, 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. 2023-0029 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 Community Commercial (CC) land use district, the Pepper Avenue Specific Plan, and 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 3rd day of April, 2024.

_____
JERRY GUTIERREZ, CHAIR
CITY OF RIALTO PLANNING COMMISSION

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

I, Kimberly Dame, Administrative Analyst 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 ____, 2024.

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 ___, 2024.

_____

KIMBERLY DAME, ADMINISTRATIVE ANALYST

RESOLUTION NO. 2024-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA APPROVING CONDITIONAL DEVELOPMENT PERMIT NO. 2023-0031 TO ALLOW THE SALE OF BEER, WINE, AND DISTILLED SPIRITS FOR OFF-SITE CONSUMPTION FROM A PROPOSED 3,700 SQUARE FOOT CONVENIENCE MARKET BUILDING ON 1.46 ACRES OF LAND (PARCEL 2 OF TENTATIVE PARCEL MAP NO. 20602) LOCATED ON THE EAST SIDE OF PEPPER AVENUE APPROXIMATELY 185 FEET SOUTH OF THE SR-210 FREEWAY WITHIN THE COMMUNITY COMMERCIAL (CC) LAND USE DISTRICT OF THE PEPPER AVENUE SPECIFIC PLAN.

WHEREAS, the applicant, Newcastle Rialto Associates, LLC, proposes to sell beer, wine, and distilled spirits for off-site consumption ("Project") on 1.46 acres of land (Parcel 2 of Tentative Parcel Map No. 20602) located on the east side of Pepper Avenue approximately 185 feet south of the SR-210 Freeway within the Community Commercial (CC) land use district of the Pepper Avenue Specific Plan ("Site"); and

WHEREAS, Pursuant to Table 5-2 (Permitted Uses) of the Pepper Avenue Specific Plan, the Project requires a Conditional Development Permit, and the applicant has agreed to apply for Conditional Development Permit No. 2023-0031 ("CDP No. 2023-0031"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Tentative Parcel Map No. 2023-0005, also referred to as Tentative Parcel Map No. 20602, ("TPM No. 20602"), to facilitate the subdivision of two (2) parcels of land (APNs: 0264-191-02 & -04) into three (3) new parcels of land – Parcel 1 (1.18 acres), Parcel 2 (1.46 acres), and Parcel 3 (11.65 acres); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0026 to allow the development and operation of a 3,915 square foot restaurant building with drive-thru service on Parcel 1 of TPM No. 20602 ("CDP No. 2023-0026"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0027 to allow the development and operation of a vehicle fuel station,

consisting of six (6) fuel dispensers and a 4,042 square foot overhead canopy on Parcel 2 of TPM No. 20602 ("CDP No. 2023-0027"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0028 to allow the development and operation of a 3,700 square foot convenience market building on Parcel 2 of TPM No. 20602 ("CDP No. 2023-0028"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0029 to allow the development of a 1,458 square foot automated car wash building on Parcel 2 of TPM No. 20602 ("CDP No. 2023-0029"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2022-0015 to allow the development and operation of a 224,566 square foot industrial warehouse building on Parcel 3 of TPM No. 20602 ("CDP No. 2022-0015"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Precise Plan of Design No. 2022-0017 ("PPD No. 2022-0017") to facilitate the development of a 224,566 square foot industrial warehouse building, a 3,915 square foot restaurant building with drive-thru service, and a vehicle fuel station comprised of six (6) fuel dispensers, a 4,042 square foot overhead canopy, a 3,700 square foot convenience market building, a 1,458 square foot automated car wash building, and associated paving, landscaping, fencing, lighting, and drainage improvements on Parcel 1, Parcel 2, and Parcel 3 of TPM No. 20602; and

WHEREAS, Section 18.110.050 of the Rialto Municipal Code provides separation criteria between establishments that engage in the sale of alcohol for off-site consumption, and sensitive uses, such as churches, schools, etc., which separation is measured by the airline from the closest edge of any sensitive use structure to the closest edge of the premises or parking lot or area of the establishment for off-sale of alcoholic beverages, using whichever distance is shorter; and

WHEREAS, the Site, in which beer, wine, and distilled spirits will be available for sale for off-site consumption, exceeds the minimum separation criteria as required by Section 18.110.050 of the Rialto Municipal Code; and

WHEREAS, the applicant will seek, or has sought, to obtain a Type 21 license from the California Department of Alcoholic Beverage Control (ABC) for the sale of beer, wine, and distilled spirits for off-site consumption at the Site; and

WHEREAS, on April 3, 2024, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on CDP No. 2023-0031, TPM No. 20602, CDP No. 2022-0015, CDP No. 2023-0026, CDP No. 2023-0027, CDP No. 2023-0028, CDP No. 2023-0029, and PPD No. 2022-0017, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed CDP No. 2023-0031, TPM No. 20602, CDP No. 2022-0015, CDP No. 2023-0026, CDP No. 2023-0027, CDP No. 2023-0028, CDP No. 2023-0029, and PPD No. 2022-0017; 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 the facts set forth in the recitals above of this Resolution are true and correct and incorporated herein.

SECTION 2. Based on substantial evidence presented to the Planning Commission during the public hearing conducted with regard to CDP No. 2023-0031, including written staff reports, verbal testimony, site plans, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that CDP No. 2023-0031 satisfies the requirements of Section 18.66.020 of the Rialto Municipal Code pertaining to the findings which must be made precedent to granting a conditional development permit. The findings are as follows:

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

This finding is supported by the following facts:

The Project will provide a benefit to the community and customers within the vicinity by providing sales of beer, wine, and distilled spirits, in addition to typical convenience goods. Beer, wine, and distilled spirits sales are commonly conducted within convenience markets, including others in the nearby area. Additionally, crime prevention measures contained within the conditions of approval herein will ensure that the establishment

contributes to the well-being of the community and that it does not become a nuisance or hazard to the public.

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 project site is bound by Pepper Avenue on the west. To the north of the Site is approximately 1.18 acres of vacant land planned for the development of a restaurant building with drive-thru service, and to the east is approximately 11.65 acres of vacant land planned for the development of a 224,566 square foot industrial warehouse building. To the south is approximately 23.82 acres of vacant land entitled for the development of a 470,000 square foot industrial warehouse building, and to the west, across Pepper Avenue, is approximately 3.83 acres of vacant land.

The conditions of approval contained herein require the applicant to implement and permanently maintain all the safety measures documented within the Crime Prevention Plan prepared for the Project. Proper maintenance of these safety measures will minimize crime and nuisance activities associated with the Project to the fullest extent possible.

The Project is consistent with the underlying CC land use designation. The nearby area is predominantly designated for commercial and industrial uses, and as a result, there are no sensitive land uses near the project site. Regardless, features and measures, such as landscape buffering and safety measures listed within the Crime Prevention Plan will be maintained/implemented.

The proposed use also meets the location criteria described in Section 18.110.050 by being at least 2,430 feet from schools (minimum of 1,000 feet required), at least 1,350 feet from churches and parks (minimum of 500 feet required), and at least 1,450 feet from residential areas (minimum of 100 feet required).

Furthermore, conditions of approval contained herein restrict the display and advertising of alcoholic beverages, and the age of employees who sell alcoholic beverages, and require the applicant to provide public education regarding drinking laws in the form of signage and decals at the register.

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 consists of 1.46 acres of vacant land that is fairly level and adjacent to one (1) public street. The Site will be accessible from a sixty-five (65) foot wide signalized shared driveway connected to Pepper Avenue on the south end of the Site. Upon completion of

the Project, the Site will contain 32 parking spaces, seventeen (17) more parking spaces than required by Chapter 18.58 (Off-Street Parking) of the Rialto Municipal Code. In addition, the development will have a trash enclosure, lighting, and accessible pathways leading to the public right-of-way.

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 Gateway Specific Plan, or any zoning ordinances; and

This finding is supported by the following facts:

The Project is consistent with the underlying Community Commercial (CC) land use district of the Pepper Avenue Specific Plan. The Project will feature high-quality building exteriors designed in compliance with the City's Design Guidelines. Landscaping has been abundantly incorporated into the site. The landscape coverage for the Project is 21.8 percent, which greatly exceeds the minimum required amount of 10.0 percent. Landscape planters containing trees spaced every thirty (30) linear feet will be installed along the entire perimeter of the Site. Furthermore, the Project includes the installation of 32 parking spaces, seventeen (17) more parking spaces than required by Chapter 18.58 (Off-Street Parking) of the Rialto Municipal Code.

Additionally, the conditions of approval contained herein require the applicant to conform with the development standards for the sale of beer and wine set forth in Chapter 18.110 relating to frontage requirements, visibility, sign requirements, employees, education of the public, and litter control and maintenance. If all conditions of approval contained herein are satisfied, the Project will not negatively impact any land uses within the vicinity.

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:

Generally speaking, alcohol consumption can lead to an increase in the need for police services. However, as conditioned the Project's effects will be minimized through the implementation of the applicant's Crime Prevention Plan, safety measures endorsed by the Rialto Police Department, education of the public and employees, and litter control and

maintenance. Additionally, the project will be responsible for the payment of Development Impact Fees towards certain public services, including police. Therefore, the adverse effects are outweighed by the benefits conferred upon the community and neighborhood as a whole.

SECTION 3. Per Section 18.110.090 of the Rialto Municipal Code pertaining to the findings which must be made precedent for the determinations of Public Convenience or Necessity. The findings are as follows:

1. The proposed use is not located within an area designated by the city for targeted neighborhood enhancement services or programs, or located within an area in which the chief of police has determined, based upon quantifiable information, that the proposed use: (a) would be detrimental to the public health, safety, or welfare of persons located in the area; or (b) would significantly increase the severity of existing law enforcement or public nuisance problems in the area; and

   This finding is supported by the following facts:

   The applicant prepared and submitted a Crime Prevention Plan, attached as "Exhibit A", for the project, in accordance with Section 18.106.050 of the Rialto Municipal Code. Sergeant Jonathan Palmer with the Rialto Police Department reviewed and endorsed the prevention measures within the Crime Prevention Plan. Safety measures contained within the Crime Prevention Plan include the installation of security lighting at a minimum of 1.5 foot-candles around the entire building, the installation of burglary and robbery alarms, as well as surveillance cameras. The Crime Prevention Plan also includes a measure requiring auto-locks on the alcohol refrigerators from 2:00 a.m. to 6:00 p.m. The Rialto Police Department concludes that, if properly implemented and sustained, these safety measures will minimize crime and nuisance activities that may otherwise be associated with the establishment.

2. The proposed use would not lead to the grouping of more than four off-sale of alcoholic beverage uses within a one thousand-foot radius from the exterior of the building containing the proposed use; and;

   This finding is supported by the following facts:

   The request will not lead to the grouping of more than four (4) establishments that sell alcoholic beverages for off-site consumption within a 1,000-foot radius of the proposed convenience market. There are currently no active ABC licenses within 1,000 feet of the proposed convenience market.

3. The proposed use complies with the site Location criteria under Section 18.110.050; and;

   This finding is supported by the following facts:

The proposed location of the convenience market, in which beer and wine will be available for sale, exceeds the minimum separation criteria required by Section 18.110.050 of the Rialto Municipal Code. The proposed use meets the location criteria described in Section 18.110.050 by being at least 2,430 feet from schools (minimum of 1,000 feet required), at least 1,350 feet from churches and parks (minimum of 500 feet required), and at least 1,450 feet from residential areas (minimum of 100 feet required).

4. At least one of the following additional findings:

   a. The proposed outlet for the off-sale of alcoholic beverages would enhance or facilitate the vitality of an existing commercial area without presenting a significant adverse impact on public health or safety;

This finding is supported by the following facts:

The proposed use will be vital to the success of the convenience market. The stability of the business requires a complete range of typical convenience-type merchandise, as other convenience markets in the near vicinity already provide this service to their customers.

SECTION 4. An Addendum to the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report (Environmental Assessment Review No. 2023-0048) has been prepared for the Project in accordance with the California Environmental Quality Act (CEQA), and it has been determined that the proposed Project would result in no new significant impacts that were not analyzed in the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report ("SEIR"), nor would the proposed Project cause a substantial increase in the severity of any previously identified environmental impacts. The potential impacts associated with proposed Project would either be the same or less than those described in the SEIR. In addition, there are no substantial changes to the circumstances under which the proposed Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the SEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. The Planning Commission hereby adopts the Addendum to the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report (Environmental Assessment Review No. 2023-0048) for the Project.

SECTION 5. CDP No. 2023-0031 is granted to Newcastle Rialto Associates, LLC, in accordance with the plans and application on file with the Planning Division, subject to the following conditions:

1. The applicant is granted CDP No. 2023-0031 allowing the sale of beer, wine, and distilled spirits for off-site consumption from a proposed 3,700 square foot convenience market building on 1.46 acres of land (Parcel 2 of TPM No. 20602) located on the east side of Pepper Avenue approximately 185 feet south of the SR-210 Freeway within the Community Commercial (CC) land use district of the Pepper Avenue Specific Plan, as shown on the plans attached as Exhibit A and as approved by the Planning Commission. If the Conditions of Approval specified herein are not satisfied or otherwise completed, the project shall be subject to revocation.

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

3. The applicant shall 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 CDP No. 2023-0031.

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 approval is for the sale of beer, wine, and distilled spirits. Alternatively, the applicant may limit sales of alcohol to beer and wine only. If the ABC Department declares the census tract that the Site is located within to be overconcentrated, the Project has been determined to comply with the criteria contained within Section 18.110.090 of the Rialto Municipal Code, and is determined to serve the Public Convenience and Necessity (PCN).

6. The sale of beer by the individual bottle or can is prohibited.

7. The Crime Prevention Plan endorsed by the Rialto Police Department, attached to this Resolution as "Exhibit 'A'" shall be adhered to at all times

8. Additional crime prevention measures, as endorsed by the City of Rialto Police Department, shall be incorporated into the design and operation of the business as follows:

    a. The management shall be responsible for educating the public regarding drunken driving laws and the related penalties for breaking those laws. This included minimum age laws, open container laws and laws related to driving under the influence of alcohol. Shall be accomplished by posting prominent signs or decals, providing brochures at the point of purchase and providing adequate training for employees.

    b. Surveillance cameras shall be installed and shall be available to Rialto Police Department upon request.

    c. Any coolers containing alcoholic beverages shall automatically lock at 2:00 a.m. and remain locked at all times until 6:00 a.m. daily.

    d. Consumption of any alcoholic beverages on site is prohibited.

    e. No advertisement of beer and wine on the exterior of the building, including window decals, posters, signs, etc.

    f. A minimum of one-and-one half (1.5) foot-candle of light shall be provided, as measured at the ground level of the entire site, from the period of one-half hour before sunset until one-half hour after sunrise. Lighting fixtures shall be so situated and shielded as not to direct or reflect lighting glare on adjacent properties or public rights-of-way.

g. A locking device shall be installed on the cash register. An adequate floor safe shall be installed behind the counter. Only a minimum amount of cash shall be kept in the cash register at all times.

h. Burglary and robbery alarm systems shall be installed as required and approved by the Rialto Police Department. A telephone with speaker push button alarm shall be installed. The telephone must have a separate button that automatically dials into 911 and will transmit on-going conversations and activity. Alternatively, a panic-button, which automatically contacts the Rialto Police Department upon activation, may be installed at each register. A 24-hour security camera system shall be installed on the premises with camera locations approved by the Rialto Police Department. All surveillance and security equipment shall be continuously maintained and in operation during business hours. Surveillance footage shall be provided to the Rialto Police Department within 12 hours after a request has been made for said footage. The software or media player required to view the type of video format shall be provided to the Rialto Police Department, if necessary. An R-P card must be filed with the Rialto Police Department containing twenty-four (24) hour phone numbers of persons to be contacted.

i. The height of the cash register counter shall be no more than forty-two (42) inches above the floor level, and shall be illuminated during the hours of darkness so as to be clearly visible through the window areas.

j. Employees on duty who sell alcoholic beverages must be at least 21 years of age and shall comply with the ABC rules and regulations.

k. The business licensee for the convenience market shall maintain a litter control program around the exterior of the convenience market in order to minimize the resultant impacts of litter on properties adjacent to the store. An exterior trash receptacle for employee and customer use shall be placed near the entrance of the store.

l. A building maintenance program shall be established for the purposes of maintaining the building structure and landscaping on-site in good physical appearance.

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

10. Six (6) months after the date of approval, the Planning Commission may review Conditional Development Permit No. 2023-0031 to determine if the operator has complied with all of the required conditions of approval. Thereafter, the Planning Commission will review the approved facility on an annual basis.

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

12. Approval of CDP No. 2023-0031 will not become effective until the applicant has signed a statement acknowledging awareness and acceptance of the required conditions of approval contained herein.

13. 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 Community Commercial (CC) land use district of the Pepper Avenue Specific Plan and/or the City's General Plan, the applicant shall address the issues as quickly as reasonably possible after being notified by the City.

14. If the applicant fails to comply with any of the conditions of approval placed upon CDP No. 2023-0031, 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. 2023-0031 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 Community Commercial (CC) land use district, the Pepper Avenue Specific Plan, and the City's General Plan.

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

PASSED, APPROVED AND ADOPTED this 3rd day of April, 2024.

_____
JERRY GUTIERREZ, CHAIR
CITY OF RIALTO PLANNING COMMISSION

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

I, Kimberly Dame, Administrative Analyst 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 ____, 2024.

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 ___, 2024.

_____

KIMBERLY DAME, ADMINISTRATIVE ANALYST

Exhibit “A”

RESOLUTION NO. 2024-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA APPROVING PRECISE PLAN OF DESIGN NO. 2022-0017 ALLOWING THE DEVELOPMENT OF A 224,566 SQUARE FOOT INDUSTRIAL WAREHOUSE BUILDING, A 3,915 SQUARE FOOT RESTAURANT BUILDING WITH DRIVE-THRU SERVICE, AND A VEHICLE FUEL STATION COMPRISED OF SIX (6) FUEL DISPENSERS, A 4,042 SQUARE FOOT OVERHEAD CANOPY, A 3,700 SQUARE FOOT CONVENIENCE MARKET, AND A 1,458 SQUARE FOOT AUTOMATED CAR WASH, AND ASSOCIATED PAVING, DRAINAGE, LIGHTING, FENCING, AND LANDSCAPING IMPROVEMENTS ON 14.29 ACRES OF LAND (APN'S: 0264-191-02 & -04) LOCATED AT THE SOUTHEAST CORNER OF PEPPER AVENUE AND THE SR-210 FREEWAY WITHIN THE PEPPER AVENUE SPECIFIC PLAN.

WHEREAS, the applicant, Newcastle Rialto Associates, LLC, proposes to develop of a 224,566 square foot industrial warehouse building, a 3,915 square foot restaurant building with drive-thru service, and a vehicle fuel station comprised of six (6) fuel dispensers, a 4,042 square foot overhead canopy, a 3,700 square foot convenience market, and a 1,458 square foot automated car wash, and associated paving, drainage, lighting, fencing, and landscaping improvements ("Project") on 14.29 acres of land (APN's: 0264-191-02 & -04) located at the southeast corner of Pepper Avenue and the SR-210 Freeway within the Pepper Avenue Specific Plan ("Site"); and

WHEREAS, the Site comprises Planning Area 1 and Planning Area 10 of the Pepper Avenue Specific Plan; and

WHEREAS, the portion of the Site within Planning Area 1 has a land use designation of Community Commercial (CC) within the Pepper Avenue Specific Plan; and

WHEREAS, the portion of the Site within Planning Area 10 has a land use designation of Light Industrial (LI) within the Pepper Avenue Specific Plan; and

WHEREAS, the applicant will construct the 3,915 square foot restaurant building with drive-thru service, and the vehicle fuel station comprised of six (6) fuel dispensers, a 4,042 square foot overhead canopy, a 3,700 square foot convenience market, and a 1,458 square foot automated car wash on Planning Area 1 within the Pepper Avenue Specific Plan; and

WHEREAS, the applicant will construct the 224,566 square foot industrial warehouse building on Planning Area 10 within the Pepper Avenue Specific Plan; 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 has agreed to apply for Precise Plan of Design No. 2022-0017 ("PPD No. 2022-0017"); and

WHEREAS, in conjunction with the Project, the applicant has submitted Tentative Parcel Map No. 2023-0005, also referred to as Tentative Parcel Map No. 20602 ("TPM No. 20602"), in accordance with the Subdivision Map Act (Government Code §§ 66410 et seq.), to subdivide the two (2) parcels of land within the Site into three (3) new parcels of land – Parcel 1 (1.18 acres), Parcel 2 (1.46 acres), and Parcel 3 (11.65 acres); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2022-0015 ("CDP No. 2022-0015") to facilitate the development and operation of a 224,566 square foot industrial warehouse building on the Site, and CDP No. 2022-0015 is necessary to facilitate the Project; and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0026 to allow the development and operation of a 3,915 square foot restaurant building with drive-thru service on the Site ("CDP No. 2023-0026"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0027 to allow the development and operation of a vehicle fuel station, consisting of six (6) fuel dispensers and a 4,042 square foot overhead canopy, on the Site ("CDP No. 2023-0027"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0028 to allow the development and operation of a 3,700 square foot convenience market building on the Site ("CDP No. 2023-0028"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0029 to allow the development of a 1,458 square foot automated car wash building on the Site ("CDP No. 2023-0029"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 2023-0031 to allow the sale of beer, wine, and distilled spirits for off-site consumption from a proposed 3,700 square foot convenience market on the Site ("CDP No. 2023-0031"); and

WHEREAS, on April 3, 2024, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on PPD No. 2022-0017, TPM No. 20602, CDP No. 2022-0015, CDP No. 2023-0026, CDP No. 2023-0027, CDP No. 2023-0028, CDP No. 2023-0029, and CDP No. 2023-0031, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed PPD No. 2022-0017, TPM No. 20602, CDP No. 2022-0015, CDP No. 2023-0026, CDP No. 2023-0027, CDP No. 2023-0028, CDP No. 2023-0029, and CDP No. 2023-0031; 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 the PPD No. 2022-0017, including written staff reports, verbal testimony, site plans, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that the PPD No. 2022-0017 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 designation of Specific Plan with a Specific Plan Overlay and a zoning designation of Pepper Avenue Specific Plan. Within the Pepper Avenue Specific Plan, the portion of the Site within Planning Area 1 has land use designation of Community Commercial (CC) and the portion of the Site within Planning Area 10 has a land use designation of Light Industrial (LI). Those designations allow for the development and use

of industrial warehouse buildings, restaurants with drive-thru service, and vehicle fuel stations, as proposed by the Project. The Project, as conditioned herein, will comply with all City ordinances and regulations, including those required by the Pepper Avenue Specific Plan and the City's Design Guidelines. Additionally, the Project meets all the required development standards of the Pepper Avenue 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 approximately 14.29 acres in size, bound by one (1) public street (Pepper Avenue), and is within the Pepper Avenue Specific Plan. To the north of the project site is the SR-210 Freeway, and to the east is approximately 8.02 acres of vacant land. To the south is approximately 23.82 acres of vacant land entitled for the development of a 470,000 square foot industrial warehouse building, and to the west, across Pepper Avenue, is approximately 3.83 acres of vacant land. There are no sensitive use adjacent to or across the street from the 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 around the truck court, 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, and enhanced architectural features. To the north of the project site is the SR-210 Freeway, and to the east is approximately 8.02 acres of vacant land. To the south is approximately 23.82 acres of vacant land entitled for the development of a 470,000 square foot industrial warehouse building, and to the west, across Pepper Avenue, is approximately 3.83 acres of vacant land. The Project is consistent with the Pepper Avenue Specific Plan and the planned industrial and commercial land uses to the south and west of the Site. There are no sensitive use adjacent to or across the street from the Site. The Project is not expected to negatively impact any surrounding uses with the successful implementation of measures such as landscape buffering, the installation of solid screen walls around the truck court, 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 Pepper Avenue Specific Plan and is a logical addition to the planned industrial development to the south of 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 Addendum to the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report (Environmental Assessment Review No. 2023-0048) has been prepared for the Project in accordance with the California Environmental Quality Act (CEQA), and it has been determined that the proposed Project would result in no new significant impacts that were not analyzed in the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report ("SEIR"), nor would the proposed Project cause a substantial increase in the severity of any previously identified environmental impacts. The potential impacts associated with proposed Project would either be the same or less than those described in the SEIR. In addition, there are no substantial changes to the circumstances under which the proposed Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the SEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. The Planning Commission hereby adopts the Addendum to the Pepper Avenue Specific Plan Amendment and Industrial Development Project Subsequent Environmental Impact Report (Environmental Assessment Review No. 2023-0048) for the Project.

SECTION 4. PPD No. 2022-0017 is granted to Newcastle Rialto Associates, LLC 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. 2022-0017 allowing the development of a 224,566 square foot industrial warehouse building, a 3,915 square foot restaurant building with drive-thru service, and a vehicle fuel station comprised of six (6) fuel dispensers, a 4,042 square foot overhead canopy, a 3,700 square foot convenience market, and a 1,458 square foot automated car wash, and associated paving, drainage, lighting, fencing, and landscaping improvements on 14.29 acres of land (APN's: 0264-191-02 & -04) located at the southeast corner of Pepper Avenue and the SR-210 Freeway within the Pepper Avenue Specific Plan, subject to the Conditions of Approval contained herein.

2. The approval of PPD No. 2022-0017 is granted for a two (2) year period from the date of approval. Approval of PPD No. 2022-0017 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. 2022-0017 shall conform to the site plan, floor plans, roof plans, elevations, conceptual grading plan, and preliminary 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. 2022-0017 shall comply with all Conditions of Approval contained within TPM No. 20602, CDP No. 2022-0015, CDP No. 2023-0026, CDP No. 2023-0027, CDP No. 2023-0028, CDP No. 2023-0029, and CDP No. 2023-0031.

5. The development associated with PPD No. 2022-0017 shall comply with all applicable sections of the Pepper Avenue 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. 2022-0017.

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. As volunteered by the applicant, the applicant shall make a payment in the sum of $1,000,000 to the City of Rialto, as a community benefit towards public safety and/or public facility needs, prior to the issuance of a Certificate of Occupancy.

10. The construction of the commercial/retail and industrial components of the project shall proceed concurrently with the expectation that construction will be completed and occupancy permits issued for each respective component in or around the same time. In the event that construction of the industrial portion of the project is completed and ready for occupancy, but the commercial/retail component is not yet fully-constructed and/or ready for occupancy *due to reasons or conditions beyond the direct control of Applicant*, the City shall not withhold the issuance of certificate(s) of occupancy for the industrial component so long as it determines that *substantially reasonable progress* has been made by Applicant towards the construction and completion of the retail/commercial portion of the project.

11. The applicant shall complete and abide by all pre-construction mitigation measures contained within the Mitigation Monitoring and Reporting Program associated with Environmental Assessment Review No. 2023-0048, prior to the issuance of a grading permit.

12. The applicant shall complete and abide by all during-construction mitigation measures contained within the Mitigation Monitoring and Reporting Program associated with

Environmental Assessment Review No. 2023-0048, prior to the conducting of a final inspection by the Building Division.

13. The applicant shall secure the services of a tribal cultural monitor or monitors to be present during all ground disturbance activities associated with the construction of the project. The tribal cultural monitor or monitors shall be approved by the Gabrieleño Band of Mission Indians-Kizh Nation, the Morongo Band of Mission Indians, and the Yuhaaviatam of San Manuel Nation, and documentation between the applicant and the Gabrieleño Band of Mission Indians-Kizh Nation, the Morongo Band of Mission Indians, and the Yuhaaviatam of San Manuel Nation on this matter shall be provided to the Planning Division prior to the issuance of a grading permit.

14. The applicant shall install decorative pavement within the driveway connected to Pepper Avenue and Lilac Avenue. The decorative pavement shall extend across the entire width of the driveway and shall have a minimum depth from the property line along Pepper Avenue to the east end of the raised median in the driveway. 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.

15. 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 each building. The internal downspouts shall be identified within the formal building plan check submittal prior to the issuance of building permits.

16. 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 most inward wall plane, at all height variations on all four (4) sides of the industrial 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.

17. 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 five (5) feet in depth from the most inward wall plane, at all height variations on all four (4) sides of each commercial/retail 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

18. 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.

19. Any new walls, 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 and to the side of the wall. All decorative masonry walls and pilasters, including retaining walls, shall include a decorative masonry cap. All walls and pilasters shall be identified on the site plan and 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.

20. Any new fencing installed on site shall be comprised of tubular steel. All fencing shall be identified on the site plan, and an elevation detail for the fencing shall be included in the formal building plan check submittal prior to the issuance of building permits.

21. The applicant shall install solid or louvered metal gates at each entry of the truck court 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 height of at least twelve (12) feet and the gates 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.

22. The applicant shall construct at least one (1) ADA accessible trash enclosure on each parcel of the Site. The trash enclosures shall provide room for one (1) commercial waste container and one (1) commercial recycling container. The exterior of any trash enclosure shall match the material and base color of the buildings on each parcel. Additionally, any trash enclosures shall contain solid metal 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 any 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 any trash enclosure shall be provided within formal building plan check submittal prior to the issuance of building permits.

23. 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.

24. The applicant shall obtain all necessary approvals from the Hazardous Materials Division of San Bernardino County Fire (HMD) for the installation of the underground storage tanks (UST's) for the purpose of fuel storage on the Site, prior to the issuance of a building permit for the overhead vehicle fuel station canopy. The UST's shall be installed and permanently maintained to the standards and requirements of the HMD.

25. The exterior of any healy tank enclosure shall match the color and materials of the buildings on-site. This includes a stucco finish a stone wainscot painted on all exterior sides of the enclosure. Additionally, the healy tank enclosure shall contain solid metal doors and a trellis or solid cover. Corrugated metal and chain-link are not acceptable materials to use within the healy tank enclosure. An elevation detail for the healy tank enclosure shall be provided within formal building plan check submittal prior to the issuance of building permits.

26. 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.

27. The applicant shall plant one (1) tree every three (3) 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.

28. The applicant shall plant one (1) tree every thirty (30) feet on-center within the on-site landscape setback along Pepper Avenue. 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 setback 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.

29. The applicant shall plant one (1) tree every thirty (30) feet on-center within the public right-of-way parkway along Pepper 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 Engineering Services Department. The street tree species along Pepper Avenue shall be the Jacaranda Mimosifolia "Jacaranda" and/or the Albizia Julibrissin "Mimosa/Silk Tree". The street trees shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.

30. The applicant shall plant shrubs 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. 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. The shrubs shall be identified on the formal Landscape Plan submittal prior to the issuance of a landscape permit.

31. 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.

32. 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.

33. 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.

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

35. The applicant shall submit a Sewer Analysis of the tributary area to the proposed Pepper Avenue Lift Station (Lift Station) to be located on APN: 0264-201-30, unless one is submitted by another developer within the Pepper Avenue Specific Plan area. The Sewer Analysis shall be submitted to the Engineering Services Department for review prior to the issuance of any permits related to sewer improvements. The tributary area analyzed within the Sewer Analysis shall include all properties within the Pepper Avenue Specific Plan and APN: 0264-431-18. The Sewer Analysis can be a part of the Preliminary Design Report (PDR) for the proposed Lift Station. The Engineering Services Department and the Utilities Manager will review the PDR and provide comments and acceptance prior to proceeding to design.

36. Upon completion of the PDR, the applicant shall design the Lift Station in accordance with City Standards and PDR requirements, unless the Lift Station is designed by another developer within the Pepper Avenue Specific Plan area. Lift Station design drawings shall be submitted to the Engineering Services Department and the Utilities Manager for review and approval.

37. The applicant shall construct the Lift Station on APN: 0264-201-30, prior to issuance of a Certificate of Occupancy, unless it is constructed by another developer within the Pepper Avenue Specific Plan area. The applicant will need to employ a qualified contractor to construct the Lift Station and a construction management team to oversee the implementation of the Lift Station. The City will provide specialized inspection services during the construction and implementation of the Lift Station. The applicant will fund the specialized inspection services so that the City can conduct an independent review of the construction and acceptance of the Lift Station. The applicant may enter into a Reimbursement Agreement with the City of Rialto to recover fair-share costs associated with the construction of the Lift Station from future developments within the Pepper Avenue Specific Plan area and from future development of APN: 0264-201-30 at the time those future developments occur.

38. The applicant shall be solely responsible for all costs related to the PDR, design, construction, construction management, and inspection of the Lift Station, unless paid for by another developer within the Pepper Avenue Specific Plan area.

39. The applicant shall comply with all conditions of approval for PPD No. 2022-0017 to the satisfaction of the City Engineer, prior to the issuance of a Certificate of Occupancy.

40. 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 limited to the following:

    a. PARCEL MAP (recordation prior to building permit issuance)
    b. ROUGH GRADE W/ EROSION CONTROL PLAN (optional, prior to grad
    c. PRECISE GRADE W/ EROSION CONTROL PLAN (prior to grading permit issuance)
    d. PUBLIC IMPROVEMENT PLANS: Street Improvement, Signing and Striping, Sewer and Water, Street Light, Landscape and Irrigation. (prior to Map Approval or off-site construction permit issuance, whichever occurs first)
    e. FINAL DRAINAGE STUDY (prior to grading plan approval)
    f. FINAL WQMP (prior to grading plan approval)
    g. LEGAL DOCUMENTS (e.g. EASEMENT(S), DEDICATION(S), LOT LINE ADJUSTMENT, VACATION, etc.) (prior to Building Permit Issuance or Occupancy Release) – *These items 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)

41. 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.

42. 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.

43. A City of Rialto Off-site Construction Permit is required for any improvements within the public right-of-way. In an effort to expedite and facilitate improvements in the public right-of-way, the applicant is responsible for submitting a multi-phase master plan traffic control plan which includes all phases of construction in the public right-of-way i.e. sewer, water, overhead, underground, etc. prior to the issuance of Off-Site Construction Permit/Encroachment Permit. Note, in an effort to simplify the permitting process, a single master Off-Site Construction Permit shall replace individual Encroachment Permits to be pulled by the applicant's contractor.

44. 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 developer must apply and complete the LLMD2 annexation process prior to issuance of a Certificate of Occupancy.

45. The applicant shall submit off-site landscaping and irrigation system improvement plans for review and approval at the time of first (1st) public improvement plan submittal to the Public Works Department. The parkway irrigation system shall be separately metered from the on-site private irrigation to be maintained for a period of one (1) year and annexed into a Special District. The off-site landscape and irrigation plans must show separate electrical and water meters to be annexed into the Landscape and Lighting Maintenance District No. 2 via a City Council Public Hearing. The landscape and irrigation plans shall be approved concurrently with the street improvement plans, including the median portion, prior to issuance of a building permit. 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.

46. If the property is accepted in the LLMD, the applicant shall guarantee all new parkway landscaping irrigation for a period of one (1) year from the date of 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.

47. 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 ten (10) feet of the public sidewalk and/or curb.

48. 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. 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. 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.

49. 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.

50. The minimum pavement section for all on-site pavements shall be 2½ inches asphalt concrete pavement over 4 inches crushed aggregate base with a minimum subgrade of 24 inches at 95% relative compaction, or equal. If an alternative pavement section is proposed, the proposed pavement section shall be designed by a California registered Geotechnical Engineer using "R" values from the project site and submitted to the City Engineer for approval.

51. 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 the affected off-site streets, at the discretion of the City Engineer. The pavement condition of the existing off-site streets shall be returned to a condition equal to or better than what existed prior to construction of the proposed development.

52. 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.

53. 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.

54. 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.

55. The applicant shall be responsible for coordinating with Omnitrans regarding the location of existing, proposed, and future bus stops along the property frontage of all public streets. Contact Anna Jaiswal at Anna.Jaiswal@onmitrans.org or (909)-379-7256; or busstops@omnitrans.org. The developer 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 developer shall design all bus stops to accommodate the Omnitrans Premium Shelters. Prior to Certificate of Occupancy, the developer shall submit to the Engineering Services Department verification from Omnitrans acknowledging concurrence with the existing, proposed, and future bus stop improvements in conformance with the Premium Shelter design guidelines. Additionally, if bus turnouts are required to accommodate proposed bus stops in accordance with the City Standards and as approved by the City Engineer, the applicant shall make necessary street dedication to the City to provide for bus turnout.

56. 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. A WQMP Maintenance Agreement shall be required, obligating the property owner(s) to appropriate operation and maintenance obligations of on-site BMPs constructed pursuant to the approved WQMP. The WQMP and Maintenance Agreement shall be approved prior to issuance of a building permit, unless otherwise allowed by the City Engineer. The development of the Site is subject to the requirements of the National Pollution Discharge Elimination System (NPDES) Permit for the City of Rialto, issued by the Santa Ana Regional Water Quality Control Board, Board Order No. R8-2010-0036. Pursuant to the NPDES Permit, the Applicant shall ensure development of the site incorporates post-construction Best Management Practices ("BMPs") in accordance with the Model Water Quality Management Plan ("WQMP") approved for use for the Santa Ana River Watershed. The Applicant is advised that applicable Site Design BMPs will be required to be incorporated into the final site design, pursuant to a site specific WQMP submitted to the City Engineer for review and approval.

57. 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. Provide a hydrology study, prepared by a Civil Engineer, to determine the volume of increased stormwater runoff due to development of the site, and to determine required stormwater runoff mitigation measures for the proposed development. Final 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. Infiltration of stormwater in the developed condition analysis shall be considered negligible. All on-site and off-site designs must comply with Federal (NPDES), State, Regional, and City stormwater regulations.

58. 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. All on-site and off-site designs must comply with NPDES stormwater regulations.

59. Prior to grading plan approval, 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.

60. The applicant shall prepare a Notice of Intent (NOI) to comply with the California General Construction Stormwater Permit (Water Quality Order 2009-0009-DWQ as modified September 2, 2009) is required via the California Regional Water Quality Control Board online SMARTS system. A copy of the executed letter issuing a Waste Discharge Identification (WDID) number shall be provided to the City Engineer prior to issuance of a grading or building permit. The applicant's contractor shall prepare and maintain a Storm Water Pollution Prevention Plan ("SWPPP") as required by the General Construction Permit. All appropriate measures to prevent erosion and water pollution during construction shall be implemented as required by the SWPPP.

61. 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. A copy of the Geotechnical/Soils Report shall be submitted to the Engineering Services Department with the first submittal of the Precise Grading Plan.

62. The applicant shall submit a Precise Grading/Paving Plan prepared by a California registered civil engineer to the Engineering Services Department for review and approval. The Grading Plan shall be approved by the City Engineer prior to the issuance of an off-site construction permit or building permits, whichever occurs first.

63. The applicant shall dedicate additional right-of-way on Pepper Avenue along the entire frontage, as may be required, to provide a property line at ultimate right-of-way, in accordance with the Pepper Avenue Specific plan.

64. The applicant shall submit street improvement plans by a registered California civil engineer to the Engineering Services Department for review. The plans shall be approved by the City Engineer prior to the issuance of an off-site construction permit or building permits, whichever occurs first.

65. The applicant shall dedicate additional right-of-way, as may be necessary, across driveway aprons to provide for ADA compliant public access, traffic signal equipment, and signing & striping, prior to street improvement plan approval.

66. The applicant shall submit streetlight improvement plans by a registered California civil engineer to the Engineering Services Department for review. The plans shall be approved by the City Engineer prior to the issuance of an off-site construction permit or building permits, whichever occurs first.

67. All public improvement plans must be submitted and approved by the City Engineer, prior to the issuance of an encroachment permit or off-site construction permit.

68. Parcel Map No. 20602 (Tentative Parcel Map No. 2023-0005) shall be approved by the City of Rialto and recorded with the San Bernardino County Recorder's Office, prior to the issuance of any building permits.

69. The applicant shall pay all applicable development impact fee, in accordance with the current City of Rialto fee ordinance, including Transportation and Fair Share Contribution fees, prior to the issuance of a building permit.

70. Prior to the issuance of building permit, the applicant shall provide a 20.91% fair-share contribution towards future improvements at Pepper Avenue and SR210 Westbound ramps consistent with the Pepper Avenue Specific Plan and project specific traffic study dated January 2, 2024 or as required by Caltrans necessary to achieve an acceptable future level of service at the intersection. The applicant shall provide written correspondence from Caltrans indicating their review proposed improvements and concurrence with the fair-share amount and improvements intended to be provided subject to the satisfaction of the City Traffic Engineer.

71. Prior to issuance of building permit, the developer shall pay Transportation recommended Traffic Impact Analysis (TIA) Project Fair Share Contribution fees as indicated on the April 3, 2024 Planning Commission meeting Staff Report and specified in Table 8.1 of the TIA. The developer shall submit an updated cost estimate for proposed improvements to the City of Rialto for approval within three months of paying any applicable fees for final calculation of the fair-share payment. Such calculations shall be reviewed and approved by the City of Rialto and shall be acceptable to the City Traffic Engineer. The fair share percentages are as follow:

Fair Share Percentage for Traffic Mitigation Improvements	
Riverside Avenue/Easton Street – Participate in the signal modification to provide separate right turn overlap signal phasing for the existing westbound right-turn lane.	0.78% $586.12 (2024 Estimate)
Pepper Avenue/Highland Avenue – Northbound Approach: Restripe through lane to shared through-right lane, in addition to the left turn lane and right turn lane. Eastbound Approach: Participate in the signal modification to provide separate right turn overlap signal phasing for the right turn lane.	12.96% $16,198.70 (2024 Estimate)
Pepper Avenue/SR-210 WB Rampes – Northbound Approach: Modify traffic signal to provide north/south split phase, restripe first through lane to provide a left-through lane, in addition to the left turn lane and second through lane. Westbound Approach: Provide additional (second) left tur lane.	20.91% $120,250.37 (2024 Estimate)
Pepper Avenue/SR-210 EB Ramps – Northbound Approach: Provide separate right turn lane. Eastbound Approach: Provide additional (second) right turn lane. Add SB right turn lane.	20.88% $203,595.28 (2024 Estimate)
Pepper Avenue/Mariposa Drive – Participate in the construction of a traffic signal. Northbound Approach: Provide a separate left turn lane and second through lane, eliminating defacto right turn lane. Southbound Approach: Provide separate left turn lane and second through lane, eliminating defacto right turn lane.	6.50% $12,343.24 (2024 Estimate)

Pepper Avenue/Baseline Road – Southbound Approach: Provide separate right turn lane.	28.0% $7,000.00 (2024 Estimate)
Pepper Avenue/Etiwanda Avenue – Participate in construction of a traffic signal.	2.00% $1,803.59 (2024 Estimate)
Pepper Avenue/Foothill Boulevard – Participate in the signal modification to provide separate right turn overlap signal phasing for the existing eastbound right turn lane. Southbound Approach: Provide separate right turn lane. Westbound Approach: Provide additional (third) through lane.	1.34% $1,369.39 (2024 Estimate)
Pepper Avenue/Baseline Road - Restripe left turn lanes to provide the following queue storage: NBL: 160 ft. SBL: 200 ft. EBL: 260 ft.	9.98% $2,495.00 (2024 Estimate)

72. The applicant shall submit sewer improvement plans for public sewer main(s) by a registered California civil engineer to the Engineering Services Department for review. The plans shall be approved by the City Engineer prior to the issuance of an off-site construction permit or building permits, whichever occurs first.

73. The applicant shall submit traffic striping and signage improvement plans prepared by a registered California civil engineer or registered California Traffic Engineer to the Engineering Services Department for review. The plans shall be approved by the City Engineer prior to the issuance of an off-site construction permit or building permits, whichever occurs first. All required traffic striping and signage improvements shall be completed concurrently with required street improvements, to the satisfaction of the City Engineer, and prior to issuance of a building permit.

74. The applicant shall submit copies of approved water improvement plans prepared by a registered California civil engineer to the Engineering Services Department for record purposes. The plans shall be approved by West Valley Water District, the water purveyor, prior to the issuance of an off-site construction permit or building permits, whichever occurs first.

75. The applicant shall provide a rough grade (pad) certification, engineered-fill certification, and compaction report for all building pads, in conformance with the approved Precise Grading Plan, to the Engineering Division prior to trenching for footings or construction of any building foundation for review and approval by the City Engineer.

76. 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.

77. The applicant shall install a new traffic signal at the intersection of Pepper Avenue and the project driveway connected to Pepper Avenue, prior to the issuance of a Certificate of Occupancy, unless the traffic signal is already installed by another developer in the Pepper Avenue Specific Plan area.

78. Prior to occupancy approval, modify the striping on Pepper Avenue to accommodate the new raised median southbound left-turn lane pocket with storage meeting the requirements of the Traffic Engineer.

79. The applicant shall install "No Stopping Anytime" R26A(S)(CA) signage along the entire project frontage of Pepper Avenue, as required by the City Engineer, prior to the issuance of a Certificate of Occupancy.

80. Prior to occupancy approval, replace any existing non-compliant, damaged, or unsatisfactory sidewalk along the project frontage of Pepper Avenue, to the satisfaction of the City Engineer.

81. The applicant shall construct asphalt concrete paving for streets in two separate lifts. The final lift of asphalt concrete pavement shall be postponed until such time that on-site construction activities are complete. Unless the City Engineer provide prior authorization, paving of streets in one lift prior to completion of on-site construction is not allowed. If City Engineer authorized, completion of asphalt concrete paving for streets prior to completion of on-site construction activities, requires 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.

82. The applicant shall reconstruct any broken, chipped, or unsatisfactory sidewalks or curbs along the entire project frontage, in accordance with the Pepper Avenue Specific Plan and the City of Rialto Standard Drawings, as required by the City Engineer, prior to the issuance of a Certificate of Occupancy.

83. The applicant shall construct 4-inch conduit within the parkway area along the entire project frontage of Pepper Avenue, prior to the issuance of a Certificate of Occupancy.

84. The applicant shall construct a commercial driveway approach in accordance with City of Rialto Standard Drawing No. SC-214. The driveway approach shall be constructed so the top of "X" is at least 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 or will exceed 30 inches in height required to maintain an appropriate corner sight distance. If necessary, additional right of way shall be dedicated on-site to construct a path of travel meeting ADA guidelines.

85. The applicant shall construct a curb ramp that meets current California State Accessibility standards at the northeast corner of the intersection of Pepper Avenue and the project driveway connected to Pepper Avenue, in accordance with the City of Rialto Standard Drawings, prior to the issuance of a Certificate of Occupancy. If necessary, additional pedestrian and sidewalk easements shall be provided on-site to construct a path of travel meeting ADA guidelines.

86. The applicant shall construct a variable width raised and landscaped median island in Pepper Avenue per the Pepper Avenue Specific Plan along the entire frontage of the Site, in accordance with City Standards and as approved by the City Engineer, prior to the issuance of a Certificate of Occupancy. The median nose width shall be constructed per Specific Plan layout and shall have stamped concrete. The left turn pockets shall be designed in accordance with Section 405 of the current edition of the Caltrans Highway Design Manual, and/or as approved by the City Engineer.

87. The applicant shall 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, along the entire half-width street frontage and #1 southbound lane of Pepper Avenue, in accordance with City of Rialto Standard Drawings, prior to the issuance of a Certificate of Occupancy. The pavement section shall be determined using a Traffic Index ("TI") of 10 or provide evidence such as "as-built" or "record drawing" plans that demonstrates the existing structural section is in accordance with the City's minimum thickness requirements. The pavement section shall be designed by a California registered Geotechnical Engineer using "R" values from the project site and submitted to the City Engineer for approval. Alternatively, depending on the existing street condition and as approved by the City Engineer, a street overlay, slurry seal, or other repair can be performed to preserve existing pavement improvements

88. The applicant shall connect the project to the City of Rialto sewer system and apply for a sewer connection account with Rialto Water Services.

89. The applicant is advised that domestic water service is provided by West Valley Water District. The developer shall be responsible for coordinating with West Valley Water District and complying with all requirements for establishing domestic water service to the property.

90. The applicant shall install a new domestic water line lateral connection to the main water line within Pepper Avenue, pursuant to West Valley Water District requirements. A water line plan shall be approved by West Valley Water District prior to the issuance of building permits.

91. The applicant shall provide certification from Rialto Water Services that demonstrates that all wastewater service accounts for the project are documented, prior to the issuance of a Certificate of Occupancy or final inspection approval from the Engineering Services Department.

92. Any 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 developer 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.

93. 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 Services Department 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.

94. The applicant shall adhere to the City Council approved franchise agreements and disposal requirements during all construction activities, in accordance with Section 8.08 (Refuse Collection of the City of Rialto Municipal Code).

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 frontage of Pepper Avenue.

    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 remove any graffiti within 24 hours, before, during, and post construction. Methods used to remove or cover the graffiti such as new paint and sand blasting shall assure to completely match the building, wall, etc.

97. 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.

98. 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.).

99. 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.

100. The applicant shall design the structures to withstand ultimate wind speed of 130 miles per hour, exposure C and seismic zone D.

101. 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.

102. 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.

103. 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.

104. 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.

105. 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.

106. 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.

107. Prior to issuance of Building Permits, site grading final and pad certifications shall be submitted to the Building Division and Engineering Division, which include elevation, orientation, and compaction. The certifications are required to be signed by the engineer of record.

108. 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.

109. 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.

110. 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.

111. 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.

112. 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.

113. The applicant shall comply with all applicable requirements of the California Fire Code and Chapter 15.28 (Fire Code) of the Rialto Municipal Code.

114. 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. Lighting shall be designed/constructed in such a manner as to automatically turn on at dusk and turn off at dawn.

115. 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. Lighting shall be designed/constructed in such a manner as to automatically turn on at dusk and turn off at dawn.

116. 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. Lighting shall be designed/constructed in such a manner as to automatically turn on at dusk and turn off at dawn.

117. 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.

118. The applicant shall provide an illuminated channel letter address prominently placed on each 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.

119. 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.

120. The applicant shall install Knox boxes immediately adjacent to the main entrance of each 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. 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.

121. The applicant shall prominently display the address on each 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.

122. The applicant shall provide an audible burglar alarm within each 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).

123. 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.

124. Prior to issuance of a Certificate of Occupancy, the Lessor of the property shall pay a business license tax based on the Rental Income Property tax rate.

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 3rd day of April, 2024.

_____
JERRY GUTIERREZ, CHAIR
CITY OF RIALTO PLANNING COMMISSION

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

I, Kimberly Dame, Administrative Analyst 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 ____, 2024.

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 ___, 2024.

_____

KIMBERLY DAME, ADMINISTRATIVE ANALYST

Exhibit “A”

Project Plans

File #: PC24-1295, **Version:** 1, **Agenda #:**

For the Planning Commission Meeting of [April 3, 2024]

TO: Honorable Chairman and Planning Commissioners

APPROVAL: Colby Cataldi, Director of Community Development

FROM: Paul Gonzales, Community Development Manager

Continued public hearing from the March 6th, 2024 Planning Commission meeting:

(Master Case No. 2022-0003) Conditional Development Permit No. 2022-0003: A request to allow the expansion and of an existing used automobile sales and rental site to include 17,978 square feet of additional pavement, truck sales and rentals, vehicle car wash, additional office space, and vehicular circulation on 6.68 gross acres of land (APN: 0251-091-22) located at 585 West Valley Boulevard within Industrial Park (I-P) zone of the Gateway Specific Plan in three existing buildings totaling 20,600 square feet. This project is categorically exempt pursuant to Section 15301 (Existing Facilities) and 15332 (In-Fill Development Projects) of the California Environmental Quality Act (CEQA).

APPLICANT:

Enterprise Rent-A-Car Company of Los Angeles, LLC, 333 City Boulevard West, Suite 1115 Orange, California 92868

LOCATION:

The project site consists of one (1) parcel of land (APN: 0251-091-22) located at 585 West Valley Boulevard within Industrial Park (I-P) zone of the Gateway Specific Plan (Refer to the attached Location Map (**Exhibit A**)).

BACKGROUND:

On March 6th, 2024, the Planning Commission continued the public hearing for Conditional Development Permit No. 2022-0003 and Precise Plan of Design No. 2022-003 to April 3, 2024, at the applicant's request. On March 19, 2024, staff met with representatives of Enterprise to further discuss the draft conditions of approval for the project. At the end of the meeting, the applicant stated they would provide staff with an email requesting which conditions they would like to be considered to be modified. City staff received an email on March 26th, 2024, but has not had time to review and respond to the applicant on requested modifications to conditions. On March 28, 2024,

staff spoke to the applicant who requested a continuance until the May 1st Planning Commission meeting to allow additional time to consider the draft conditions of approval for the project.

RECOMMENDATION:

The Planning Division recommends that the Planning Commission continue the public hearing for Conditional Development Permit No. 2022-0003 and Precise Plan of Design No. 2022-0003 open to May 1st, 2024.

EXHIBIT A LOCATION MAP